

THE

House of Assembly Debates

(OFFICIAL REPORT)

SESSION 1954—55

HOUSE OF ASSEMBLY

Tuesday, 26th October, 1954.

Pursuant to the adjournment, the House of Assembly met to-day at 3.00 p.m.

PRESENT:

His Honour Mr. K. N. R. HUSBANDS, (*Speaker*), Hon. Dr. H. G. H. CUMMINS (*Minister of Social Services*), Hon. M. E. COX (*Minister of Communications, Works and Housing*), L. E. SMITH (*Chairman of Committees*), F. L. WALCOTT, O.B.E., Hon. R. G. MAPP, (*Minister of Trade, Industry and Labour*), F. C. GODDARD (*Leader of Opposition*), F. E. MILLER, J. A. HAYNES, B.A., J. C. MOTTLEY, V. B. VAUGHAN, Hon. C. E. TALMA (*Minister of Agriculture, Lands & Fisheries*).

Prayers were read.

MINUTES

Minutes of the Meetings of the 5th & 12th October, were read and confirmed.

DOCUMENTS

Mr. SPEAKER: I have the honour to inform the House, that I have received the Report of the Accountant General for the period ended 30th September, this year.

PAPERS LAID

Hon. Dr. CUMMINS: On behalf of the Hon. Premier, I am commanded by His Excellency to lay:—

Statement of the sums of money paid over to the Accountant General by the Commissioner of Police during the quarter ended 30th June, 1954.

Statement showing Gross Customs and Excise Receipts for six months ended 30th September, 1954.

Hon. M. E. COX: Mr. Speaker,—I am commanded to lay:—

The Civil Establishment (General) (Amendment) No. 15 Order, 1954.

GOVERNMENT NOTICES

Government Notices were given as follows:—

Hon. M. E. COX: Resolution to approve the Or-

der entitled the Civil Establishment (General) (Amendment) No. 15 Order, 1954.

Hon. Dr. H. G. H. CUMMINS: Bill to amend the Dental Registration Act, 1923.

PRIVATE MEMBERS' BUSINESS

Mr. SMITH: To enquire of the Minister of Communication, Works and Housing:

What action the Government is taking with regard to the Address passed by the House of Assembly on the 18th July, 1950, asking for the installation of slot-system telephones in the Parish of St. Joseph and the districts of the Island.

To enquire of the Honourable Premier:

1. Is it a fact that the senior children of the elementary schools in the parish of St. Joseph are being diverted to the school at Blackman's House?

2. Has Government abandoned the idea of a 'Secondary Modern School,' as intimated in His Excellency's Speech?

3. Will the Hon. Premier state in a brief summary, the real purpose and places for this particular School?

Mr. CRAWFORD: Mr. Speaker,—I beg to give Notice of the following Address:—

*The House of Assembly
To
His Excellency the Governor*

The House are of the considered opinion that immediate steps should be taken, in consultation with the Regional Economic Committee, to investigate the possibility of

- (1) The establishment of a sugar refinery in Barbados.
- (2) The procurement of a market for surplus B.W.I., sugar in Africa.

BILL READ A FIRST TIME

On motion of Hon. Dr. CUMMINS, seconded by Hon. M. E. Cox, the Bill to amend the Dental Registration Act, 1923, was read a first time.

LEAVE TO TAKE ORDER NO. 13 GRANTED

Hon. Dr. CUMMINS: Mr. Speaker,—I am asking leave to take Order No. 13, as the first Order of the Day.

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

REPLY TO HIS EXCELLENCY'S MESSAGE RE INTRA-REGIONAL SHIPPING SERVICE

Hon. M. E. COX: Mr. Speaker,—This Order deals with the Reply to His Excellency's Message No. 26/1954, relating to the Intra-Regional Shipping Service. Before I deal with the Reply, due to the recent developments over the last three or four weeks, I should like to give a brief explanation to the honourable House, as regards what transpired during that time. The House would remember, that it was proposed to deal with this matter on the 12th of this month; but on the 11th, a telegram was received by this Government from Trinidad, pointing out that a difficulty had arisen in respect of the domestic agreement which is found in Par. 4 of His Honour the Governor's Deputy's Message.

I should like to start off by reiterating what I said on Thursday last, that is, Barbados is the only island which has not agreed to the W.I.N.C.O. Agreement. Trinidad points out, that the Company is being embarrassed by the delay in completing the agreement. Delay in signing might result in the whole service, not being set up; and it is important to finalise the agreement immediately. Trinidad points out, that a particular difficulty has arisen over the Domestic Agreement. The Agreement with W.I.N.C.O. is for three years.

Mr. E. D. MOTTLEY: I am sorry to interrupt the hon. Minister; but we cannot hear him.

Hon. M. E. COX: I apologise to hon. members. I was quoting, that a particular difficulty has arisen over the provision for the Domestic Agreement. The position is this: The Agreement with W.I.N.C.O., is for three years, and continues thereafter, unless terminated at any time. All eleven Governments collectively are parties to the Agreement with W.I.N.C.O., and in default of any understanding among themselves action for the purpose of agreement (e.g. serving of notices by Governments.) can only properly be taken if all eleven Governments are unanimous.

To take an extreme case: If Governments wish to terminate the arrangement they could be compelled to continue, so long as one of the Governments stood out and refused to agree to termination. They must therefore be some domestic understanding between the Governments on basis of reaching decision which will be binding on all. The draft of a domestic understanding was circulated in the Executive Secretary's circular, Saving No. 51/54. One of the important provisions of this draft understanding as clause 'A' of the agreement shows, was that decision should be binding if concurred in by a majority representing 75% of subsidy less the United Kingdom's share. (i.e.) by Governments contributing a total of £30,000 in subsidy. St Vincent and Dominica which are the only Governments to have replied to this issue object to this proposal, and Dominica suggested that decision should be binding by a considered majority.

Mr. E. D. MOTTLEY: I hate to interrupt the honourable Minister; but there is no such thing before me. I am trying to follow the hon. member as closely as possible, but no such clause "A" is in this Agreement.

Hon. M. E. COX: In the Domestic Agreement we have clause "A" which reads as follows:—

"For the purpose of taking any decision affecting the contractual relations between the Governments and the company, a decision shall be regarded as binding on the Governments if concurred in by any Gov-

ernments whose annual contributions towards the sum to be paid to the company under clause 6 of the Agreement together represents 75%, the sum exclusive of the amount contributed by the United Kingdom Governments."

Mr. E. D. MOTTLEY: The hon. member is asking me to follow him; but what he says is not Clause "A" of the Domestic Agreement.

Hon. M. E. COX: The draft submitted to the House in His Excellency's Message, repeats Clause A in the Domestic Agreement which anybody can understand.

Mr. E. D. MOTTLEY: On a point of Order. I am asking Your Honour to rule. We cannot follow the hon. member. We see something quoted in the Message from the Governor and then there is something else as a separate Agreement.

Mr. SPEAKER: Will the hon. Minister say whether he is quoting from the Agreement or from the Governor's Message.

Hon. M. E. COX: This is the Message which was sent to the House; and paragraph 4 of the Message repeats Clause "A" of the Domestic Agreement.

Mr. SPEAKER: Might the hon. member quote from the Agreement instead of from the Message accompanying the Agreement?

Hon. M. E. COX: If I tell the House that this is a recital of the Domestic Agreement in the Governor's Message, what more do they want?

Mr. SPEAKER: This is just a recital, and as hon. members have copies of the Agreement, the hon. Minister might refer to the particular clause in the Agreement. Might not the hon. Minister quote from the Agreement and then from the Message, so that hon. members can follow it closely?
3.35 p.m.

Hon. M. E. COX: I pointed out, and if hon. members were listening they would have heard, that the Trinidad Government agrees with the W.I.N.C.O. Agreement. But in connection with the Domestic Agreement which is found in Paragraph 4 of the Message, Trinidad now says it cannot see its way to be bound by the Agreement as it stands, and consequently submitted certain proposals for modifying the Domestic Agreement. That is what I was telling the House from the beginning.

I was quoting what Trinidad represented to this Government on the 11th October, the day preceding the date on which this discussion should have taken place. Continuing from where I left off, this is what Trinidad said:—

"Both of these proposals present difficulties. Decision by a majority of the Financial interests as at present drafted enables three Governments to dictate decisions and to terminate service if they wish. It also gives each of the two major contributors a new veto. On the other hand, a decision by a simple majority enables Governments contributing £4,000 per annum in subsidies to require Governments contributing £30,000 to continue to support the service whether they wish to or not; because the Agreement is to continue for a three year period until terminated and this would enable the smaller contributors to force one or two large contributors to continue to subsidise the service indefinitely. If the Agreement was renewable after three years, when any dissatisfied Government could withdraw, when a simple majority decision would not present such difficulties."

The Trinidad Government suggested that, "In order to resolve these difficulties, decisions should be regarded as rigid and binding on all the Governments concerned if concurred in by at least six Governments which together pay not less than 25% of the subsidy less the United Kingdom's share. That means that no veto could be imposed by the major con-

tributors if all others are in an agreement; but a simple majority would not be affected unless it included a major contributor. This seems fair and reasonable to all interests."

After receiving this Message the Government of Barbados discussed the question in the light of the fact that the delegates representing Barbados at the eighth meeting of the Regional Economic Committee had made it clear that the Government of Barbados was only prepared to join in this Agreement for a period of three years with the right to withdraw if it so desires after the three years had expired. Negotiations were started, as I said sir, and the Government replied suggesting *Inter alia* that a Conference should be held to discuss the question. Perhaps I should read part of the telegram sent by this Government to the Trinidad Government. It is as follows:—

"The Barbados Government does not object to a continuing agreement provided that at the end of the initial period of three years, any Government has an option to continue or not. In view of the difficulties that amendment of W.I.N.C.O. Agreement would involve, this Government suggests along the lines of paragraph three of your telegram that the position be met by adding to clause 16 of the Domestic Agreement a proviso in the following form:—

"Provided that any government which does not concur in a decision not to terminate the decision under clause 1 shall, (a) between the Governments, be no longer regarded as a party to the Agreement with the company from the expiry of 6 months after having given notice to the Executive Secretary to that effect, and from the expiry of such period the Governments shall hold such Governments indemnified in respect of any of its obligations under the Agreement with the company arising after the expiry of such period."

As I said on Thursday last, the Trinidad Government felt before the Agreement could be finalised between the Trinidad Government and W.I.N.C.O. on behalf of the other Governments, that a Conference was necessary to hammer out these difficulties, with a view to reaching some reasonable and amicable decision. Since then, Mr. Speaker, we have received telegrams from the various Governments, some of which stated that they had no time at their disposal to attend a Conference; but at least, seven of the Governments agreed to the proposals contained in the telegram of the 14th October sent by the Barbados Government.

That being the case I feel, sir, that at this stage, we can proceed to deal with the Agreement, or rather proceed to pass a reply to His Excellency's Message in respect of the Agreement. At this stage due to the replies from the seven Governments I am proposing with Your Honour's permission to amend the Address which accompanies the Report of the Select Committee which sat to consider His Honour the Governor's Deputy's Message.

Now, Mr. Speaker, while I am not prepared to speak at length on this subject, all hon. members will agree that the question of improving shipping facilities in the West Indian area, has been discussed on many occasions. I think that as far back as 1939, a Canadian gentleman wrote the Barbados Government on talks which he had had with the Governor of the Windward Islands, suggesting that some Inter Island shipping service be instituted in the area for the purpose of improving passenger traffic.

3.45 p.m.

Many investigations since then have been made, and it will be remembered, that the Regional Economic Committee, (I think it was at its sixth meet-

ing) discussed the question very thoroughly, and made recommendations to the various Governments as to investigating the feasibility of the service. Since then, the Governments after examining the proposals, called for tenders and received tenders from three shipping agencies. The tender submitted by W.I.N.C.O. was the most favourable; and the Governments on the recommendation of the R.E.C. at its eighth meeting, decided to accept the tender offered by W.I.N.C.O.

I should mention at this stage, that the Government of Barbados was not at first willing, or did not show its willingness to participate in this scheme; because the Government feared that a service would not be in favour of the schooner traffic in the area. We felt then, and still feel, that the schooners have done a very useful job; and more particularly so throughout the war years; and as a result, we have great sympathy for schooner owners. As I have said, we were a bit reluctant in joining the scheme; but events have proved that there will not be any marked reduction in business, in so far as schooners are concerned, largely because of the fact, that this boat will not be calling at British Guiana, the territory from which these schooners do a good deal of business. As I have said before, our fears are not so great; and the Government of Barbados with that in view, has decided to participate if the House so approves.

Hon. members will note, that in the same Message on page 2, it is stated that whereas on the basis of the R.E.C. contribution this Government should have contributed 12.5 per cent, it has been agreed that our contribution will only be 8.8 per cent now; so that is also in our favour, and that amount, as hon. members will see, comes to \$21,120. Hon. members will also see, that the British Government has agreed to contribute a sum of £10,000 for the initial three-year period. As far as the main agreement of W.I.N.C.O., is concerned hon. members will see that clause 1 deals with the life of the Agreement. It goes on to say that the company cannot sublet without first having the consent of the various contributing Governments.

Hon. members as they read the various clauses of the Agreement will see that there is ample protection laid down in the Agreement for the participating Governments. The Agreement also deals with the employment of all West Indians with the exception of deck and engineer officers who are employees of long standing in the company; and also makes provision for the company to pay rates of wages in salaries in accordance with agreements reached between the employers and the workers representatives. Provision is also made under clause 17 for the settling of disputes. It will also be seen that the fares per mile will not be higher than the rates in existence which are based on International Conference rates.

Before I sit down I should say that I feel that hon. members are now convinced that the delay in putting this matter before the House was no fault of the Government. The delay was largely due to the fact that the Government of Barbados wanted an Agreement which would give them the right to withdraw at the end of the three years if so desired. I think that is a very important point. Therefore we had to go slowly on this question until some satisfactory solution had been found. I may add that it is still necessary to have a Conference; and perhaps when the R.E.C. meets again delegates will discuss and amend the present Domestic Agreement embodying the terms set out in the recent telegrams by the seven Governments to the effect that the Agree-

ment should be regarded as rigid and binding on all Governments concerned if concurred in by at least six Governments which together pay not less than 25%.

But the Domestic Agreement must go a bit further; and I say, in view of the fact that the other Governments have already agreed or shown their willingness to agree to the Domestic Agreement which will give any Government the right to withdraw if it so desires after the three year period is ended, I am asking the House to agree to this reply to His Honour the Governor's Deputy's Message. I should also like to point out to the House that the dead line date is still the 31st of this month. If we get through with this matter today the Other Place proposes to meet on Friday to deal with it in order that Trinidad should know our own decision before the 31st of this month. I am therefore moving that the Reply to His Excellency's Message No. 26/1954 be as follows:—

*The House of Assembly
To
His Excellency The Governor*

The House of Assembly has the honour to acknowledge the receipt of the Governor's Deputy's Message No. 26/1954 on the subject of an Intra-Regional shipping service. The House has the honour to inform Your Excellency that as requested in paragraph 6 of the said Message, they sanctioned an Agreement being made for this Government's annual contribution of \$21,120 and to concluding the Agreement with the company to the effect in the attached form to the said Message; and an Agreement between the Governments as outlined in paragraph 4 of the said Message.

I want to add another paragraph to this Reply as follows:—

The House has the honour to inform Your Excellency that they also sanction an Agreement between the Governments along the lines set out in paragraph 4 of the said Message but urges that such an Agreement should contain provision to enable a Government which did not see fit to continue payment of its share of the subsidy after the initial period of three years to discontinue payment of such share.

Mr. E. D. MOTTLEY: That is a long addition. The hon member has amended this Reply, and we are asking him to let us have copies of it.

INTERRUPTION

Mr. SPEAKER: When hon. members want such things done, they must go about it in a different manner. These things have to be done with the Speaker's permission; otherwise, we will have a stormy session. If we proceed in that sort of way, we will be lowering the prestige of this House. I cannot entertain any such behaviour.

Hon. M. E. COX: I want to inform hon. members, that I will try and get copies of this amendment while the debate is going on. I beg to move that this Address do now pass.

4.05 p.m.

Hon. C. E. TALMA: I beg to second the motion.

Mr. CRAWFORD: Mr. Speaker.— I should like to begin, by regretting that the alternative proposals by the Trinidad Government to the Domestic Agreement, were not circulated. If those proposals by the Trinidad Government detained this debate, and are now the subject of our amendment to this reply, it follows, that the House should have had before it the proposals made by the Trinidad Govern-

ment. It is not fair for us to come here and to be told, that Trinidad made certain alterations; and to listen to those alterations, and to be asked to support an amendment based on them, without having them before us. Therefore, the least that the hon. Introducer of this Address could do is to circulate with all possible speed, both the entire proposals of the Trinidad Government and his amendment based on them; because, there might be other things in these proposals, which the House may feel should be included in the Reply to the Governor.

Now, I want to be carefully understood, that in so far as they are concerned, I am in complete agreement with the proposal that there should be increased communications between the Regional Governments which comprised the R.E.C. I believe, in the total interest of the economic development of the area we should have improved communications. The area is developed industrially; and if the various industries which are being developed in respective colonies are to reach other West Indian markets, communication facilities should be ensured.

Jamaica is developing several lines of exports, — cement, textiles, luxury goods etc. Trinidad is a big re-export centre, and also a manufacturing centre exporting oils and fats, cement and other things.

