

THE House of Assembly Debates

(OFFICIAL REPORT)

SESSION 1954—55

HOUSE OF ASSEMBLY

Tuesday 29th November, 1955.

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

Present:

His Honour K. N. R. HUSBANDS, (*Speaker*); Hon. Dr. H. G. H. CUMMINS, C.B.E., M.D., C.M., (*Minister of Social Services*); His Honour A. E. S. LEWIS, (*Deputy Speaker*); Hon. M. E. COX, (*Minister of Communications, Works and Housing*); Mr. L. E. SMITH, J.P., (*Chairman of Committees*); Mr. E. D. MOTTLEY, Hon. R. G. MAPP, (*Minister of Trade, Industry and Labour*); Mr. F. C. GODDARD (*Leader of the Opposition*); Mr. J. C. MOTTLEY, Mr. E. St.A. HOLDER, Hon. C. E. TALMA, (*Minister of Agriculture, Lands and Fisheries*); Mrs. E. E. BOURNE.

Prayers were read.

MINUTES

Mr. SPEAKER: I have the honour to inform the House that the Minutes of the 8th November, 1955 having been printed and circulated are now ready for confirmation, and unless there be any objection these Minutes will be taken as read and confirmed.

There being no objection the Minutes were taken as read and confirmed.

DOCUMENTS

Mr. SPEAKER: I have the honour to inform the House that I have received the statement of Revenue and Expenditure from the Commissioners of Highways of the Parish of St. Thomas in connection with Tenantry Roads for the half year ended 30th September, this year.

Also Statement of Receipts and Payments (Highway Accounts) of the parish of St. Peter for the half year ended 30th September, this year.

PAPERS LAID

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

Report of the Auditor General on the audit of the accounts of the Colony for the year 1952-53.

Statement showing Gross Customs and Excise Receipts for seven months ended 31st October, 1955.

Emergency Powers (Hurricane) Orders No. 3, 1955.

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

Orders made by the Governor under section 2 of the Diplomatic Privileges Act, 1947.

Statement of Accounts of the British West Indian Schooner Owners Association (Inc.) for the year ended 31st December, 1954.

Statement of Expenditure of the Housing Board to 30th June, 1955.

Hon. R. G. MAPP: Mr. Speaker,—I am commanded to lay the following:—

Annual Report of the Barbados Publicity Committee for 1st April 1954-31st March, 1955.

Hon. C. E. TALMA: Mr. Speaker,—I am commanded to lay the following:—

Annual Report of the Department of Science and Agriculture for the year 1952-53.

GOVERNMENT NOTICES

Hon. M. E. COX: Mr. Speaker,—I beg to give notice of the following Resolution:—

Resolution to place the sum of \$45,276 at the disposal of the Governor-in-Executive Committee to supplement the Estimates 1955-56, Part I, Current, as shown in the Supplementary Estimate 1955-56 No. 52, which forms the Schedule to the Resolution.

Hon. Dr. H. G. H. CUMMINS: Mr. Speaker, on behalf of the Hon. Premier, I beg to give notice of the following Resolution:

Resolution to approve the continuance in force of the Emergency Powers (Hurricane) Orders No. 3, 1955.

In connection with that Resolution I should like to say that I have some copies here and if the House feels so disposed to deal with these today, these copies are available for that purpose. One is in connection with rent control and the other is in connection with Customs.

Also on behalf of the Hon. Premier I beg to give notice of the following:—

Bill to amend the Customs Tariff Act, 1921.

Hon. R. G. MAPP: Mr. Speaker, I beg to give notice of the following:—

Bill to amend the Customs Tariff Act, 1921.

Hon. Dr. H. G. H. CUMMINS: I beg to give notice of my intention to move the House into Committee of Supply to deal with the Money Resolution of which notice has already been given.

QUESTIONS

Mr. SPEAKER: The honourable senior member for St. Lucy, I observe, is not in his place.

The honourable senior member for St. Lucy was summoned to the House.

Mr. BRANCKER: Mr. Speaker, I beg to give notice of the following question:— To enquire of the Hon. Minister of Social Services.

(1) Is it a fact that certain clothing has been sent to Barbados from the United Kingdom for distribution to those who suffered in the recent Hurricane?

(2) Will Government consider allocating such items of that clothing as may be considered unsuitable for use in tropical climates, to needy Barbadian emigrants, who are going to England in search of work in the Winter Season?

3.25 p.m.

BILLS READ A FIRST TIME

On motion of Hon. Dr. H. G. H. CUMMINS, seconded by Hon. M. E. COX, a Bill to amend the Customs Tariff Act, 1921, was read a first time.

On motion of Hon. R. G. MAPP, seconded by Hon. M. E. COX, the Bill to amend the Customs Tariff Act, 1921 was read a first time.

LEAVE TO DEAL WITH ADDRESS Re P.A.A

Mr. E. D. MOTTLEY: Mr. Speaker, I beg to give notice of my intention to deal with the Address in my name before Tea Time.

Hon. Dr. H. G. H. CUMMINS: As far as the specific time is concerned, it all depends on what happens before Tea Time. Let me inform the hon. member that the Hon. Leader of the Opposition spoke to me in connection with this matter and I think we had an understanding that it would be dealt with after Government had completed the first and second Orders of the day. The first Order, as can be seen, is to move the House into Committee of Supply to deal with two Money Resolutions, and the second is to move the consideration of the Amendments of the Other Place to the Bill to consolidate the laws relating to the Representation of the People. As I have said, I have spoken with the Hon. Leader of the Opposition in connection with it and we had an understanding about it.

Mr. E. D. MOTTLEY: I want to assure the Hon. Leader of this House that it would be no difficulty in the passing of this Address. It is a plain Address.

Mr. SPEAKER: It is a question of timing.

Mr. E. D. MOTTLEY: On the question of dealing with the amendments to the Representation of the People Act before we deal with this Address. I would like to say that those amendments are going to take some time. Those of us who have studied the amendments have found some references from one to the other, and I am sure the hon. Leader will appreciate that they will take some time to consider. If it would suit after tea time, that will be very well with me. I am always willing to bow to the wishes of the Government even if it were a question of the majority of hon. members willing to grant leave. The Hon. Leader of the House will

appreciate that I always take his word. The Hon. Leader of the Opposition has intimated to me what took place between the two of them but I am