It is common knowledge, that even the Leeward Islands are intensifying agricultural developments, in order to make the utmost use of the proposed steamship service; because this steamship would have refrigeration, and the vegetables like carrots, tomatoes etc., which Dominica and Montserrat can produce and supply to these colonies are denied an export market because of the lack of refrigeration; and they can now readily find a market if given a proper steamship service.

Therefore, I repeat, if the industrial development of the area is to be intensified, one of the prior considerations is, that there should be adequate communication facilities serving the various colonies. Therefore, those of us who feel that economic development is of major importance, should of necessity, support any idea of greater steamship service facilities. At the same time, it does not mean that we accept any proposal blindly. It also means, that we should devote the utmost care and consideration of any agreement which we enter into, in order to provide this steamship service. I am not all satisfied in my mind up to now, that the proposals submitted to the House in His Excellency's Message, and the Agreement which it is proposed we should enter, offered the most advantageous terms to these West Indian Colonies.

One had hoped, that the hon Introducer of this motion, would have enlightened the House with more information as regards to the background of this agreement, the events leading up to it, and giving us at least some basic reason why this company was picked in preference to all others who entered for the service; and would have endeavoured to draw some relation between what it would cost the West Indian Governments to subsidise this service, and what it would cost to run a service of its own. It is true, the West Indian people generally have absolutely no experience in running a steamship service. The knowledge of the matter must remain confined to the little information we have from the small schooners and the small steamers, which ply between the regions. Any information we can offer, is also based on our experience in subsidising another intercolonial steamship service. I refer of course to the fact, that for, I think, 20 odd years, these West Indian Governments subsidised the Canadian National Steamship Company to run a passenger and freight service to the area. That service was suspended quite

recently, because the Canadian Government alleged that it was unprofitable to continue it.

Now let us for a moment, attempt to draw a comparison between the terms and conditions under which the C.N.S. served the area, and the terms and conditions under which this West Indian Navigation Company proposes to provide this inter-regional service.

4.15 p.m.

The West Indian Navigation Company will provide one boat, which I understand, is to be called the *Wingsang*; and its gross tonnage, as far as I have been able to gather, is 3,560 tons. Now, the annual cost of this one boat provided by the West Indian Navigation Company will be £50,000 a year; of which £40,000 is to be provided by the various regional contributing Governments, and £10,000 to be provided by Her Majesty's Government. Now, we can well remember, that the Canadian National Steamship Company had three boats operating this service, and the average tonnage of the C.N.S., boats operating in these parts, was 7,790. Some of the boats were over that tonnage. They were approximately 8,000 tons each, and the company had three boats operating when the service began; so that we had a gross tonnage of 24,000 tons at a cost to the West Indian Governments of £29,000 per annum. On the one hand, you are having the *Wingsang* of 3,560 tons operating at a cost of £50,000 per annum, and on the other hand, you had the three C.N.S., boats of 24,000 tons, costing £29,000 per annum; so we are now getting actually 1/8 of that tonnage for double the price.

I am not so foolish, Mr. Speaker, to suggest to this House, that the subsidy which we gave to the C.N.S., company, represented a total cost of the running of its three boats down here. It is common knowledge, that the Canadian Government itself also heavily subsidised these steamers. Of course, one has to bear in mind, that the C.N.S. steamers came all the way from Canada down here, and they had to utilise various Canadian ports according to the weather conditions. They also were provided with heating accommodation, as well as they provided luxury accommodation for passengers of a type that the S.S. *Wingsang* may not provide; because the Canadian multi-millionaires who came down in the winter on the Canadian boats, will not be travelling by the S.S. *Wingsang*. However, I do hope that the owners of the S.S. *Wingsang* will not say: "Oh, we are going down to the West Indies to carry Negroes, and anything will do."

Sir, to my mind, we have begun at a remarkable disadvantage, from the question of subsidy and comparison between the two types of service. I am not at all satisfied that for £50,000 per annum, which means £150,000 for three years, the West Indian contributing Governments, could not do better. I am willing to agree, that we have little or no knowledge in these parts, of the fine details of operating a steamship service; but what we do know is, we paid £22,000 for the C.N.S.'s three boats of nearly 24,000 tons, and we are going to pay the same money for one 3,000 ton boat to run around these islands. I am not satisfied in my mind about that. I am not satisfied about the proposal in which R.E.C. and the Governments concerned, have agreed that the Government of Trinidad should act as the contracting party to the Agreement on behalf of all the Governments concerned. It is true, that we have to ratify everything which is done in the final analysis; but, Sir, you will recall, the numerous occasions on which the leaders of this Government have stood from the floor of the House, and publicly decried the man-

ner in which public business is conducted in Trinidad. Therefore, Sir, it does appear strange, whether it be for the sake of convenience or not, that we should leave a matter of this sort at this stage, in the hands of the Trinidad Government; and now we are asked to ratify it at a moment's notice with less than appropriate consideration to all the proposals contained in the Agreement.

Incidentally, I should like to refer to the observation of the hon. Introducer of this Resolution. The hon. Minister claims, that the Barbados Government at first, had some apprehensions against entering this service; because the Government was appreciative of the service rendered by the schooners, most particularly during the war; and it was felt, that this boat might interfere with their trade; but since then, events have proved to the contrary. I do not know, what events have transpired since then to bring them to that conclusion; because, after saying that events proved to the contrary, the hon. Minister went on to say, since British Guiana will not be served by this steamship and the bulk of the schooner trade goes to British Guiana, the Barbados Government then decided to change its mind and to agree to the proposals. In my opinion, the fact that British Guiana supplies a certain share of the schooner trade, does not justify the assertion that events have proved anything; and the fact that these schooners will still be carrying on the British Guiana trade, does not mean that the British Guiana trade alone is sufficient in volume, to make their operations economic.

4.25 p.m.

It is expected that they shall be deprived of the volume of trade which they now do with the Leewards and Windwards and Trinidad, which this proposed steamship service is expected to collar for the greater part. In other words, even if left to the B.G. trade the schooners will be deprived of the inter-colonial trade because in the interest of the area we have agreed that a new steamship service is essential; but it does not necessarily follow that we should agree that it should be a steamship service run by this line. We have no part or parcel in this company at all. In so far as the West Indian Governments are concerned, the West Indian Navigation Company Limited, is an alien company. Not one West Indian individual will have one cent in shares in this Company. We will subsidise them heavily; we will let them deprive West Indian schooners of the opportunity to make a living, and any profits which they make, will go into the profits of the foreign company. The Regional Economic Committee, in my opinion, found itself in a false position on this question. The idea of a West Indian Steamship Service did not originate with them; in that they were very unfortunate. The Colonial Development Corporation proposed to the R.E.C. sometime ago, that there should be an intra-regional West Indian Shipping service, and the R.E.C., then took up the matter. Quite laudibly, at one point, the R.E.C., refused to permit the C.D.C., to supply the service; and after agreeing that the service should be established, they called for tenders for the service. I am told on reasonably reliable authority, that there were at least 10 different tenders for this service.

Now, the company which got the award of the tender, is a company financed by C.D.C., the West Indian Navigation company as proposed by the C.D.C., an English Shipping firm with interest in Hong Kong or Indo China or somewhere; but I shall not be at all surprised if the finance of this West Indian Navigation steamship company is coming from C.D.C. I am not suggesting, that because the C.D.C. made

this suggestion to the R.E.C., they were awarded a tender. I assume in my mind, that the Regional Economic Committee decided on the tenders before it, and were concerned that the West Indies were offered the most advantageous terms by the West Indies Navigation Company. But one cannot help feeling, that there is some regrettable association of facts in connection with the decision to give the West Indies Navigation Company the tender, for supplying this steamship service. This English shipping firm of James Mathieson may have equal shares in the company with C.D.C., it may have more or less all or it may be only a front and C.D.C. may have the bulk of the shares. In case that C.D.C., has the bulk of the shares, the net result might well be, that any profits made by the West Indies Navigation Shipping Company will completely offset the contribution being made by Her Majesty's Government to this shipping service. Hon. members will note from the third schedule, that Her Majesty's Government is giving £10,000 as a subsidy to the service. C.D.C., is a corporation financed from Imperial Government funds; and I shall not be surprised, if at the end of the first year's operation and Her Majesty's Government provides this £10,000 towards the cost of the service, the service may make in eight or ten years, profit which goes to the C.D.C. with the British giving this subsidy to the service. In every aspect of commerce there is the element of chance; and I should like to see the chance of running this West Indian Steamship Company, being taken by the West Indian Governments themselves. Don't you fool yourself, that if we once embark or when we embark on the provision of a steamship service in the area, it will be for three years. The Canadian Government served us for twenty years, and when they left us, they left us weeping. The West Indies want a steamship service; we must have a steamship service; and if we have to subsidise it, we have to subsidise it for some time to come. If it is to run on an economic basis, and if there is money to be made, let us make money; and let the West Indian investors, big and small, and everybody in the British West Indies, take this chance in assisting and shaping their own destiny.

4.35 p.m.

I go further, sir. In three years, the subvention by the West Indian Governments to this West Indian Navigation Steamship Company, would be £120,000. In this three years, that steamship service will also have enjoyed the benefits of the greater portion of intercolonial trade in the area, and when those three years have expired, we as West Indians, will not have one iota more of experience in running a steamship service.

Now, the first question that arises at this stage, is whether it would not be a better proposition for the West Indian Governments to purchase a steamship of comparable size to the "*Wingsang*" and start to establish a service of their own. The "*Wingsang*" I repeat, has a tonnage of 3,560 tons. Now when this matter was being discussed, offers of steamers for sale were made to the various colonial Governments, and perhaps also to the R.E.C., but I know, that more than one colonial Government got offers of steamers of comparable age to the *Wingsang*. The "*Wingsang*" was finished in 1938; and is therefore now 16 years old. From the figures I have been able to gather, the average cost of a steamer of that age and size, works out at about £25,000 per one thousand tons. In other words, you could get a four thousand tons steamer, 16 years old, for £100,000. That is to say, that the capital cost of the "*Wingsang*" should not exceed £85,000 or £90,000.

If my information is correct, and I have every reason to know that it is, and the average cost of a boat like the "*Wingsang*" is approximately £85,000, is it an economic proposition for the West Indies to subsidise this steamer for three years to the tune of £120,000, and an additional £30,000 by Her Majesty's Government, (£150,000 in three years) and then we will not even own a mast or spar in it? If Her Majesty's Government is willing to subsidise a West Indian shipping service to the tune of £30,000 a year, one is safe in assuming, that they will do it whether or not a corporation like C.D.C. is interested in it, or whether or not a domestic West Indian company is running this service. So we should assume, that if we can get £30,000 a year from Her Majesty's Government, and if we are going to put up £120,000 for three years, and if we can get this money and buy a steamer of comparable age and size to the "*Wingsang*," any increase in operational and capital cost, (that is to say if the boat cost £85,000 capital cost, and the operational cost was another £30,000 or £40,000 a year, the subsidy of £150,000 which we will pay in three years plus the trade which the steamer will get, will run that boat for the West Indian at no further cost than we are spending to subsidise the W.I.N.C.O., when we are finished, the steamer will be ours.

I say so, because it is highly possible that the R.E.C. and the various Governments came to the conclusion, that since this matter was suggested by the C.D.C., and since they themselves have no practical experience of running a steamship service, we should award the tender to the company to whom we awarded it. But, shall we be in any better position at the end of three years, in so far as acquiring experience is concerned? Let us bear in mind at once, that the "*Wingsang*" is not the "*Queen Elizabeth*," or the *Queen Mary*, or anything like it. It is a small boat of half the tonnage of a Lady Boat. One does not expect any luxury in that. Do you think, the steamship company which has been awarded the tender, is entering into this project with the hope or idea that they will lose money. They have worked out the prospects of trade in the area; and their subsidy is based on equating expenditure with revenue, and leaving a reasonable share of profit at the end of the year.

Having these facts and figures to work on, I believe the West Indian Governments should shelve this idea temporarily; and investigate immediately the possibility of acquiring their own boat and running their own service. Apart from the fact, that there is no West Indian money at all invested in this boat, we are not even assured that the crew will be West Indianised to the extent that we would like.

4.45 p.m.

With regard to the crew, Sir, all that is stated in the Agreement is that the ship providing this service, shall be managed so far as is practicable by West Indian crews. In other words, there is no stipulation that the greater portion of the crew shall be West Indians. All that is said, is so far as is practicable, you will get West Indian crews. If the West Indian Governments had their own ships, they would not be in this position. They would be in the position to man a boat to the maximum extent possible, with West Indians. Imagine, Sir, that these West Indian Governments have provided experienced crews for ships both in peace and in war; and we are now going to finance a steamship service to serve the area, to the extent proposed in this Message, and the officers and engineers of the ship will not be West Indians; because, the company claims that the officers and engineers are members of the permanent staff of the said ship. This ship is to embark

in West Indian waters, it will be running in our area, carrying our trade and getting our subsidies; and all that Government is agreeing to in these proposals, from the Government's point of view, as far as practicable, West Indians will be employed with certain exceptions. The exceptions are, that engineers and officers will be employed by the owners of the ships. That means, that they can be Chinese, Englishmen, Europeans or anything at all; but not West Indians. One has to presume, that the R.E.C. and some of the West Indian Governments concerned, have gone into this matter tolerably thoroughly; and have considered all the aspects of it, because, it is an indication of the manner in which these Governments view this question, that the main consideration which influenced it from considering the scheme favourably at first, was mainly a question of the inter-colonial schooner trade. One expected to hear that the Barbados Government had given appropriate consideration to the cost of providing other West Indian shipping services; either by way of buying a boat, or chartering a boat, or something like that; because, other shipping services in the Caribbean today, are owned by independent countries.

Even little Cuba, little Haiti, and little Panama, have their own steamship service; whether they own the boats, or have chartered them. They pay no subvention. Whatever profit is made, they have some say in it. Those countries are not picking up the national revenue and throwing it away on foreign companies. This might have been some excuse some 15 years ago, before the idea of nationalism had risen in the West Indies, or we were thinking in terms of self Government and controlling our own affairs. At that time, it might have been said, that we lack the experience of operating our own ships; therefore, we would have to bring in a foreign company. But surely today, with this spirit abroad, with the information at our disposal, with the technical men available in these islands, and the national resources from which we can draw both men and women, there can be no excuse for assuming that the collective ability of the West Indian Governments is incapable of running a 4,000 tons steamer between these colonies, and making it an economic success. We have many individuals in these islands today, running smaller steamers than a 4,000 tons steamer it is true, but running them successfully. I understand that there were tenders for or on behalf of West Indians, for this shipping service. If we had given it to one of them, I would not mind so much. If you go down on the water-front, you will see a steamer called the *William Johnson* of perhaps nearly 1,000 tons tonnage. It is operated by a West Indian and is being managed successfully. It may be true to say, that it is not of an appreciable size. There are also other steamers like the *Radar* which are owned by West Indians, and which are being run successfully. In my opinion, it is an admission on the part of West Indians, that they are incapable of doing anything from themselves, if they cannot provide a 4,000 tons steamer and run it and they have to resort to subsidising a company to run one to the tune of £50,000 a year. I am going to confess that if it is so, we lack initiative.

ADJOURNMENT

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

Mr. GODDARD: I beg to second the motion.

The question was put and resolved in the affirmative without division, and Mr. Speaker adjourned the House accordingly.
4.55 p.m.

QUESTIONS GIVEN NOTICE

On the resumption,

Mr. BARROW: Mr. Speaker,—I should like to crave Your Honour's indulgence, and the indulgence of hon. members, to ask leave to give notice of certain questions standing in my name.

There being no objection, the hon. member was granted leave to give notice of the questions.

Mr. BARROW: I beg to give notice of the following questions:—

To enquire of the Minister of Agriculture, Lands and Fisheries.

1. Is the Minister aware that considerable quantities of sand have been recently removed from the beach and fore shore adjoining lands of the Governor-in-Executive Committee at Shot Hall St. Michael?

2. If the answer to the above is in the affirmative will the honourable Minister state by whose authority, if any, this has been done?

3. Have any reports been made by the Police or by any other person of such removal or have any prosecutions been brought against the offenders under the "Beach Protection Act, 1890-7?"

4. Will the Minister take active steps to prevent any further interference with the amenities which the public has hitherto enjoyed in this area.

To enquire of the Minister of Communications and Works.

1. How many standpipes have been erected (a) in the Parish of St. George during the financial year 1953-54 (b) in the Parish of St. Michael during the same period?

2. Is the Minister aware that the inhabitants of Campion in the Parish of St. George have no standpipe in the village or within a convenient distance therefrom?

3. Will the Minister take steps to have the standpipe now situated on the highway removed to the aforesaid village or to have an additional standpost installed in Campion Village?

4. Will the Minister also state whether the inhabitants of Upper Workman's in the parish of St. George can look forward to the installation of water mains through that district within the near future?

To enquire of the Minister of Trade and Industry:

1. Will the Minister issue a statement on the recent rise in the wholesale and retail price of locally manufactured cooking fat and margarine?

2. Will the Minister at the same time give a complete breakdown of the costs of production of the aforesaid commodities and explain the grounds on which he considers the increase in price to the public to be justified?

To enquire of the Honourable Premier:

1. Is the Minister aware that grave dissatisfaction exists amongst members of the Barbados Police Force concerning the manner in which the Police Canteen and Grocery have been run?

2. Is it a fact that no bonus is to be paid to users of the Canteen and Grocery this year.

3. Is it also a fact that certain privileged persons have already received bonus?

4. Will the Minister take steps to institute a public enquiry on the operations of the Canteen and Grocery and also on the practice and method

of making deductions from the wages of members of the Barbados Police Force?

REPLY TO MESSAGE NO. 26 ON INTRA-REGIONAL SHIPPING RESUMED

Mr. SPEAKER: On the adjournment, the honourable senior member for St. Philip was addressing the Chair.

Mr. CRAWFORD: I was saying, Mr. Speaker, that I am not satisfied in my mind, with the stipulation with regard to the employment of West Indian crews. I have quoted paragraph 10 of the agreement between the Company and the Governor of Trinidad, who was empowered to act on behalf of the other intra-regional Governments. Paragraph 10 of the Agreement says this: "The ship or ships providing the said services and any feeder services mentioned in Clause 3 (1) (iii) shall be manned so far as is practicable by West Indian crews with the exception of deck and engineer officers who are members of the permanent staff of the owners of the said ship."

I said, there was no justification for either the R.E.C., or the Governments concerned, agreeing to that stipulation. This is not a submarine or a man of war requiring highly trained crews; the experience which West Indians have gained in the past, fully qualify them to be able to man this ship completely so that this phraseology about certain exceptions in connection with the matter in which we are spending £130,000 a year, apart from giving them the fat and juice of our inter-colonial trade, does not make sense to me. These boats will run from Jamaica to St. Kitts, and you can find West Indians who are capable of running these boats and manning them completely on that run. If we have any national honour, dignity, and respect for ourselves, and we want to establish to the outside world that we are not nonentities from any point of view, we should not permit this alien steamship company to provide us with a service under these conditions, and to add insult to the financial injury which is being done, by our being given a mere picking in the selection of the crew. They are too many able bodied people in the West Indies today; and I am wondering on what basis the selection of whatever West Indian crews we do get, will be done. In Barbados, we have a higher proportion of unemployed seamen than there are anywhere else in the West Indies, for the reason that there are not a large number of steamships calling here to provide employment for the numbers who are being repatriated. While we contribute 8.8% as our entire subsidy, and are perhaps, only entitled to 8.8% of any West Indian crews employed, yet the disproportion in the number of our nationals who are unemployed seamen, would entitle us to a far greater percentage than say Trinidad, which is better served with steamers, or the Leewards and Windwards, who historically speaking, have not had the tradition of providing as many seamen as we have in proportion to our respective population. Perhaps, the pressure of population in Barbados has impelled a greater number of Barbadian nationals to seek the sea for a calling, than some of the other islands; but whatever the facts of the case may be, there is the undisputable position, that we have greater numbers of seamen who are unemployed than these other places; and our decision might be made on the basis representative of a preferential treatment in this respect. I sincerely hope that mere ratification of this agreement does not mean that the Governments concerned will feel, that we have been

treated as we should have been treated as regards the employment of West Indian crews.

Finally, I am fully aware that my small voice to-day, against the decision of the entire West Indian colonial Governments, shall be insufficient to make them change their minds in this matter now.

5.40 p.m.

I do hope, sir, in the very near future, the various Governments concerned will endeavour to review this matter in the light of the suggestions to which I have given voice during this debate. From the point of view of economic policy, and from the point of view of national policy, including our prestige and respect in the eyes of the world, we are letting ourselves down. We are making it appear, that to operate a 4,000 ton steamer, is beyond the genius of the three million people who live in the West Indies.

Every little South American republic and Central American state, has some sort of steamship service. We are clamouring on one hand for political independence and the control of our own destiny, and on the other hand, we are noising it abroad, that we cannot even run a little steamer. I said earlier, that right in the docks of the inner basin now, there lies a steamer of less than 1,000 tons owned, so far as I know, and controlled by a Barbadian, a coloured West Indian. I have since been informed, that he runs three steamers of around 500 tons each. A Barbadian with an ordinary secondary education, with little or no previous business training, and with only initiative, enterprise and confidence in himself, (I refer to Captain Fergusson,) is running three steamers of an aggregate gross tonnage of 1,500 tons; but entire West Indian Governments cannot undertake to run one 4,000 ton steamer. It is absolute nonsense.

We are taking up £50,000 a year and subsidising this steamship, and turning around and giving this company the greater portion of our schooner trade to the detriment of the Intercolonial schooners which now ply the area. I have never in my time seen anything like it; and I hope never to see anything like it in my time again. I do not know, if the excuse is the fact that the C.D.C. was the body to suggest the idea. I am grateful to them for suggesting it; and I am also ashamed that it had to come from them; because while we talk glibly about doing these things, we never get down to concrete suggestions. The fact that the C.D.C. was the first to suggest it to the R.E.C. does not place us eternally under any obligation to them. It does not mean, that anything which may come out of it must of necessity be placed in the hands of a company completely owned or controlled by them or in which they are financially interested.

This boat will not be plying between Europe and the West Indies, nor will it be making trips from Australia to the West Indies. It will just be plying between the West Indian islands. The small fleet of steamers to which I referred just now, owned and controlled by Captain Fergusson, ply between the West Indies and the Gulf Ports. They go to Charleston, Florida, Mobile, Alabama, Philadelphia, and the Bahamas. These boats do not just run around the West Indian islands. I repeat, with great personal dissatisfaction and distress, that in 1954, it is a sad reflection on the business acumen, and the forward thinking of the people who control the West Indian Governments, that at a time when we believe more emphatically in West Indian federation and actual self-government, we should simultaneously be entering an agreement of this sort.

I hope in the very near future, to see a British West Indian Steamship Service Corporation estab-

lished, a corporation with separate legal existence, while the Governments concerned have complete power to own, develop and control it for the benefit of the West Indians. If we have to subsidise that service, we shall be quite satisfied; but any profits it makes in the area will remain in the area for the benefits of the Governments and the people of the West Indies, who by their investments shall have made its establishment possible.

Mr. GODDARD: Mr. Speaker,—It is to be regretted that the hon. Minister in introducing this Address, was so beclouded with the Amendment which he had in mind; and that he did not give the House the benefit of the information of the background of this Message being sent to the House, and the development of this intra-regional steamship service which is about to begin. I will deal with the amendment later, because I think that what is of much greater importance, is the beginning of this service.

As is well known, Barbados is pretty well serviced by some fifty odd schooners, thirteen to fourteen motor-powered vessels, and twelve auxiliary schooners. But in that service, there is not a single one connected to the entire West Indian islands on a regular schedule; and there is not one of these vessels that touches Jamaica. No matter what you think of this intra-regional steamship service, it is a prelude, a first step, and one of the necessary steps to Federation; and on that alone, our Government should at no time, have hesitated in accepting it.

It is to be regretted it should be held in other West Indian colonies, that the Barbados Government stands out as the one not so much in favour of this service; because, when we come to join each other in Federation, and it is said that Barbados is lukewarm, it may be said that Barbados is not the place to put the Federal Capital. I still have that in mind. Because one of the benefits that Barbados will have in Federation will I hope, be the placing of the Federal Capital here. If for no other reason than this, it is to be regretted that we should have made a blunder. If it were not a blunder, let me hear from one of the hon. Ministers to-night, that at no time was the suggestion made that the Barbados Government was not in favour of this service.

We have come together on other occasions, to set up things for the benefit of the area as a whole. For example, we have the University College of the West Indies in Jamaica, and the Farm Institute in Trinidad. We contribute to both of these organisations. Now when we come to this very necessary intra-regional shipping service on a fixed schedule, we should be in it from the beginning, whether we benefit from it or not. We are talking about an initial period of three years. At the end of that time, if we are not already in Federation, we would be so near to it, that we would not even think of a termination of this service.

5.50 p.m.

This is not a subject of Federation, but I see it in that way.

When the hon. Minister introduced this matter, I had hoped to hear from him, certain background statements. I had hoped to hear him tell us of the difficulties which existed in this intra-regional shipping service coming into existence, and the difficulties existing today, by not having a regular service at a stated time whereby a producer in one of the Northern islands, could know that if he cut his bananas to-day, to-morrow morning, a ship will be calling to take them where he wants them to go. We want to know of the difficulties that the other people have in sending their produce to Barbados. In most

cases, Barbados does the buying; we do not produce sufficient food for ourselves. I do not for one moment, Mr. Speaker, believe that this type of service which we are getting will be enough. A steamship of that size may be more than what we require. We must bear in mind, this is the beginning. We may find our trade developing into greater proportions than when we started out. This is one of the difficulties which we might be confronted with, and the Governments concerned will have to pay attention to it. As you know, sir, there are many difficulties in the inter-island emigration. You can get from here to St. Lucia in a boat overnight, but you will find that you have to fill out a lot of forms before you can go there, and a lot when you get there. There is too much emigration impediments in the way of West Indians travelling from one colony to another. As I have said previously, if you want to go to Trinidad, you will have to fill out a lot of forms here, and when you get there you will also have many to fill out. You will also have the same lot to fill out on leaving there and returning here. That is, you will have four sets of forms to fill out. Those are things which we will have to get rid of.

This is the first step, and I wish it well. Now as to the subsidy of £50,000, I am in no position to say whether it is too much or too little. If the service is to be run properly, I would say it does not look too large. When this steamship company begins to operate, it will have to compete against fierce competitors. As a matter of fact, it would have to build up its own trade. It will have to keep its rates in line with what other companies are offering; or these rates must not be too much above the others. In short, it will have a task cut out. I have been told, that the schooners and the powered boats are not at all afraid of this steamship line. They feel, that they will continue to exist, because of the fact that what they can do, the steamship will not be able to do. They can come up in the careenage and land things on the wharf, but the steamship will have to stay outside the harbour. It therefore can be seen, that the steamship will have to fix its rates over and above inter-island schooner rates.

While I am on this subject, I would like to ask the hon. Minister which of these Conference rates has he in mind, that this service will have to compete against. I do know, there are three or four different rates. There is one for the schooners; and there is another one so far as I understand, for the powered ships; and of course, there is one for the large steamers. Which one is this steamship to compete against? That is one question.

The Hon. Minister in introducing this matter said, that they did not entertain the idea of a steamship service for the West Indies at first, because they felt that it would to some degree affect the trade of the schooner and powered boats. What I would say to that is, no hesitation should have taken place over that, if they had considered at the same time, means of assistance by way of loans at very reasonable rates, to those schooner owners who might want to put in an engine in their boats. There are no two ways about it; the shipping services between these colonies have increased tremendously within the past years. I remember the days, when schooners depended on sail alone to carry them from port to port; but I have been made to understand, that there are 14 of these schooners now travelling to this port which have auxiliary power as well as sail. As I have said, I know of schooners that take only one night to get from another port to this island. It has been stated, that here is \$61,000 lying down in England in investments. It is my opinion, that if some assistance had been

given to these schooners, or there was some authority to allow them loans at reasonable rates, just like what we are doing to fishermen, many of them would have been able to provide a much better service than they are at present operating between these colonies.

This steamship will be travelling between Jamaica and these colonies; and as a result, it will have to develop free trade between that colony and these colonies which are not now covered by the Agreement. I do not know of anything which comes here from Jamaica. Schooners and powered boats bring in almost everything which comes from the other Caribbean territories; therefore, this steamship line will have to develop its own trade. It has been stated, that this Company is to make 17 trips a year. If that is so, you will have to look for something more than the trade which is carried on between these colonies at present; because, it is well known, that many of these bigger islands are enjoying quite a good air service at present. Added to that, what the air service has in its favour, and will always have on the steamship service, is speed. It takes a matter of eight days to get from here to Jamaica by steamship; but it will only take a few hours by air.

Sir, when the advertisement for tenders for the steamship service was put out, I am told, that tenders were received from some people in the West Indies. One of them stipulated that they would operate the service with three ships; and that when one ship would be travelling northbound, another would be southbound, that is, the company would have given a two-way service. It is true to say, that the ships which that company was going to operate were small; but I think, they would have been big enough. I have no figures about that matter. If the Hon. Minister has any, he can check them and let me know. As far as I have been made to understand, the figures quoted were much less than £15,000.

6.00 p.m.

As to this schedule by which the proposed basis for determining shipping contributions, I would also like to ask the hon. Minister on what basis it was computed. It is good to know all these things. On some occasions they compute these things on the basis of population and then after a year or so you hear that some other colony wants it changed to the basis of revenue. We should know from the beginning, whether they are working on a basis of population or on a basis of revenue. It would be interesting to know these things from the beginning. I see that this shipping company will not be reaching British Guiana; and I would like to know what are the benefits that B.G. would get by this company not going there. Those are things which we would like to know. We would deeply appreciate the benefits if and when we are told all these things.

There is another question which I did not hear any hon. member ask, and that is: What is the possible complement of the crew? Are we to hope, that many of our seamen will find employment on these steamships? I hope the hon. Minister is listening to what I am asking. Quite a lot of fuss was made over this matter at the last two meetings of this House because we had hoped to have dealt with this matter three weeks ago. The Government said that the matter could not be dealt with then because they got a cable from Trinidad which they would have to consider. When we thought that the matter would have been dealt with on the following Tuesday, the Government got another cable and it was decided that a delegation would have to go to Trinidad to hammer out the matter as to the refusal or cancellation for a period of three years of this tender. As I said, it was a question of whether this service would be so successful that we would find it wise if

possible, to continue it in another form. I hope that if this trade is developed we will not wait for three years, but we will do something in the way of another service, probably in the reverse order. I do hope that the Hon. Minister will give an answer when he makes his reply and I wish the service well. I wish it well, because I see that it is the beginning of West Indian Federation. I suggest, the idea that we must not go into these things which are West Indian because we do not get the full value of it, is the wrong attitude to be adopted by any Government. If this is to help other West Indian islands, it will go far; and when the time comes for sitting around the table, Barbados will get something out of Federation.

Mr. BARROW: Mr. Speaker,—Before I deal with the agreement which is before us I would like to say this: I wonder if the Hon. Minister for Communications and Works will give an explanation and an apology to the members of this House for the manner in which they have been treated over the subject of this Agreement. I do not want to go into past history, but it is common knowledge, not only within these walls but throughout the island and probably in the West Indies, that a special meeting was called to consider the draft Agreement because it was stated that at that time Barbados was the only member Government of the R.E.C. which did not approve of the Agreement, and had not signed the contract with the West Indies Navigation Company; and it was stated that the 31st October was the dead line given by the company for the signing of the Agreement by the particular Governments. When the House convened to consider this matter of great pith and moment, we were informed that some very important consideration had arisen in the interim period, and the House could not discuss the matter. This agreement was then put on the plane and level of international talks on the atom bomb and secret treaties with foreign powers. No one would have thought at that particular time that the matter was one which vitally affected each and every citizen of these islands and in particular the taxpayers of Barbados; because, we are being asked to contribute a considerable sum of money out of the £50,000 which the company has asked for by way of subvention towards the expense of maintaining the service proposed. I myself could not understand why the House was not even treated to the courtesy of an explanation, as to why the Agreement could not have been discussed, or to an explanation of the particular consideration which moved the hon. Minister to postpone this debate until today. Mr. Speaker, I think we will agree that in these days, in a scheme such as this, one which may tend to bring the citizens of the West Indies closer together, (we cannot bring the islands closer together, because they are as immutable as the stars) any scheme which will bring the people of these areas closer together so that there will be freedom of social and economic intercourse between island and island, is a very laudable scheme and I entirely agree, that especially among the Lesser Antilles, there is a crying need for adequate communications internally between island and island and with the outside world; meaning in that sense the other Caribbean islands. But we must not allow our enthusiasm to becloud our judgment in the absence of any full, detailed statement as to the method of negotiation, while attempting to put certain facts before the members of this House relating to the running of a shipping service in this area.

6.10 p.m.

I consider it most important, that we should on the floor of this House, debate not only the efficacy of the Scheme, but the essentiality of the subvention which we are going to be called upon to give to the

shipping company from year to year during the operation of the scheme itself. I do not want any remark which I make or any facts which I may adduce, to be taken as an argument against a shipping service for the West Indies. I want to make it clear, in view of the fact that we are never informed as to how members of the R.E.C. arrive at their conclusions, the different suggestions which are urged, and the manner in which different considerations should be weighed, (these things being dealt with at an unnecessary secret level), I consider that we can only canvass our own opinions and those of persons better informed than ourselves in arriving at our own conclusions.

There is an unfortunate tendency today to delegate all the constitutional powers of a Chamber such as this, to certain dignitaries. But there is one very important connotation of the term "delegation" and that is, there is an authority higher than the person to whom the powers have been delegated. That principle is too often overlooked these days and we have escapes and hurried journeys by Ministers and plenipotentiaries to the four corners of the globe, for the alleged purpose of Government business.

Whether an official who represents a Government in the West Indies be a member of the Administration or a Minister in his own rights, or in someone else's right, is immaterial; because, he is a delegate from the constitutionally elected parliaments of his country. And as I have said before, it is an important principle of delegation, (this delegation by inference and perhaps not an expressed delegation), that the delegate should be able to account to the authority who has conferred the powers upon him.

To suggest that a delegation, whether of the R.E.C. or any other kind of concurrence of politicians tolerated in a private business; and it is a suggestion which cannot be tolerated by an institution such as this House. It is a suggestion which will never be tolerated in a private business and it is a suggestion which we cannot entertain and which we must consider as monstrously inept.

For a delegated body or person to say to those from whom he derived his authority that he cannot disclose what he has done, is an indication to the authority that the delegate should be relieved of his powers. In these days of delegated powers and delegated legislation in the words of Lord Hewart, formerly a Lord Chief Justice, should be remembered, "A new despotism is likely to arise," and may I add instead of government by consent we are likely to get government by conspiracy. I resent any suggestion that the affairs of the West Indian people should be conducted in a conspiratorial atmosphere.

I hope that this is a warning to those who would arrogate to themselves the powers of omniscience not a warning from me, but a warning from the democratic processes, which like the Karmatic processes in the oriental philosophies, are continually and continuously at work to see that the rights of the people are not abused. This is a matter of history.

When it comes to the agreement itself, it is true that we do not know what tenders were submitted and on what basis the tender of this particular company was accepted. It is true that tenders were solicited. West Indian Governments are asked to contribute, I believe, 80% of the subsidy of £50,000 which the company has asked for. It seems to me, Mr. Speaker, (and let me put it straight and plain now, and save a lot of time), it seems to me, that when the company asked for a subvention of £50,000, that company will be running at a loss. I cannot imagine any agency or company having the temerity to ask a Government or any person for that subsidy if they did not con-

sider the scheme an uneconomical one, on the pure profit and loss account. So when they asked for £50,000, it is either that they knew the scheme will run at a loss, or they wanted £50,000 for doing us the honour of submitting a tender; or this £50,000 is a tribute which we must pay for having the privilege of having them in the West Indies at all.

In these days of retreat from imperialism by democratic forces throughout the world, there does not seem to be a retreat on the part of some West Indian politicians. But it is true that there is a retreat generally from imperialism throughout the world by democratic forces, even in imperialistic countries.

6 20 p.m.

In these days we don't pay £50,000 to an owner when the company which has made this tender can be successful and can run it on an economic basis. In other words when the scheme would be able to pay for itself, Mr. Speaker, what deductions can we make from that? Firstly that the scheme is too grandiose. Secondly that the ship which the company desires to use, is not suitable for the service which it will be called upon to run. In other words, the ship is too big considering the volume of traffic and the amount of goods which it will have to carry between island and island. That is the logical deduction which a reasonable man might make. Mr. Speaker, I would like the Hon. Minister of Communications to give us some of the figures as to the prospective volume of traffic which this ship would be called on to carry, whether it be traffic in passengers, or traffic in merchandise flowing between island and island. My reason for saying that is, because there are ships in the West Indies taking both passengers and goods between island and island, whose owners have not asked the Government to assist them in running their ships; and the only conclusion you can gather from that is, that these owners are efficiently managing those ships and that the size of them is commensurate with the volume of trade; and you have never heard any of them going into bankruptcy or liquidation. It is the first deduction which one can make from the large subsidy which we are called upon to grant to this company. Is the size of this unit an economical one? Maybe this ship is too large for the West Indian trade; and if it is too large, the solution is, we should get tenders for smaller units or a smaller unit and build up from there. When we find that our traffic has grown to such proportions that the ship which we have is inadequate, then surely there will be room for expansion; and I am sure, this House will support any scheme for the expansion, either in the size of the ship, or the number of units operating between the islands.

Sir, I would like to give the Hon. Minister of Communications some figures. You can get a ship of the six hundred ton class, (a brand new ship, not an old tub converted into a ship) for \$180,000 from any Dutch firm (A VOICE: What are you talking about?) If my colleague does not think you can get one for \$180,000, give me the money and I will buy one. I am stating this without any fear of contradiction. You can get any ship up to a certain tonnage, even if you want a luxury yacht, and the normal figure quoted is, \$25,000 per thousand tons. (A VOICE: Not true.) If the Hon. Minister is going to refute that statement, he can give me \$180,000 and I can get that ship. It seems as if the moment members of the Government see any figure over five dollars and eighty cents they get mesmerised.

Mr. Speaker, the figures for chartering a ship of the same class as the *Wingsang* are far below £50,000 a year; and the West Indian Governments could afford to charter one and then put on their own

crews, their own captains, their own navigators and every thing else. You can charter a ship of that class for less than £50,000 a year. I believe a ship chartered for a sum in the vicinity of £50,000 would be adequate for the West Indian service; and I also believe that it would be better to have two small ships operating the service, than to have one uneconomical leviathan. For our particular purpose, a 3,000 ton ship at that price, and any rate, is grossly in excess of our needs; and bear in mind you can buy a brand new ship of 600 tons in the world market for \$180,000. Sir, in two years the West Indian Governments would be able to buy two 600 ton ships for less than the amount of the subsidy given to the West Indian Navigation Company during that period of its operation. If the West Indian Governments acquire their own ship, they would be in a position to say that not only some of the crews are to be West Indians, but that all should be West Indians. We are a Maritime nation, and we want our youngsters trained in navigation and all the other arts necessary for the successful running of steamship companies. We can have our engineer officers trained by the Government. As a matter of fact, we are having them trained now in Trinidad. Trinidad employs West Indian captains. Messrs. Bookers Bros. employs West Indian captains in some of their ships; some of which are nearly as big as the *Wingsang*. We have in Barbados men who are capable of operating a steamship in any part of the world. From certain enquiries which I have made, I have been made to understand that in Jamaica, there are men qualifying for Master Mariners certificates; they sit the same examination as that which is demanded in England. When we come to Paragraph 10 of the Agreement, I completely disagree with the wording of the section. I want to see a shipping service in the West Indies; but not at any cost, at least not in these enlightened days. Paragraph 10 reads as follows:—

“The ship or ships providing the said services and any feeder services mentioned in Clause 3 (1) (iii) shall be manned so far as practicable by West Indian crews with the exception of deck and engineer officers who are members of the permanent staff of the owners of the said ships.”

What were members of the permanent staff doing, when the *Wingsang* was laid up; and the owners were not getting any trade for it? Sir, just because they have engineer officers and deck officers in England, it does not mean that they should be foisted on us.

6.30 p.m.

I will agree to this Resolution to-day, but I do not see how any self respecting Barbadian could allow people to point a gun at his head and black mail him into anything like this. This is another way of saying that you are black, and you must get back and let the Europeans come above the decks. Down in the hold they will consent to have a few black people, but they are not having any engineering officers or officers above the deck. I think that a lot of people regard this service as a vehicle for the convenience of superior Government officers who do not like air travel; and they do not want to see any black faces at the captain's table. Let us call a spade a spade, that is the whole thing. They are not concerned with the economic interest of the people at all. They are those who look on these ships as their own, and the acceptance of Clause 10 of this Agreement is only susceptible of explanation on the hypothesis that those are the considerations which operated in the minds of the delegates. It is unreasonable from this point of view; their employees can be assimilated in other ships of the line. They could also be assimilated either in units of the British Navy or in any

other shipping line in other parts of the world, because they possess the qualification which is considered a passport by many of these metropolitan countries. That is the accident of having been born in Europe; I consider it unreasonable for them to try and keep us below the decks, when we have suitable officers. I do not think we should accept a Clause like this and accept a status which by implication, is inferior to those who patrol the bridge. I would like to ask the Hon. Minister if when this Agreement was considered at the R.E.C., paragraph 10 was in this shape or form; and if it were in this shape or form, whether any West Indian leader had the foresight or the interest of his people so much at heart, that he did not query the validity of a stipulation of that nature. If we were being given something gratuitously, one might say that we should not question the wisdom of the gods; but when we are being called upon to put our hands into the public purse, we have to see that there is no suggestion that we, the representatives of the people, are prepared to accept an inferior status forever and ever for the people whom we represent. I will agree with any amendment to this clause. The Hon. Minister has brought forward an amendment of his own, but amendments which do not come from that side of the House are usually frowned upon; but I hope some Hon. Minister will get up here to-night and say, that he would like to see clause 10 deleted.

If we trace the ramifications far enough, we will make some rather interesting discoveries. If they cannot accept an amendment which removes this insidious suggestion, we should ask somebody to do this work or do it ourselves. I refer to the suggestion that West Indians are not suited to work above the deck. We will find out if we examine the communication system in the West Indies critically, that there are really four islands, St. Kitts, Dominica, Antigua and Montserrat, which badly need this service. Jamaica certainly does not need it, because there is no commodity for transport other than Government officials. There is no commodity which is produced in the Eastern Caribbean, which the Jamaicans have not got in quantities sufficient to justify the running of the line right up to Kingston or any other part of the island and *vice versa*; because, our economies do not complement each other. The economy of the Eastern Caribbean and the economy of Jamaica are supplementary and not complementary economies. There is no commodity which we in the Eastern Caribbean would have to import from Jamaica in quantities, sufficient to justify extension of the service up there. I am only saying this in order to show, that the Jamaicans by agreeing to this shipping service are probably doing so purely on sentimental and political and not economic grounds. The Jamaicans may be doing so for political and sentimental reasons.

We in Barbados who may have a little more to gain than the Jamaican people should not be churlish, and should not examine the proposition purely from the dollars and cents angle; but at the same time, while we entirely support the idea of any feasible scheme which will tend to foster that feeling of goodwill and confraternity between colony and colony, we must not allow ourselves to be blackmailed into accepting anything produced in the conspiratorial atmosphere which exists between Government circles today in the West Indies, and between Government in the West Indies and agencies such as the Crown Agents for the colonies and big businesses. We should not allow ourselves to be blackmailed into a too easy acquiescence of terms which are not only against our interest, but which from a sociological

point of view, are obnoxious to all men of goodwill in the West Indies.

There are other members, Mr. Speaker, who no doubt would like to express their opinions on so important a matter as this, but I would just like to say, that I would have been very pleased, if the s.s. *West Indian* were owned out and out by West Indian Governments, rather than rented or chartered from a private shipping firm. And when, Mr. Speaker, we review some of the figures which I have quoted before this House today, there is no reason on earth why the capital to buy one or more ships, even of the size of the *West Indian* or the *Wingsang* could not have been raised within the West Indian area itself, and the subscriptions come entirely from the West Indian people themselves. Such a company would have given the West Indian people a sense of pride in their own undertakings.

I go further and say, that to call the *Wingsang* the *West Indian* is to put a wolf in sheep's clothing. I have a very interesting disclosure to make to members of the House. They will probably be interested to know that the term *Wingsang* was changed to *West Indian*; not so much because the company is interested in the sense of pride and self respect of West Indians in having a ship called by that name, but because *Wingsang* is a Chinese gambling term in Jamaica; and the Jamaicans pointed out, that it would be launching a ship of state on a stormy sea to suggest that the name *Wingsang* be used. *Wingsang* was a game that they are trying to stamp out in Jamaica, because it is a very insidious business.

Wingsang, the gambling game, is as insidious as some of the terms of this agreement. I very much deplore that these plenipotentiaries whom we send hurrying and scurrying to the four corners of the globe on these conspiratorial missions, do not from time to time consider the interest of the West Indian people, and not accept anything which comes either from the Crown Agents or the Imperial Government too easily.

I would like to say, I also understand, that the C.D.C. will be a kind of shareholder in this concern. It seems to me, that the money which the U.K. Government, (I am not being churlish, I am not ungrateful for any small mercy which may fall our way from time to time) but it seems to me that the gift of £10,000 which the U.K. Government has signified it will be pleased to grant us for this undertaking, will be going directly back to themselves; because it is the C.D.C. after all; and every salary that is paid is an invisible import into the West Indies and an invisible export from the U.K. If all the ship chandlery and so on will be dealt with in the U.K., they have a lot to gain from the ship running in the West Indian area. I think that £10,000 is too small a sum to pay for such a favour.

I do not really anticipate that the company will get 400 passengers travelling between island and island on each trip, except they are going to use the ship as a pleasure craft and run excursions. I do not think we should make such a large grant for something which will be largely used as a pleasure boat. Those are some small reservations which I have in my mind about this venture which the honourable senior member for St. Michael and Minister of Communications is asking us to embark upon. I would be very glad to have from the Minister some assurance, that my fears are ill-founded and my calculations unjustified; because he had the opportunity I believe, of being present on all or most of these negotiations, or of being kept informed as to the different stages of negotiations. I feel that he should not consider that he owes a duty of silence to the people of this island, but rather, that he owes a duty of free and frank disclosure of all the material facts

affecting the legislation which is now before the House.

6.50 p.m.

Mr. E. D. MOTTLEY: I am glad to see, Sir, that the Government at long last, has seen the wisdom in enlisting the Opposition to help it in its conclusions within recent times. As a matter of fact, honourable members will recall the haste, (one would almost say the needless haste) with which we were asked to deal with this agreement a few weeks ago. I suppose, as a result of the Opposition showing its unwillingness to deal with the Agreement, by members not attending the meeting which was hastily called the day after they got the Message from the Governor's Deputy, that the Government was able for the first time, to look at the Agreement. I do not mean, that the Government did not discuss the matter. Government, might have discussed the matter; but, possibly, for the first time, they did look at the Agreement. Really and truly, Sir, the Message itself, in a way, tries to point out and to sum up briefly the whole question of this regional shipping and what is meant by it.

Let me say at the outset, that I am going to support the idea, because it is a good one. Honourable members have heard the effect, which it must have on the intercolonial shipping schooners and small ships alike; but if we must go forward, if human relationships must move on, as I was saying a few weeks ago, in this House, you must really face changes, and face them as this modern age demands. Everyone of us should be grateful for the assistance given by the schooners plying these shores; everyone of us should be grateful for the way in which they pulled us through the last war; and how well they served these islands. Sir, you are aware that it was not only those who went down to the sea in ships in European waters or in the actual theatre of war, but it was also those who went out in the schooners in these parts, to assist in bringing food from island to island that also went down to the sea in ships. Be that as it may, I support the idea; but if I were a member of the Government, never mind the Opposition, I would ask the pertinent questions which I am about to ask.

Mr. Speaker, in my political career I am first a Barbadian, a West Indian next, and a member of the Commonwealth after that. I look at my being a West Indian in a broad way. If I offend anybody as a West Indian, I make no apologies at all.

In the Governor's Deputy's Message, Mr. Speaker, he tells us that in order that we should proceed urgently with this matter regionally, the R.E.C. was authorised by the representatives of the Governments to negotiate through the Colonial Office and with the assistance of the appropriate departments of the United Kingdom Government, the terms of a Draft Agreement with the West Indies Navigation Company, Ltd. And in order to facilitate progress, the R.E.C. also agreed that the Law Officers of Trinidad should examine the Agreement, and the Governor of Trinidad should act as the contracting party to the agreement on behalf of all the Governments concerned. The Company was also to be incorporated in Trinidad under the Companies' Ordinance.

Sir, I am supporting the idea; but you must satisfy me with a lot of things which I want to know. And I hope, the Hon. Minister will make the necessary notes as I go ahead. Before I offer him any criticism, let me offer him this meed of praise: I am sure every honourable member of this House is grateful to the Hon. Minister, for the stand he took in sending us out a personal note, saying that he would be dealing with this Agreement today. That is as it should be when a matter of this importance

is to engage the attention of this Chamber. At this stage, I would like to say, the Hon. Minister is beginning at last to see wisdom in what we of the Opposition were always telling the Government.

From the Message, I have observed, that this West Indian Shipping Company is to be registered in Trinidad; and from what I further observe, the Regional Economic Committee had the consent of the various Governments concerned, to enable the Governor of Trinidad to sign for and on behalf of the other West Indian Governments. Sir, I am not worried about the other islands; I am worried about Barbados. I am worried that a Crown Law Officer of Trinidad would peruse the Agreement on behalf of the people of Barbados.

The Hon. Minister of Communications told us at the beginning that the deadline for signature to this agreement is the 31st October. Mark well, Mr. Speaker, I agree with the idea; but I am not among those people who would stand up here and criticise and do nothing else. I am going to offer an amendment to this Reply; and it is a matter for the Government to accept it or not. If the Government does not like my amendment, I am going to vote against the whole thing.

We were told that the whole idea originated with the Regional Economic Committee; and it had the blessing of the Colonial Office. We were told that the Governor of Trinidad would sign on behalf of Barbados, and that the Trinidad Crown Law Officers would peruse the agreement on behalf of Barbados. Now, Mr. Speaker, recent happenings in Trinidad would cause any member of this House who is conscious of his responsibility, to view with concern, any suggestion made to this Chamber that any Crown Law Officer advising the Trinidad Government, should sign an agreement on behalf of Barbados. I need only refer to what has happened to the West Indian Trade Commissioner in Canada. It was not until the cat was out of the bag, and a lot of money was confiscated, or lost otherwise, that we found some Crown Law Officer of Trinidad trying to make some explanation in connection with that matter. Sir, I have no apology to make on that statement.
7.00 p.m.

As a result of that, any member who is conscious of his responsibilities, must view not only with suspicion, but as a matter of regret, that the person representing Barbados at the Regional Economic Committee, or rather when the matter was reported to the Government the Government did not see fit to ask that some local representative from this country be allowed to peruse this agreement before hand. I am making this sweeping condemnation; and I challenge the Government to say that it is not true. This draft Agreement, as presented to this House this afternoon, is an agreement which is 99.9% in favour of the Company. (Mr. F. L. WALCOTT: 99.999%) It is 99.999%, as an hon. member says, in favour of the Company; and it leaves one to wonder where and who are mixed up in it. I am going to ask the hon. Minister some straight questions; and he must answer me. If this is a British West Indian Company, is it a Company which is registered in Trinidad? I wonder if this is a design to mislead people! I used to sit in that gallery when the matter of the B.W.I.A. Company was being discussed, and everyone knows, that despite what the Colonial Office will tell you, the Company was started when a man with a little brain sold out for a little money, and a racket was started. Sir Lennox O'Reilly was brought up, and you had all sorts of arguments in this House. Mr. Speaker, the Marshal could put me out then, but he cannot put me out now; and if you name me, I will get back in. I recall that only a few weeks ago, when

a noise was made in this House, that they began with the B.W.I.A. despite the fact that they had on the directorate a man like Mr. Wooding. They only then began to give recognition to real West Indians whose pigment was not limited. That is a nice way of putting it; but I shall be stronger than that later on. I am speaking as an individual; and you, Mr. Speaker, and the Government, have had the experience of a very eminent man. I will not vote for anything about which I cannot stand in Bridgetown and say, "I know something about it." I am asking question No. 1: is this Company a British West Indian Company, or a subsidiary of another Company? Is it a B.W.I. Company in truth, or is it a subsidiary of another existing Company? That is question No. 1. Question No. 2 is this: if it is a B.W.I. Company, have any people in these territories from Jamaica upwards, been offered shares in the Company? I have an Agreement, which I am told I must vote for \$21,000. Question No. 3 is this: I am told that the Company is a limited liability Company, incorporated and registered in Trinidad, and it looks to me that this Company is a Trinidad Company. If an ordinary company comes down here and the average man takes a chance with it, that is a matter for him. Coming to question No. 4: What is the Capital of this Company? I hear that \$85,000 or £90,000 was quoted for a ship. I want to know what is the paid up capital or otherwise? I am not asking too much; what are these shares? Are they pound shares, dollar shares, shilling shares or what? I only have a little knowledge of business. The Hon. Minister may ask in his reply: what has that got to do with it? The next question is this: if a few people got together and bought a ship for \$200,000, and you had preference shares and so on, do the original owners of the ship hold any security for unpaid amounts against the original costs of the ship? That is the reason why I asked the first question; this is a Company which is subsidising peoples money.

7.10 p.m.

This is the next question: can the Hon. Minister tell me if any people, or anybody in Trinidad, Jamaica or Barbados, owns any shares in this Company, and if any of them now or at anytime, have been members of the R.E.C.?

Now this is what I really want to know; I cannot take this for granted; I must know; there is no reference in the Governor's Message, nor has the House been treated to the courtesy of being told whether or not, despite this Agreement, they have been advised, (and I take it that they have been, to judge from the Minister's speech) if our Crown Law Officers whom we pay, have agreed that this Agreement is one which would be in favour of the people of this colony.

The Minister is responsible for policy. The Ministers tell us that they have agreed, and we have heard that the Government has agreed. Have the Crown Law Officers agreed? Publish this Agreement anywhere and the most ordinary individual is bound to conclude, that it is all in favour of the company. We have been told that we have a sort of self-government. All that has been said in this Agreement is, that it has the blessing of the Colonial Office and that it is something shrouded in secrecy. The hon. senior member for St. George has told us one thing. I hope that the Hon. Minister will be able to contradict him. The hon. member for St. George said that C.D.C. has money in it. Neither the Leader of the Opposition nor myself, do not know where this money comes from; and therefore we would like to know.

All that the Governor has said is, that it has the blessing of the Colonial Office. The Colonial Office

will put up a little money for the first three years. The hon. senior member for St. George said that C.D.C. has money in it. Let the Hon. Minister give the lie to that. Let him give the lie to the rumour, that there are certain people of influence in the West Indies, who hold shares in this company.

Let us look at it in this light: We believe that you need an inter-colonial shipping service on a better basis than the schooner service. If what I am going to say, is a criticism of the last member of the R.E.C., let him take his share of criticism. At least someone should have fought to bring this company down to Barbados. If it were nothing more than having the headquarters here, you would have been giving work to the people. B.W.I. Airways has its head office in Trinidad, and every one gets hired from Trinidad. We recently made a noise and got someone hired from Barbados. I am at a loss to understand, how throughout the whole of the Message, the Governor says nothing more than that everything would be done in Trinidad. The Trinidad Government will sign on behalf of the other Governments, and the company will be stationed in Trinidad etc. Where does Barbados come in? Who represents us on this? Whom are we paying our manufacture our sugar and it goes to England, and we have little to gain from the point of view of paying this \$21,000. The small islands with their limes, oranges, wood etc., are the people who would benefit. But we are on the threshold of West Indian Federation, we should not try to stand out by ourselves. On the other hand, we should not go into this blindly. Why should I not be of a suspicious nature? All my life, we have had the most eminent legal brains in the West Indies. Now quite suddenly, if you are doing anything for the West Indies, the Trinidad Government must sign and the Trinidad Law Officers must say which is good for Barbados.

If you read the document you will see, that it Section 3 (2) of the Agreement sets out that, "The Company shall be entitled, subject to the provisions of Clause 9, to charge such passenger fares, freight rates and other charges as may from time be prescribed by the Company. In fixing such fares, rates and charges, the company shall be under no obligation to grant any special or concessionary rates for the transport of passengers of cargo." That is all right.

7 20 p.m.

Sir, listen to the wording of this paragraph:—"The Company shall be entitled, subject to the provisions of Clause 9, to charge such passenger fares, freight rates and other charges as may from time to time be prescribed by the Company. In fixing such fares, rates and charges, the Company shall pay due regard to any representations from time to time made by the Governments with respect thereto. Provided that the Company shall be under no obligation to grant any special or concessionary rates for the transport of passengers or cargo."

Can the Hon. Minister tell me if that is really a paragraph, or a sentence put into this Agreement which is really is in the interest of this Government? What does that mean? I should like the Hon. Minister to tell us. In other words, that means, if we find out that the French Line running to Jamaica is carrying freight cheaper, or that it can be cheaper by the Elders and Fyfe Lines, or with the Canadian National Steamship Line, and we ask that the matter be given consideration, they can say, they would pay due regard to the representation made. But that is as vague as saying, we are expecting the sun to be in eclipse to-morrow. I do not want to make an analysis on every paragraph in this Agreement; but there are some paragraphs in it, where the more you read them, the more you come to the con-

clusion that they are not in favour of the West Indies Governments. Therefore, it should not only be said on the floor of the House that we merely agree to it, because it is perused by the Trinidad Government Crown Law Officers; but we must satisfy ourselves that our Crown Law Officers have actually agreed to it.

The paragraph cited by the hon. senior member for St. George also engaged my attention, immediately as I read it. I am sure the Hon. Minister of Communications must have read it himself. Both he and his colleagues must have seen it, and must have some explanation to give on it. I am going to be generous enough as to say, that they must have some proper explanation to give on it; but not only would I be dishonest to myself, but to the constituency which I represents, if I allowed that paragraph to pass by without letting it be known that I objected to it, and would like it to be amended. I certainly am offering an amendment to it; and this House can accept it or not.

That paragraph reads as follows:—"The ship or ships providing the said services and any feeder services mentioned in Clause 3 (1) (iii) shall be manned so far as is practicable by West Indian crews with the exception of deck and engineer officers who are members of the permanent staff of the owners of the said ships."

If I were in Trinidad, and a Trinidad Crown Law Officer had agreed to this paragraph, I would move a Resolution on the floor of the House that the Colonial Office recall that Officer. It is dishonest for you to take up your money and pay a Crown Law Officer, and for him to sit down and consent to an agreement which in effect, means that West Indians in this 20th century are not competent and capable for that purpose. (A VOICE. The Crown Law Officer in Trinidad is a Barbadian.) If the Crown Law Officer is Mr. Inniss or my brother, he should be removed. It is for that reason I ask the Hon. Minister, if our Crown Law Officer has advised this Government that this paragraph is correct, and as it stands, it is in the interest of the people of this colony. What amuses me, is that we get Ministers like some of those over there, who accept everything. It would be a good thing if some of them were removed from there tomorrow, and came and sit where I am sitting. They would have to think. Because some of them got big bellies, there is no reason to do it. You have the right to be honest. Do you think—

Hon. R. G. MAPP: The honourable member has just made a statement about "you have the right to be honest." Is the honourable member referring to any of us? Is he saying that the Ministers are dishonest? If the honourable member is inferring that the Ministers are dishonest, I am asking that the honourable member withdraw that statement.

Mr. SPEAKER: The honourable senior member for the City said: "you have the right to be honest." That is not going too far. I should advise the Hon. Minister not to be affected by it. If the honourable member for the City had said: "The Hon. Minister have a right to be honest," that would be unparliamentary; but there is nothing unparliamentary about the remark which he made. Those are the sort of remarks which are made over and over again.

Hon. R. G. MAPP: The inference to the statement: "you have the right to be honest" means, that you have a right to be honest; you are not honest.

Mr. SPEAKER: Not necessarily.

Hon. R. G. MAPP: That is stretching interpretation very liberally in this House.

Mr. E. D. MOTTLEY: I am not questioning the Hon. Minister, Mr. Speaker. From the time I was at school, I was told: "You have the right to be good."

If my conscience tells me that I was bad, well then. Everybody has the right to be honest. In this debate I shall refrain from referring or making any accusations against Ministers. If we on this side of the table make any criticisms, we have a right to do so. The Hon. Minister of Trade seems to object to honourable members making criticisms.

Mr. SPEAKER: The honourable member should not stray.

7.30 p.m.

Mr. E. D. MOTTLEY: I was saying, Sir, that we should have West Indian crews on this ship, to the extent of deck and engineer officers.

I want the Hon. Minister to tell us who are the owners of the ship. He may say, that here is a West Indian Company registered in the West Indies; and he should say whether it is using West Indian Capital or not. He should say whether it is financed by C.D.C. or not. If it is C.D.C., the British Government should not be a party to any Agreement, making it appear that they are segregating West Indians. There is no such thing as a permanent staff of owners; there is no such thing in connection with a ship. If I were in the Government, there is nobody good enough to tell me that I would be a party to this Agreement. If the Hon. Minister is going to say this is a West Indian Company, there is all the more reason why you should have West Indians regardless of class, colour or creed. If you have the qualifications, you should be employed regardless of colour, class or creed. During the war you found Mr. Fergusson carrying a boat up to Florida; and he is the colour of Your Honour's gown. You have this stipulation in this Agreement, and the Trinidad lawyers sign it and you say: "Well, Barbados is a little colony and it will agree to this." I could not stand here and say: "I agree with these recommendations, and you can send down this Agreement; God bless you, Sir." I could not do that. One or two fellows will get \$600 a month; but I will say, that I do not want to leave out anybody. If you allow this Agreement to come from Trinidad drafted in this way, I do not care how you circumvent it, it carries the real meaning to the real West Indian. Look at what happens today! Now the B.W.I.A. is supposedly a Company started in Trinidad. If you went to the United States, you could travel from now until 1966, and no matter how cultured and refined a stewardess is, they will not employ her if she is coloured. You have people who are fully qualified and the B.W.I.A. Company will not employ one of them; therefore, it is time now that we are dealing with shipping, to get up here and express our views.

I am going to move an amendment to this proposed reply. While I agree with the reply which the Government is making, I am appealing to the inner souls of the members of this House. It is not good enough that because you get a seat in this House of Assembly, and you get good jobs for your children, not to do something for posterity. It is your duty to do something for posterity. The Hon. Minister has amended the proposed reply by the addition of the following paragraph:—

"The House has the honour to inform Your Excellency that they also sanction an Agreement between the Governments along the lines set out in paragraph 4 of the said Message, but urges that such an Agreement should contain provision to enable a Government which did not see fit to continue payment of this share of the subsidy after the initial period of three years to discontinue payment of such share."

The fact that the Government has brought forward this amendment, makes me feel that there is a leakage inside my Cabinet; otherwise the Government

would not have thought of it. (A MEMBER: What is your Cabinet?) In my Cabinet there are all generals. (Laughter).

7.40 p.m.

I am saying, Mr. Speaker, the fact that they have made this amendment shows me that if we had gone ahead with this discussion on the first, second or third day, this amendment would not have been in; and it shows also that time is a great healer. The Government knew this thing for months. I have an amendment to propose in addition to the amendment moved by the Hon. Minister. It is as follows:—

The insertion of the following words at the end of paragraph 1: "Except with regard to paragraph 10 of the Agreement which refers to the manning so far as is practicable by West Indian crews with exceptions of deck and engineer officers, and insists that this Clause be amended to provide that preferences be immediately given to the employment of qualified West Indians in all capacities."

I am not saying that because a man is a West Indian, you should make him the officer of a ship. I have used the word "qualified". If there is a qualified West Indian with a Master's Certificate, he should have a job. This amendment must appeal to honourable members. We are going to pay \$21,000 annually for three years; and if we are going into it, not because of any immediate benefit to Barbados, but because we are on the threshold of Federation, we should not stand out by ourselves.

As I have said, the small islands will benefit by being able to ship their produce; but the passenger service is a different thing, because if you get the French boats running to Jamaica, and the fare is \$10 cheaper, everybody will forget that there is a West Indian ship. Although they have set out information about freights and fixed rates etc., it is not true we are hoping that the lowest fares will prevail. If the people of Barbados must take up \$21,000 and subsidise something like this, it is not asking too much to insist that qualified West Indians be employed.

Some honourable members of this Chamber have not had to struggle for a living like myself. I have had to work on a ship under two officers. When I went to the United States and went on board a ship to work, there was pride to see a man of colour on a ship. Where this West Indian shipping service is concerned, it does not matter whether a man is a Barbadian, Trinidadian or Jamaican. It will be the right thing to do to give qualified West Indians preference. I insist on that, because if it is represented to either of the Governments of the West Indies that a qualified West Indian has been turned down, and no cause can be shown why he was not given a job, you will get a row on the floor of the Chamber of the particular territory.

I do not believe that this company will be a big paying proposition. As the honourable senior member for St. George has said, I will not be surprised if later on West Indian Governments are asked to take over this company. I am not one of the people who believe that this company will make a lot of money; because, I watch the big boys like Bookers in British Guiana and I wonder if this was such a big paying proposition, why these chaps did not jump at it. I view with suspicion where this company is started. We cannot help hearing things. I hope the hon. Minister will be able to tell me whether the question which I have asked, and those asked by the Leader of the Opposition, can be answered today. I want to assure him that we have not the slightest idea of holding the matter up. I suppose he knows, that if I had any idea of opposing it, I would do

so even if I were alone. The questions I have asked are asked in the interest of the people of this colony; and the people of the West Indies as a whole, are covered in the amendment which I have moved. I am not asking that West Indians of any particular colour be employed. It does not matter if they are green, blue or black. I am asking that West Indians with qualifications should be employed. The colour prejudice that obtains with the airway companies, should not apply to this steamship company.

I have much pleasure in moving the amendment which I have made. I hope there will be no political bigotry and stubbornness, and honourable members feeling that we have brought this Agreement down and we cannot amend it. We are going to have to pay \$21,000 a year to keep this service running from Trinidad to Jamaica every three weeks. We say "yes" The section of the Agreement which I have quoted previously, says that in fixing fares, rates, and charges, the Company shall pay due regard to any representations from time to time made by the Governments. The Hon. Minister will tell you that means nothing.

All that you are saying today is, that we agree to pay this \$21,000 to run this service subject to the provision of the things mentioned in the Agreement with one *proviso*; that is, that West Indians be employed in any capacity as long as they are qualified. The Agreement states here that West Indians will be employed as far as is practicable with the exception of deck and engineer officers who are members of the permanent staff of the owners of the said ships. How can you say you want self-government, and then agree to a thing like that? I cannot imagine any Hon. Minister agreeing with that. How can we use the people's money to subsidise this company and agree with that? If the reply of the Hon. Minister is going to be, that it is a West Indian Company, then it is worse. If he says it is a subsidiary of any English Company, the fact that we have given them a subsidy, gives us the privilege of insisting that they should do what we think is right. We are not asking anything unreasonable. 7.50 p.m.

If on the other hand, he is going to confirm what the honourable senior member for St. George said, that the principle amount of money in that company is that of the Colonial Development Corporation.

Mr. BARROW: I rise on a point of explanation. I did not say the principle amount of money in that company was that of C.D.C. I said, that C.D.C. has a considerable share in the firm.

Mr. E. D. MOTTLEY: If the honourable senior member for St. George is correct, and C.D.C. is in effect a British company, then we cannot sit back and sign an agreement which rules out Barbadians from being engineer officers and deck officers.

The last point I wish to make is this, and the Hon. Minister of Communications knows it is a fact that this particular section, (section 10) has caused a tremendous lot of controversy in the Regional Economic Committee. He knows that several representations have been raised about the question, and there have been many objections to it; and as far as I understand, it is hoped that the Barbados Legislature will object to it, so that they eventually will get it amended. In spite of what the Hon. Minister has said, if the 31st October comes and we say it is to be put in, they will have to put in.

Mr. F. L. WALCOTT: Mr. Speaker,—I do not think I will be long. I hate to say, "I told you so;" but I am saying this for the benefit of the Hon. Minister of Communications. It is only last week

when this same question was raised by me, that the Hon. Minister used one of those vulgar phrases of his,—“he would expect to hear anything from me.” However, I do not say that of him; I would expect to hear the best things from him. I would not expect anything from him, unless he has changed recently. Sometimes “evil communications corrupt good manners.” What I would say is this: today has revealed something. As a public man, I take a lot of interest in what is done in the sea and those who go down to the sea in ships.

I heard on the Radio this morning, news from Trinidad, with respect to this matter. I take this opportunity of appealing to the Hon. Minister to put in a private radio so as to hear the morning news from Trinidad. All of us in public life must be well informed. Why I say that, is because, there is a tendency in Trinidad to publish matters which sometimes the Barbados Government believes are secret. The Hon. Minister of Communications has admitted that one of the reasons why this conference did not take place was because certain Governments did not agree to attend this conference; and that the issue which was involved, was one which they could not deal with. What I want the Hon. Minister to bear in mind is, that he must regard this House of Assembly as a Parliamentary body which is free. Do not allow a Crown Colony system of Government to prevail here. As a matter of fact, Trinidad is now asking for a constitution like ours. We must cherish our constitution. Do not get the idea, that because we call you Ministers, you are a law unto yourselves, and Parliament is the means for your doing that. Bear in mind, this is the only place that is going to support you, should anything serious come against you. We are going to support you. I wish to draw to the Hon. Minister's attention, that I look upon this House of Assembly just as Premier Mendes-France looked upon E.D.C. When all the other powers had agreed to E.D.C., it was well known that E.D.C. was going to fall through, unless the French National Assembly had agreed to it. That the French National Assembly did not agree to it, is well known. Although Premier Mendes-France had been forced on all sides before the French National Assembly had deliberated on the matter, he said he could not sign until his Parliament agreed. I do wish the Hon. Minister of Communications to take a note of that.

This shipping plan was talked about for about three years. I would like to issue a warning to some of the Hon. Ministers, particularly the Hon. Minister of Labour, who is an impetuous person. The Hon. Minister came back from Trinidad and made a serious indictment against the R.E.C. He said, that something happened at R.E.C., and you will hear more of it. When one makes that a public statement and then comes to Parliament with something which has been dealt with by R.E.C., one must know that Parliament is going to be hesitant about ratifying the matter.

Hon. R. G. MAPP: The honourable junior member for St. Peter is speaking of something which was made public, but which does not relate to what we are dealing with. The published statement to which the honourable member is referring has no connection with this matter at all. After the last R.E.C. meeting, I came back and made it known that I did not agree with something which was agreed to by that body. That something has no connection with this matter. This matter was considered in Barbados. What the honourable member is referring to, is the published statement I made at Seawell after the last meeting of R.E.C.

Mr. F. L. WALCOTT: Precisely. That is what I mean. Bear in mind, this agreement comes from R.E.C. and the Hon. Minister made a statement as regards the position of R.E.C. It may not be dealing with this matter, but he said, that he was not satisfied with R.E.C. When you speak of an organisation, you must be careful about the manner in which you speak of it. The manner in which the Hon. Minister spoke, would make members of this Parliament, who are not members of the R.E.C., feel somewhat suspicious about what was coming up for discussion in this Assembly from that body. He said, he was not satisfied. He said so publicly, not privately.

Hon. R. G. MAPP: Mr. Speaker,— I cannot allow the honourable member to go on again to say the same thing. Again I must correct the honourable member. He has got mixed up with the newspaper report, because the newspaper reporter did not report me correctly. On the matter of the representations to the R.E.C. in England, I said, I was not satisfied with the negotiations. I am not condemning the R.E.C. in general. I do not want it to get abroad, or for the honourable member to say what he said, without being given the opportunity of correcting him. I have not condemned the R.E.C., or said that the things going on in that institution are not above board. I said, I was not satisfied with the manner in which certain things are carried on. 8.00 p.m.

Mr. F. L. WALCOTT: The honourable member did not make any statement with reference to this issue. Tonight is R.E.C. night, and I will tell you a lot about the R.E.C. If they are afraid to make these statements, I will make them. The Hon. Premier himself, by innuendo, stated his views about the R.E.C.: that the R.E.C. is like a little Parliament within the West Indies; they want the Governments to ratify what they do. I sat at the R.E.C. before the honourable member. I was telling the Hon. Minister of Communications that sometimes it is a pity that owing to the constitution of the R.E.C., only one member could appear at R.E.C. Up to now the Hon. Premier is still a member of the R.E.C.; but not the Hon. Minister. The Hon. Minister of Trade will remember, that in Trinidad, Mr. Griffith, the Chairman of the R.E.C., accused the Barbados representative of trying to throw cold water on this shipping scheme. That was published; the honourable member made a statement—

Hon. R. G. MAPP: If the honourable member wants to hear the facts, he should ask for them. He should not make any categorical statement of which he knows nothing. The Chairman of the R.E.C. was interviewed by a member of the staff of the *Trinidad Guardian*.

Mr. SPEAKER: The honourable member may not make any asides.

Hon. R. G. MAPP: The Chairman of the R.E.C. made a statement in answer to the Report which was published in the *Trinidad Guardian*; not in reply to what I said. When I spoke to Mr. Griffith about it, he said that he was referring to the attitude of the Barbados delegate at a previous Conference.

Mr. F. L. WALCOTT: When the honourable member talks about any previous meetings, I should like to say, that we had never reached the stage of deciding on any shipping matters. Mr. Griffith was speaking as Chairman. Mr. Griffith is a dumb-bell and he made a categorical statement which would put Barbadians on the spot; so that the Hon. Minister of Trade thought it necessary to make a reply. The Hon. Minister need not worry to think that any-

thing which was done at the R.E.C. was done by me. At no time when I was at the R.E.C., was I any vice pope or anything like that; I was only an echo of the Executive Committee.

ADJOURNMENT

Mr. Speaker, I think it is the wish of honourable members that we should adjourn at this stage for dinner; and I therefore beg to move, that this House do now adjourn for three quarters of an hour.

Mr. LEWIS: I beg to second that.

The motion was put and agreed to and Mr. SPEAKER adjourned the House accordingly.

RESUMPTION

REPLY TO MESSAGE NO. 26 RESUMED

Mr. SPEAKER: On the adjournment the honourable junior member for St. Peter was addressing the House.

Mr. F. L. WALCOTT: On the adjournment, I attempted to give a background of some of the actions of the R.E.C. and I pointed out that at the recent Conference in Trinidad the Minister of Labour found it necessary at that Conference to correct a statement made by the Chairman of one of the R.E.C. meetings with respect to a statement about this question of shipping. The Ministers should be aware that under the Barbados constitution, although the Executive Committee agrees to something, ratification by Parliament is necessary.

Hon. M. E. COX: I do not want to interrupt the honourable member, but I would merely like to correct a misunderstanding. The Government replied to Trinidad stating that we could give no assurance until this Agreement was ratified by the Legislature. I do not want him to create the impression that we said, go right ahead, everything is all right.

Mr. F. L. WALCOTT: I never accused any member of the Government of saying that. I said that as far as the Barbados constitution is concerned, the Executive Committee can agree to something subject to ratification by the Legislature. What I want to bring to the Ministers' attention is that he was anxious to have this issue before the House and to have it dealt with hurriedly. What I am at pains to point out is that we should let other Governments realise in the future, that Ministers cannot always get Parliament to ratify an Agreement in the same way that it can be ratified under the Crown Colony system.

Last week the Hon. Minister was pointing out that we were holding things up. If we were holding things up, it is of our secured position in that Parliament in this island has more authority than Parliament in other territories. Members of the Trinidad Legislative Council, only last week met the Governor of that colony, asking to be given what Barbados possesses. When their Legislature has the responsibility that ours has, they will have to do what the Hon. Minister is doing now. We are not in the inferior position in which we can be rushed into anything. We were called upon to meet last Thursday to do something that suits some other territories. So much for the back ground.

I am not going to criticise this Agreement like some other honourable members; nor am I going to accuse the Minister of anything. All I am going to say is, that there are certain aspects of the Agreement which should be made known to the members of the Government, so that they could make the position quite clear. No one who takes a broad view of this, will disagree with the fact that in this area

to-day, you stand in need of some system of communication. I want the Minister of Communications to get this in his head. We are playing too much the game of the twelfth man. You do not get backed up in the R.E.C. because you are only one among twelve. We should have some sense of pride in our own country. I am proud of being a Barbadian. I do not feel inferior to anyone else. Every other man stands up on ten toes like me.

The Ministers should see the writing on the wall. At meetings of the R.E.C. a Chairman is from Trinidad or from Jamaica, or somewhere else.

Barbados is treated like an inferior. Barbados is taken for a ride in the R.E.C. They put us on a pinnacle when it suits them; but in other instances Barbados cannot get a look in. If the Ministers are afraid to say so, I will say so now. Some Ministers will be covered by the collective responsibility which they possess. If it does not suit the Premier that certain statements should be made, the Minister cannot make them. I can make a statement. They can write anything about me, and call me a rebel. I will rebel against anything that I do not think is right.

I will say this for the Hon. Minister, although we have nothing in common on these issues: he was grieved because the Premier was not going to the R.E.C., I would have been grieved too. He knows that on the R.E.C. there is always a ganging up. Look at this Agreement. It is something for the Windward and Leeward Islands. This shipping service is not for Barbados. If Barbados was in the position tomorrow where they need a shipping service, you would see how much help you would get from the R.E.C. Let us face facts. The R.E.C. to-day is composed of the three big birds; Jamaica, Trinidad and Barbados. B.G. is not in it because they have an interim Government at present. You get Mr. Sangster and Mr. Gomes, or Mr. Gomes and Mr. Bustamante up against the Premier. What is the situation? Trinidad and Jamaica are paying the most for this. One is paying 30.7 percent and the other is paying 38.5. If you add the two together you will see that it is something like 69.2 per cent. 9.10 p.m.

They are paying that and the British Government is paying 20%; so 89.2% is being paid from three sources. So far as Barbados is concerned we cannot complain that it is not well served for the produce which we have to export, and to bring in from the other territories. There has always been a schooner service running here. We have citrus coming from the Windward Islands to this colony; but so far as the Leeward Islands are concerned, what do we get from them? St. Kitts exports sugar, and Montserrat cotton. Their trade with us is negligible. There is a greater trade between the Windward Islands, such as Dominica, St. Lucia, St. Vincent and ourselves; therefore, the schooner service between the Windward Islands and ourselves is good, and so far as Barbados is concerned we are not at a disadvantage. What do you find? Barbados is being driven into this Agreement, (and when I say driven, I do not mean that we are unwilling,) but we must bear in mind that on the altar of federation, we are accused of not having a federal spirit, and of not entering a shipping service which is the primary thing in a federation.

There is a clause in this Agreement—Clause "8" which reads thus: "Subject to the provisions of Clause 3 hereof the company shall have sole control of the cargo and passenger schedules of the said ships and of all bookings and arrangements relating thereto and shall at all times have full power to route and re-route the said ships and to order or forbid them to enter any port and shall in all such cases inform the Governments forthwith. Provided that

the Company shall at all times pay due regard to the cargo and passenger needs of the scheduled ports and in particular to those of them situate in the Windward Islands and Leeward Islands."

It says, "in particular to those of them situate in the Windward and Leeward Islands." Now that is in the Agreement, therefore, you can well see that the service was started mainly to assist those persons in the Windward and Leeward Islands. With the Barbados Government accepting Federation, it is a sort of *fait accompli*. How can you accept Federation which you regard as concomitant, but you do not want to accept this shipping service, which is part of a federal set up? Therefore, what do you find? Barbados enters this agreement after it is known that Barbados has nothing much to lose; but we know that in a federal structure, you cannot say what you are going to gain. You have to think of the area as a whole. It is like saying, "unity for unity's sake." You marry not for love, but because it is the convention; your intention is to go out the next night with someone else. What do you find? You find that Barbados, just for the sake of showing its unity, is driven into this shipping service. They are saying when it comes to this, you must meet in a week. When it came to dealing with representation for the GATT conference, everybody knows that Mr. Bustamante is not a permanent member of R.E.C., but that Mr. Sangster is the permanent member for Jamaica on the R.E.C. I remember well, when I first attended a meeting of R.E.C., they told me I could not be a member of the Committee, because the Hon. Premier was the member for Barbados. Of course I could have stuck out against their view, because I knew it was no law of the Committee, it was only an honourable arrangement. What do you find with this question of GATT? They put Mr. Bustamante on the Committee, although he is not a member of R.E.C. Mr. Sangster is still the permanent representative for Jamaica. Now the Hon. Premier is still a permanent member of R.E.C., but when it comes to the question of going to the United Kingdom to discuss GATT, the Hon. Premier was not appointed with Mr. Gomes. One can see that there is a concerted action by R.E.C.'s members to keep Barbados out of everything on R.E.C., other than in matters where you have to pay for something. It is well known, that only the briefest relationship exists between Mr. Gomes and the Hon. Premier; and it seems as if Mr. Gomes has more power on R.E.C. than the Hon. Premier. That is no secret. Some of the members of R.E.C. got up in Queen's Park at a Labour Party meeting, (I am speaking of those members who at that time had voted for Mr. Gomes as Trade Commissioner,) and said in front of the Hon. Premier that Mr. Gomes had the greatest aspiration for the West Indies) of all political leaders. Those members included such persons as Mr. Bradshaw and Mr. Bird. They are like some of those hypocrites who go to public meetings, and get on public platforms and say, "Labour, Labour." It reminds one of some of the people whom you read in the Bible shouting for "Lord, Lord". The Lord should really smite some of them because some of them get on public platforms and say certain things, but say something different behind closed doors.

Mr. Speaker, I give you that illustration so that you can have a background of the whole idea which is underlying this thing. This atmosphere exists in R.E.C., and the Hon. Minister of Labour cannot deny it; because it is patently clear, and because he has said so. Although the Hon. Minister has said that his remarks did not refer to the question of this shipping service, he made reference to G.A.T.T. As I have said, Mr. Bustamante is not the elected representative of Jamaica on R.E.C., but he could go to

the G.A.T.T. Conference, and the reason why he went, is because R.E.C. felt that he could represent them better than the Hon. Premier. I do not believe that the Hon. Minister of Communications who attended that meeting, got a seconder for the Hon. Premier. If he did, he got a lot. Of course I am not asking the Hon. Minister to disclose anything about that meeting. I myself attended some meetings of the R.E.C. and I know what has been going on in that body. Let me again say, this matter originated in R.E.C. What is behind this matter is not only shipping, but vote placing. Jamaica does not have much to gain from this Agreement in trade with the Eastern Caribbean, but Jamaica realises at this stage, if it can gain the friendship of the Windward and Leeward Islands in matters such as this, when it comes to the question of who shall be the "Pope", they will know who will be canonized as "Pope." You must realise, that there is power politics in this matter. You will find that R.E.C. is a little parliament within a parliament; but it has more power than this parliament. They would have accepted something already because you agreed to R.E.C. dealing with this matter in its broadest sense.

9.20 p.m.

The reason why I brought that out is this: I am supporting this Agreement so as to avoid any embarrassment to the Government; but I do say this: at sometime or other, the Barbados Government must act like France. We are not signing any E.D.C. We are not arming anybody to beat us. Take G.A.T.T. The Hon. Premier went to something with Mr. Gomes. They sent a mission to Australia. Mr. Bradshaw, Mr. Gomes and somebody else went. There is a man in British Honduras who cannot even get on the doorstep of the Legislature, unless he is carrying a message to the Speaker; but Barbados has reached the stage, at which, at the R.E.C., we must take somebody to ask for support cap in hand. In the Leeward Islands, apart from St. Kitts, you have Treasury controlled colonies, but we have no Treasury control; one man from a Treasury-controlled territory has a greater decision to take for the territories, than one which is not Treasury-controlled. What is the position to-day? There is an innate docility of the Barbadian who realises, that if you are not docile, you are a rowdy or rebel or you are from Cat's Castle; but Christ came from Nazareth. You have statements about whence people have come. (A MEMBER: Where have they come from?) If I were somewhere else, I would tell you. (Laughter). When you talk about where human beings have been derived, that is like when you are talking about pedigree dogs. I say this; Socialists must leave all these things to the feudal barons; even if these things come to you, you must spue them out of your mouth.

I am very perturbed, I must say, about the whole action of the R.E.C.; however, I am not going to make any threats to the R.E.C. like the Hon. Premier. I would say this: the Executive Secretary of the R.E.C. lives at Hastings House and you had to take a man from Barbados to Trinidad so that he could meet people in Trinidad when everything could have been settled here! Mr. Mordecai is here as Executive Secretary of the R.E.C. and I ask: Why is it that Barbados could not have been chosen as the headquarters for this business? It is only a question of registering a company here. Paragraph 16 of the Agreement says this: "The Executive Secretary shall be the representative of the Governments and each of them for all the purposes of this Agreement except the signing thereof, and the Company shall be entitled to regard him as fully empowered to act for the Governments and each of them for all such purposes and to regard all

things done or acts performed by him in pursuance of such purposes in the name of or on behalf of the Governments or any one or more of them as duly and effectively done or performed by the Governments or such one or more of them as the case may be and any notices under this Agreement may be served on him by the Company or by him on the Company and if so served shall be deemed to be duly served on the Governments or the Company as the case may be."

The Executive Secretary is the administrative Governor General; does that not prove that Barbados is ideally and well situated for this business? Can you imagine the Executive Secretary being in Trinidad and you put the headquarters in Barbados? We have a reputation for a certain amount of honesty in our dealings. I do not want to make any castigation of any other Government, but I feel that I want to be blunt and plain. None of our Ministers have ever had any searching enquiry as was the case in Trinidad, which nobody wants to emulate.

9.30 p.m.

If the Premier were in his place, I would make this statement: he always says America is America; sometimes he says we all know Trinidad,—fullstop! Period!

Let me deal with a matter that comes up my street: our Trade Union here is well organised and well established; and therefore from the point of view of dealing with this company, there will be no question of not being able to deal with it. In our organisation, there is no place for "bu-ball" and passing back the hand. There is a certain measure of responsibility in our organisation. In Barbados we have our faults that other West Indians do not like. We have such faults as colour prejudice and snobbery, and our social life is somewhat stereotyped. Be that as it may, I believe that these Regional Organisations have the means of breaking that down.

Now, while I agree with the amendment moved by the honourable senior member for the City, I would have to look at that amendment clearly. It is not my intention to agree to anything to embarrass the Government, or to prevent this Agreement from going through; and I do not think, it was the honourable member's intention either. What I would like to emphasise, is that as far as this question of employment is concerned, it must be made clear. This is coming up our street, Mr. Speaker. Paragraph 10 of this Agreement, Mr. Speaker, says that the ship or ships providing the said services and any feeder services mentioned in Clause 3 (1) (iii) shall be manned so far as is practicable by West Indian crews with the exception of deck and engineer officers who are members of the permanent staff of the owners of the said ships.

I am speaking as a Trade Unionist. This is an exemption of an exemption. You exempt certain people, and then you go on to say except for deck and engineer officers etc. You exempt the deck officer. You exempt the Colonels. You cannot get a position for them. Then you put in, "as far as practicable." We know that they do not want an invalid, a man from the Lazaretto, or a man from the Mental Hospital. Another thing is, that there is no such thing as being permanent on board a ship. The Cunard White Star Line does not have a permanent staff. You are selected to work a ship. Is there a permanent seaman? Even in the Navy and in the Army, you do not join for life. What is the meaning of putting in the words "as far as practicable." Does it mean that they want to find excuses for not employing West Indian seamen? All kinds of fancy excuses will creep in. When this ship goes to unload, they will have to bring stevedores from China

because the local ones will not be able to work the boat. I am a bit worried about that section.

Section 11 is filled with meaningless phrases. Section 11 (1) says: "The Company shall procure the employment of rates of wages and observance of hours and commission of labour not less favourable than those commonly recognised in respect of persons employed in a similar capacity and in similar circumstances in the area where employment takes place."

With all due respect to the lawyers on the right and left of me, if you go by that formula, whatever wages you pay will be the right wages. Under this, if you started to go to court, you would not have a case. I do not know what kind of wages will be paid under this. (Mr. E. D. MOTTLEY: Schooner wages). They will pay sloop wages! Speightstown boat wages!

Now if this is going to be a West Indian Shipping Company, what organisation will represent the employees of the company? It is true that we have a Caribbean Division of O.R.I.T., but that organisation cannot represent a particular class of worker. If the ship will be registered in Trinidad, the crew will have to be signed off there. You will only get seamen here running to the Harbour Master's Office, and risking their limbs in vain in an effort to get a job. If it is going to be registered in Trinidad we will not get a look in. The most we will get is a peep through! A peep through without seeing anything.

I hope, that the Hon. Minister of Communications will realise that these criticisms are not made in any destructive spirit. There is a tendency nowadays among members of the Government Bench, especially judging from what is reported in the "Beacon", to accuse members who make criticisms, of "ganging up with the Opposition." None of us on this side do not have to gang up. If we cannot get into the House of Assembly without ganging up, we can stay outside. When we criticise, we do so on the principles which we stood for, when those whom we represent sent us here. Those who have to gang up to get in the House of Assembly, will soon find themselves outside.

Another thing that I would like to ask the Hon. Minister is, what is this contribution based on. Income? Trade? I would like to know what it is based on.

9.40 p.m.

The point I want to make is, that this service is primarily one for the benefit of the Windward and Leeward Islands. I believe, the reason why the British Government put up 20% of the cost is because of the territories which are controlled by the Home Government. Apart from Dominica and St. Lucia, the others are controlled territories. I do not know exactly, but I believe that the British Government had an obligation to put 20% of the cost, because, that Government realised, some of these territories are controlled territories.

I do not know how the Government of Barbados view the tentative clause to this agreement; that is, Clause 20. The amendment which the Hon. Minister has made to-day to the Reply, is because, of this tentative Clause. Clause 20, does seem to be like blackmail. It says, "Save as provided in sub-clause (2) of this Clause, this Agreement shall not be binding on the Government of Barbados until it has been duly ratified by the said Government." It goes on to say: (2) "If this Agreement is not ratified by the Government of Barbados on or before the 31st October, 1954, the Company shall, unless the other Governments concerned shall have made arrangements whereby the total annual sum payable under the provisions of Clause 6 hereof

shall have been guaranteed to the Company have the right forthwith to determine this Agreement by notice in writing to the Governments, which shall thereupon be liable to reimburse the Company for any costs or expenses (after taking account of any revenues diminishing the ultimate liability of the Company or its shareholders) incurred by the Company up to a maximum of thirty thousand pounds in connection with the intended establishment of the shipping services, the subject of this Agreement.

Ratification of this Agreement by the Government of Barbados shall be deemed to have been effected on receipt by the Company of a notification signed by the Executive Secretary for and on behalf of the Government of Barbados stating that the said Government of Barbados has ratified the same."

Now you know Parliament has to adjourn sometimes. Now you have drawn up an Agreement telling Barbados, if you do not do such a thing by the 31st October, such and such will happen. Is that the reason why we must sit here possibly until morning, and get through with this? Earlier to-day, the Hon. Minister said, we must do it to-day. My primary point is this: I am wondering if the Minister would be willing to say, if Barbados is really and truly fully prepared to adhere to the amendments. I have not heard the Hon. Minister say what this Clause means to us. Some weeks ago, I went to St. Vincent, and I know how they feel about this shipping service. It is well known, that the shipping service in those countries is very bad indeed; but I have not heard to-day, what this means to us. I regard the amount of \$21,000 which this island is called on to subscribe, as a small amount of money. I am not quibbling about the money; I do not regard this amount of money as too much for Barbados to pay; but what is worrying me, particularly when I remember what the Hon. Minister of Communications has said,—that he was apprehensive at one time as to what is the situation with the people working on these schooners; in that I do not know myself, what it is likely to be. That question deals with unemployment and under-employment.

Sir, we have this situation to face. I am not an expert on shipping but I have been told that as regards the cargo to be removed in this area, that the **S.S. Wingsang** is a lot of ship, in the sense that you only have a few tons of cargo in the Leeward and Windward islands for this ship to transport. I do not know how it is going to work. We must bear in mind, that we have the Schooner Pool Association working already in these territories. Of course, I know that the workings of that Association do not suit all the territories in the area. I do not know what are the repercussions as far as Barbados is concerned. I do not know, if the Hon. Minister is satisfied that the shipping service which we are agreeing to, is the more efficient service. I do know that it will give Barbados the better passenger facilities than the schooners provide; but I do not know if the flow of trade between the territories is more than the schooners can handle.

Sir, I am not in opposition to the Agreement. I have made these statements as a result of what the Hon. Minister has said, and what seems to be hedged around the matter. As I have said earlier, it does appear as if Barbados is called upon to pay a price for Federation, and we are not getting any of the berries out of the tree. I am sure, that at the next meeting of the R. E. C., which I understand is to take place in November in Grenada or some island like that, you are going to find something else which Barbados would be called on to pay for. Let me again say that the R.E.C. sent people up to London to talk of the Citrus position. If it had

cost \$100 a day for each of the delegates that went to that meeting, all the territories would be called on to pay; but when it came to the sending of delegates to the GATT conference, Barbados could not get a representative on that conference, and Barbados had to pay out of its own pocket for the Hon. Premier to go. We are discussing an Agreement made by R.E.C., and this is the only opportunity we have of discussing that body, except when we are discussing the Annual Estimates.

Mr. Speaker, I have spoken at length; but I did so, because there were certain points which needed clarification. I would sit by saying that I am seconding the Amendment made by the honourable senior member for the City. I must do so, because it emphasises to the Government our dissatisfaction with Clause 10. We want the Government to realise, that Clause 10 does seem ambiguous; and that it has agreed to a provision made against people whom you want to employ.

Mr. F. E. MILLER: Mr. Speaker,—I have heard quite a lot said to-day on this agreement; and I must say, that we have heard some rather interesting discussions. Some very sound and stirring speeches have been made. Sir, I too, have my own feelings about the overall agreement, including the Message by the Governor's Deputy. What I am worried about is, that the Agreement itself is a rather loose one; and I really do not know how the Hon. Minister could come before this House, and ask us to accept it. Our position is a rather awkward one. We have no other alternative. The other question concerning this matter is, that we have already agreed on the question of Federation.

If we really examine this Agreement critically, we can only look at it as a joke. As a matter of fact, imagine an Agreement which is to be binding to such a degree between the colonies, should actually be blackmailing to this Parliament. That can be seen in the main Clause. Let me say, there is not such a thing as a penalty clause in this Agreement. I had been hoping to hear one or two honourable members raise some question as to the absence of this penalty Clause. I hope, the Hon. Minister of Communications is really listening to what I am saying. I do not know if he is pretending, by showing a lack of interest in what I am saying. The people of Barbados and our children must read this. This is an Agreement which is binding on the Government. If you examine Clause 10, you will see that it does resort to blackmail; and in spite of that, there is no penal clause or no redress. Why is it that all the members who have spoken on this Clause had to read it and re-read it, you well might question.

9.50. p.m.

All the members of this Chamber in years to come will be digging up this debate, in order to read what was said and this is what would be dangling at us without any hope: we could not even amend this Agreement; we had to accept it or meet an indemnity. I do not know of any human being who would not be critical of this Agreement, and who would be willing to throw it to the members of this House, and ask them to swallow it wholesale. If you want a very strong statement, you could go back to paragraph (d) of Clause 4 of the Agreement as referred to in His Excellency the Governor's Deputy's Message. That paragraph states: "That the Executive Secretary shall be empowered to act without further delay upon communication to him of such number of decisions as represent a decision binding on all the Governments in accordance with paragraph (a), but that it shall be his duty without delay to forward to each of the Governments, a report of the decisions of the several

Governments and of the collective decisions of the Governments for the purposes of the Agreement."

In itself, that is a form of dictatorship; the Executive Secretary need not even refer to the Governments which are supplying this money. I am aware that we have to go back to Trinidad with this Agreement and nobody will be able to bring about a change for Barbados, a change which will be effective.

There are several things which can be regarded as being discrepancies in this Agreement, and which will prove to be the opposite to the success which is anticipated by the hon. Ministers. Here you see that Camacho himself was not anxious to reach out for this service; he never hoped to see one of these ships in those waters, and he is willing for B.G. to pay 2% and stave it off. Everybody knows that the ship owner only pays money when the propeller is going around. Nobody pays any money when the ship is at anchor. We can do nothing but accept this matter. We must either go down with the ship if something happens, or go up with it and share its glories. However, on the surface, things would appear to be impossible with our having the isolated hope that employment will be found for our seamen.

Honourable members have made much about the Clause with regard to the employment of our seamen. In respect of any ship which is registered in London or Liverpool, you must carry a first and second engineer measuring up to the required standards of 20 years of service, 16 years in the engine room, and so on. The top officers are invariably the purser and his assistant. You will find that English ships have been registered in France and Italy, and they operate in the West Indies purely because it is actually an English tradition that Britannia rules the waves. The chief and second officer on an English ship are expected to have served for a period of 10 years in the hole, and as chief engineer for a period of 4 years; but although my friend was doing the work of second engineer on the ship, he could not be taken on in the first position on account of the fact that the English registration requires so and so. As to the officers, the officers of any company operating the ship or ships should have the right to appoint the purser who takes care of the finance. The directors of any Snowball Cart Company will direct how you should handle the company's money.

What I am worried about is this: if you examine this matter, you will find that it has been handled by somebody else and given to the hon. Minister who merely repeats what has been done. I say that is unfortunate. I know that somebody will have something to say about this matter. This matter will not work out as we hope; I cannot envisage that in another three years the ship will be able to do the job envisaged. I repeat, the ship will only pay dividends when the propeller is going around.

The honourable junior member for St. Peter has made a remark about Cat's Castle. It was, I think the second occasion on which the flimsy remark about Cat's Castle and so on was made. What the honourable member should always remember is this—

Mr. SPEAKER: The honourable senior member for St. Michael made that remark in an aside and when the honourable member is replying to an aside, I must remind him that he must use parliamentary language.

Mr. MILLER: My unswerving respect for the Chair is known and I would not do anything to the contrary, or say anything which would be regarded as being unparliamentary. What has disturbed me, is that the hon. junior member for St. Peter has repeated that flimsy remark; but the honourable member should know that even if there was a boat in Reed Street, I would never encourage his debase-

ment of the village. It is not a plantation or the type of place where you get your hair cut in a cow's pen and that sort of thing.

Although, sir, a person may have a wonderful dream, and may have big aspirations, there must be the necessary commonsense to back those dreams and aspirations. Nature has a peculiar way of asserting itself; it produces the cheapest clay, and which sometimes thinks the best of itself. As far as this Agreement is concerned, I say it is unfortunate for Barbadians, who in future years will have to regret it.

I heard the Leader of the Opposition refer to an application made to the company by an individual or group who owns three boats in the area. I am not in agreement with the honourable senior member for St. Philip that the Governments of the West Indies should buy a boat and start with it. I heard the honourable junior member for St. Peter make a reference to the R.E.C. which is true. The question is, who is going to be the big boss in the Federation. The votes of Trinidad and Jamaica, and one from Montserrat will dominate the area. Where the R.E.C. is concerned, we here are paying for it unnecessarily. If the hon. Minister cannot see these things, it is due to lack of ability. If he has to urge the plea that this is something for which he is not responsible, that also shows a lack of ability. If the hon. Minister can only voice vulgar spite—

Mr. SPEAKER: The honourable member will please keep to the point.

Mr. MILLER: You can have aspirations and your dreams; but if you have not got nature's gift, that precious grey matter, you can only be sorry for yourself because there is nothing you can do about it. Nature in its extremes can be ugly and cynical. Where this Agreement is concerned, inter-communications in the area is not the vital issue. It is what the big fry can give to the small fry. I do not regret it; and I am going to vote for it. The honourable member who is responsible for it was totally incapable of understanding its significance. As I have said before, we may have our little aspirations; but success is made of sterner stuff. Success is made of practical ability.

Mr. SPEAKER: The honourable member is attempting to lecture the House.

Mr. MILLER: I am forced to do so. That is the unfortunate part! Anyhow, sir, when we come to the evening of our days (you and I, sir) and you will let me sit on your porch and share your tobacco bowl, these are some of the things which we will reminisce upon.

10.10 p.m.

Mr. LEWIS: Mr. Speaker,—I desire to make a few remarks on the question before the House. But before I do so, I am going to appeal to the Hon. Minister of Communications to look at the proposed Reply because I am going to make certain suggestions to the hon. Minister about it, and not because I believe myself more learned than anybody else. I am suggesting to the hon. Minister that the words "His Honour" be put before Governor's Deputy's. I think that is wrong, it is incomplete. The next suggestion which I would like to make to him, is with respect to the second last line of the printed paragraph. It reads as follows: to the effect in the "attached form." That is quite all right for the Governor's Deputy to say, but it is wrong for us to do likewise. Our proper reference should be: "form attached." The next suggestion is that to say the House "sanction an Agreement being made" and follow that with "and to concluding of the agreement—" seems very wrong to me. I think it would be much better if the second part read "and agree to the concluding of an agreement etc. etc." We are saying here, "we sanc-

tion something and we sanction to concluding the Agreement with the company." The word "Company" is printed with a common "c"; I think it should be printed with a Capital "C". With respect to the suggested Paragraph 2, it states: "The House has the honour to inform Your Excellency." We have said that about three times already and I think it should be worded: "The House has the Honour to further inform Your Excellency that they also sanction an Agreement between the Governments along the lines set out in paragraph 4 of the said Message, but urges that such an Agreement should contain provision to enable a Government which did not see fit to continue payment of its share of the subsidy after the initial period of three years to discontinue payment of such share." Now, with respect to the latter part of that Paragraph, does the hon. Minister mean to discontinue the subsidy but still retain the service? I would suggest to him that we do not lay emphasis on not paying the subsidy; let us rather emphasise our getting out of the scheme. I suggest respectfully to the hon. Minister that all the words there can be left out, and insert words to the effect, that a Government wishing to withdraw from the scheme can do so at the end of the initial period of three years with adequate previous notice. It seems to me as if you want to stop paying the money and still get the benefits of the scheme. You are not saying that you do not want this scheme; you are saying that you are going to withdraw your subsidy. I do not like the reference to our not paying our dues. I think we are doing ourselves harm by emphasising that point; that is not the point which we want emphasised. Sir, if it is a good scheme we will pay for it; if it is useless, we would want to give it up.

Mr. Speaker, this is a matter of great interest to me. In a debate on Federation in this Chamber I said that it was regrettable that at the time when Federation was, so to speak, coming to a head, we had lost the Canadian National Steamships from this area. I was referring to the Lady Boats. I said those boats provided a beneficial service to the people of these colonies. At that time we paid a subsidy of \$24,000 for the service of the three big ships.

10.20 p.m.

These ships took both cargo and passengers between these islands. When the first three of these ships ran together, they all provided first, second, and third class accommodation for passengers, in addition to a considerable number of deck passengers; and in spite of that, our schooners continued to run. Therefore, I do not see the particular connection between this service and the schooner service. It is good to know, that we are getting the means of conveying passengers between these islands in a manner which will give them some contact with the shore, in case of difficulty.

Another thing is, we do need to know one another better in these islands; and if we are on the eve of Federation, we should welcome a service to this end. But I am very sorry that what can be a good scheme, has had to be brought to us in the manner in which this Agreement has been brought down here and considered. The atmosphere is not conducive to the highest thoughts about the service; and I am sorry to hear some of the things which I have heard here tonight. It must at first sight, strike any hon. member that the Agreement has certainly been drawn up on the side of the steamship company. It is particularly regrettable, that any word of this Agreement should savour of discrimination against qualified West Indians taking a full share in the manning of this boat.

In that connection, I must say that the word "practicable" would suggest something physical. Is it practicable to get this particular cargo or these particular men aboard the ship? But certainly if it is practicable for a Barbadian or any other West Indian to get aboard the ship and do the job, he should be employed; and I think, that if we are paying a good subsidy, as I think we are paying for this service, we are entitled to the consideration of a good portion of the crew being qualified West Indians.

Mr. Speaker, I am well aware of some of the things which I have heard to-night; because, it is obvious that we have in some manner, conducted ourselves at the meetings of the R.E.C. as to earn the displeasure of the other members; and since these meetings are held privately, we really do not know who to blame. However, the type of advisers we have taken to some of these meetings, might have lead the other colonies to be afraid of us and to gang up against us with others. Let us see what has preceded the bringing into being of this service? They have made a survey of the trade between the colonies in this area, and they must know something about it. The people at the two ends of this Agreement are industrialised; so that when some hon. members think that this is something which has been brought in through the Leewards and Windwards, they had better be careful. A boat will take cement from Trinidad to the Windwards, and the shirts which are manufactured in Trinidad will form a good part of the cargo as well.

Those Islands who are at the two ends of this Agreement are industrialized; and they are looking to the fact, that they want a regular service for supplying their goods in this area. The products of the Windward Islands are competitive; so you do not want any ship running between them, except for continental cargo to be put off at one or the other of their ports, or for transshipment. It is Barbados who takes the fruit and the fuel produced in these colonies; and so, this service will be a great benefit to the exporting colonies and may be of great benefit to us in supplying us with these necessary items. We have no forests which we can cut down for fuel; so these other places have to supply us, and they are in competition one with the other. That is particularly so when it comes to the Windward islands.

As far as the Leeward Islands are concerned, we are competitive with them, as they say; except for cotton which does not come here but from Montserrat. We have sugar, which also is produced in St. Kitts and Antigua.

Now, as far as the taking of a crew is concerned, I do not see why we should allow the registration of the Company in Trinidad to worry us, because ships registered elsewhere, take on crews at Barbados. I hope the excuse will not be used, that because this ship is registered in Trinidad, it cannot take on crews anywhere else. I would like to be told if I am wrong in believing, that members of the crew of a ship taken at a particular place, have to be signed off at the place at which they were taken on.

I would also like to enquire, if this Company is going to be exempted from taxation. Before I get to that point, I would like to remark that under the circumstances, it would be difficult to make Barbados the headquarters or to register the ship in Barbados; because of the fact, that it must have been expected that Barbados was likely not to come into the scheme. That may have been the doubt which existed throughout.

I would like, as I was saying just now, to ask the Hon. Minister, if this Company would be exempted from taxation; and if so, whether it would be

exempted from taxation in the U.K. If the U.K. is contributing £10,000, will they be a party to this domestic Agreement? If they are not a party, I wonder how we are going to guarantee getting their money, in case there is a change in the U.K. Government.

I must say, that I am in agreement with the Amendment proposed by my colleague; although, it would have been a good thing if it could have been put in such a way as to express our regret, that such a Clause was found to be necessary. We need not go any further, because we cannot alter the Agreement without the consent of both parties; but if such an occasion ever arose, it would be a good thing if our distaste or protest against that Clause could be registered. If the Ministers of the Government share our view, they should have this Amendment as a means of reference. I cannot conceive, that they are so out of touch with the spirit of that Amendment, they cannot agree with it, even if they do not agree with the actual wording of it.

I would like to refer briefly to the suggestion which I have heard to-night, that C.D.C. is mixed up in this matter. If that information is wrong, I think the Minister should say it is wrong; and if it is correct, he should say that he knows it is correct; and he should make some explanation as to why it has not been made public from the correct quarter. If the information is correct and it was not made public, we are bound to be suspicious. If they have money in it, it would be a clear indication as to why this Agreement was drawn up so much in favour of the Company. C.D.C. is sponsored by the British Government; and the British Government has given £10,000 towards this scheme, and it is for that reason that I think the people of the West Indies should have watched this scheme with great care. They should not allow it to have been rushed through with any great hurry.

The last thing I would like to say to the Minister of Communications, is that he should reflect on the whole procedure which has attended the presentation of this Agreement to the House. On the first day it was brought here, the Hon. Minister wanted us to reply without even seeing a copy of the Agreement. He himself said, it was only handed to him when he was coming into the House. That is not good enough. It appears, however, that as the result of the delay and more reflection, greater attention has been paid to the details of the scheme. That is something which I would like him to particularly reflect upon. Much too often, things come to this House and are rushed through, and we do not know if those responsible for them, are afterwards too ashamed to let us know of any defects discovered in them.

10.40 p.m.

Sir, we are in this thing either for better or for worse; and if we can have a period during which we can watch this corporation, so much the better. But it seems to me, as if our clamour and our necessity for a service of the kind, has caused people to take some advantage of us. I do not think it would be to the benefit of Barbados, to stay out of a scheme like this. If this ship by-passes us, the psychological effect would be dangerous under Federation; and if half of what we hear to-night about our relations with others on R.E.C. is correct, it should cause us to be even more particular in our entering into Federation.

If this is too big a ship or too big a price, I suppose, we will have to learn of it by experience. If we have turned down other offers and accepted this particular tender, I sincerely hope we have done the right thing. With those reservations, I am going to say, that a scheme of this sort is absolutely necessary for

this area; and I join in expressing regret, that we really have not got at this stage our own ships. Perhaps, this is our creeping period until the time when we can stand on our legs and man our own ships.

Hon. M. E. COX: Mr. Speaker,—Before you put the question, I think it is incumbent on me to reply to some of the remarks and comments made by some of the hon. members. Although I am not inviting, or trying to invite any trouble, I should say at this stage, that some of the remarks made, are not really worthy of consideration; therefore, I would attempt to deal with those which I consider are points which have something in them.

I should first like to deal with the remarks made by the last hon. member who spoke. I desire to pay tribute to the hon. junior member for the City for the very well reasoned speech which he made in connection with this subject. There are two points to which I should like to reply; one is in respect of the exemption from taxation of WINCO. I would like to tell him "No"; the Company has to pay taxation. The second point is with respect to the question, whether C.D.C. is a share-holder in the Company. My answer is "Yes". C.D.C. along with the owners, Messrs. Jardine, Mattheson & Sons, are English. At this stage, I would like to tell the hon. senior member for St. Philip, who in his remarks said that the owners of this ship are foreigners, that as far as I have been able to understand, there can be no foreigner between British and British. (A VOICE: No! No! You are wrong). If I am wrong, I do not stand alone.

There is one thing which I would like to say with regard to the suggestion made by the hon. junior member for St. Peter, who expressed the desire to support the amendment by the honourable senior member for the City. I crave this opportunity to appeal, not only to the honourable junior member for St. Peter, but also to the honourable senior member for the City, not to press that amendment. (A VOICE: Why?) Well, because that amendment deals with the main Agreement between WINCO and the Caribbean Governments. If the honourable member presses that amendment, I am definitely sure we would get the worst of it. (A VOICE: How?) Well, because of the fact that the other Governments have already agreed to this formula of the Agreement. Here I should like to explain to honourable members, that even if you agree that we in Barbados are lukewarm about the question of employment of West Indians on that ship, you cannot say the same thing for the Jamaican Government. The Jamaican Government and those who represented Jamaica at the R.E.C. went into this question very thoroughly, and they agreed to this set-up.

10.50 p.m.

I would like to say here and now, that I appreciate the remarks which have been made by the honourable senior member for St. George, the honourable senior member for the City, the honourable junior member for the City and the honourable junior member for St. Peter, relative to this question of employing West Indians. I think those honourable members will all agree, that the Barbados Labour Party from its inception, when perhaps some of them had never thought of making representations on behalf of coloured people for the highest positions in any place, the records will show that the Hon. Premier and Mr. H. W. Springer, formally the honourable senior member for St. George, started the ball rolling to get coloured masters employed at Harrison College. (Mr. BARROW: Let the honourable member deal with this Agreement.) I cannot let the feeling go abroad from this House, that those honourable members who

have spoken have some new idea or are alone interested in shaping any sort of promotion for the coloured people more so than we of the Government. We are the forerunners, and we have been doing that for years; and when those who are now speaking would not have considered the question of these people being employed. I know quite a lot of the history of this island where politics are concerned. I do not want to resurrect the dead, or to go into the graves and dig up their bones. However, as regards the amendment proposed by the honourable senior member for the City, it should be borne in mind that this Agreement is a temporary Agreement. It is an Agreement for three years, which can be terminated by either party at the end of that period. I am speaking now as to the Government's position.

One honourable member has said that the ship has no crew, and the company was employing people from Indo-China and giving them more or less the cream of the work, and using the black people for employment below the decks. That is not true. This ship is one of those ships which ply for hire in Indo-China; and as a result of the reduction in trade, this ship has been offered to us with this crew. But at the R.E.C. meeting it was made clear, that we were not prepared to take the crew as they stood, the majority of whom were Chinese. But inasmuch as we were hiring this ship and subsidising it for three years, we demanded that a large part of the staff, with the exception of the technical people, should be West Indians. The Officers who will be continuously employed, are not many by any means. Honourable members will agree that if Mr. "A" had a schooner running on the Windward side and he had key people whom he had been employing for many years on that schooner, and then for some reason or other he decided to charter that ship for a limited period, when he realised that those people had been serving him for so many years and they were well trusted and tried servants who would be entitled to pension rights and things of that sort, if he is a man at all, he would not dispense with the services of those people. After three years the West Indian Governments might find that it is uneconomic, and even unnecessary to continue with this ship; and therefore, the owners would have to seek another field of employment, whether it be chartering or otherwise, for that ship. You cannot, in fairness to these people, ask the owner of the ship to turn them off, because he is operating the ship for three years in this area. I am definitely sure that except one wanted to make a complete re-orientation of his business, he would not get rid of servants whom he considered to be key employees. 11.00 p.m.

I am asking honourable members not to press that point. We all appreciate the points raised by honourable members. We feel just as they feel; but if possible, we shall have a West Indian Captain, whether he is a blue, black or white West Indian. Special pleading have been made for Captain Ferguson by the honourable senior member for St. Philip. I feel, like the others, that West Indians should be employed from Captain back down; but we cannot enforce it. I am saying, Sir, that if we attempt to put in a proviso like that in this reply, the whole thing is lost. I appeal to honourable members. The honourable senior member for St. George, Mr. Speaker, is now making remarks. He should be on his feet.

Mr. BARROW: On a point of explanation, Mr. Speaker. All I was saying is that there was more than one tender.

Hon. M. E. COX: This is the position. Mr. Speaker, although I am not prepared to call the names of the tenders: one tender for the Eastern

Caribbean area, with two ships with small diesel engines, asked for a subsidy of £282,882. The tender asked for that large amount to subsidise two small ships, which have no accommodation for first class passengers or anything like that. Passenger accommodation would be similar to that on schooners. Dealing with other tenders of a comparable standard, one asked for £119,333 per annum for the combined service; one ship. Another asked £99,900 per annum for the combined service; and the same one that asked £119,999 for the combined service, asked for £83,477 for the Eastern Caribbean alone.

I am afraid I do not know of any one who did not ask for a subsidy. There was another tender who asked for a substantial subsidy. None asked for a subsidy of less than £50,000. The terms in this Agreement were the best the West Indian Governments could get at the time; and therefore, they had no alternative but to agree. I have to speak the truth and speak it ever. I can always stand up on that. What I am giving to day, as I have given all the time, are facts. (Mr. E. D. MOTTLEY: We want all the facts.) As I said already, this Company offered the most favourable terms that the West Indian Governments could get; and therefore, the West Indian Governments have agreed to these terms.

Now, Sir, the Leader of the Opposition also made a well-reasoned speech as was to be expected; because, I would like to say that he has always shown a desire and a willingness to support a scheme for the improvement of shipping in the area, and Barbados in particular. I would like to say, that in this scheme, the emphasis is not so much on freight but rather on passengers. Honourable members were more or less referring to the Windward and Leeward Islands, but Barbados cannot be isolated. It is no use speaking of Federation sometimes, and then on other occasions, saying that we should stand out by ourselves.

The Leader of the Opposition said that I have not given the background of this Agreement. I am sure the honourable member did not want me to say, how many bunches of bananas would be lifted from St. Lucia, or how many bags of coals. I merely said, and I think it is accepted by all members, that for years the traffic between the various islands was not good enough, and many people who were interested felt there should be some improvement. That position as the honourable member will agree, has been made worse since the withdrawal of the C.N.S. Line. Therefore, without going into details as to how many bags of coal will be lifted from St. Lucia, or how many bags of starch—(Mr. ALLDER: Put the question, Sir) I see that the honourable senior member for St. John is willing to support the Address as it stands.

11.10 p.m.

However, Mr. Speaker, The honourable junior member for Christ Church asked about the conference rates. I would say that a large ship, such as the S.S. *Wingsang*, as far as I have been able to gather, operates under intercolonial conference rates, which I think is approximately \$14 to \$18 per ton. The Hon. Leader of the Opposition also asked about the number of tenders; I think I have already explained that. I have also explained the reason why the Company is not operating two ships. The honourable junior member for Christ Church asked on what basis this subsidy was agreed to.

All I can say, is that a sub-Committee of the Regional Economic Committee recommended that

Barbados should pay 8.8% instead of 12.5% which is the percentage contributed to the R.E.C. I do not know how they arrived at the 8.8%; but that is their recommendation. The question was also asked as to what is the number of the crew of the ship. I am afraid I am not in a position to state that. If Mr. Speaker, I get the information, I will promise the honourable member to pass it on.

The honourable senior member for the City asked a few very important questions: (1) if the original members of R.E.C. are shareholders in this Company; and the answer to that is "No". That is quite obvious. No West Indian, as far as I know, is a shareholder. There are no West Indian shareholders in this Company.

Mr. E. D. MOTTLEY: That is not true.

Hon. M. E. COX: There share holders are C.D.C. and Messrs. Jardine, Mattheson & Sons whose business is registered in Trinidad for operational purposes.

Mr. E. D. MOTTLEY: What is the Capital of the new Company which is registered in Trinidad?

Hon. M. E. COX: I am afraid I do not know the answer to that question. I will promise the honourable member to try and find out.

Mr. E. D. MOTTLEY: The honourable member does not know what is the Capital of the Company which is registered in Trinidad? That is one of the first questions I would have asked.

Hon. M. E. COX: I have already replied to the honourable member.

Mr. E. D. MOTTLEY: I am sure, I would have asked the question.

Mr. SPEAKER: Again, the honourable member is out of order. If he wants to get the information he is getting, he would have to co-operate!

Hon. M. E. COX: I told the honourable member that WINCO is not a new Company; it is a subsidiary to Messrs. Jardine, Mattheson & Sons. It is registered in Trinidad for the purpose of administration.

Mr. E. D. MOTTLEY: I do not think you are misleading the House purposely. I think you do not know the answer.

Hon. M. E. COX: The hon. junior member for St. Peter asked why the Executive Secretary of the R.E.C. had to go to Trinidad to conclude this Agreement. I think the honourable member asked and answered the question.

In the course of his remarks he said, Barbados was just peeping through a key-hole in which the key was still there. The position is, Barbados has on many occasions been out voted, and I am afraid the situation will remain so for some time. In view of the particular stand which Barbados takes, and in view of the fact that Barbados is not willing to agree with the other islands' representatives in whatever they might say or put up, I think that is the answer to the question. The honourable junior member for St. Peter sat in on the R.E.C. more than once; and in his speech, he pointed out that whatever Barbados puts up at a meeting, is out-voted.

Mr. Speaker, I think I have replied to the points raised by honourable members. Again, I would like to reiterate and appeal to honourable members to support the passing of the Address as it is, with the exception of a minor amendment made by the honourable junior member for the City. The honourable junior member for the City suggested some minor amendment, and I have no objection to its insertion. I appeal to honourable members to support this reply. I hope they will always bear in mind, that Barbados has a lot to benefit by this Agreement, despite the fact that some honourable members have said, Barbados has nothing to gain. I do not want to

prejudice any future happenings, and for that reason, I do not want to tell the House the prospects or the potentialities which this Agreement offers to us. I would like honourable members to believe me when I say that Barbados has a lot to gain by joining in this scheme. Again, I appeal to honourable members not to press the Amendment, but to agree unanimously to this reply and then leave it to the Government of Barbados to do the rest.

11.20 p.m.

The question that the words proposed to be inserted at the end of paragraph 1 stand part of the Address was put and resolved in the negative, the House dividing as follows:—

Ayes: Messrs. BARROW, F. L. WALCOTT, E. D. MOTTLEY and GODDARD—4.

Noes: Mr. SMITH, Hon. Dr. H. G. CUMMINS, Hon. M. E. COX, Hon. C. E. TALMA, Hon. R. G. MAPPE, Mrs. BOURNE, Messrs. HOLDER, BRYAN, BRANCKER and MILLER—10.

Mr. SPEAKER: The question is that this Address do now pass. Honourable members in favour of that will please say "Aye" those against please say "No". I think the "Ayes" have it. I will ask

the Hon. Minister of Communications to present this Address.

Hon. M. E. COX: As Your Honour pleases.

Mr. BARROW: Mr. Speaker,—I should just like to point out, that this Address to the Governor did not include the amendment which was proposed to the Address, and that the motion was not put "that this Address as amended do now pass."

Mr. SPEAKER: The reply of the Select Committee was added to; and therefore, the motion for the passing of the Address as amended, was put.

Mr. BARROW: I would like to read the amendment which I have in my hand.

Mr. SPEAKER: The honourable member is out of order. I have made my explanation.

Hon. Dr. H. G. H. CUMMINS: Mr. Speaker,—I beg to move that this House do now adjourn until this day week at 3 p.m.

ADJOURNMENT

Hon. M. E. COX: I beg to second that.

The question was put and agreed to, and Mr. SPEAKER adjourned the House accordingly.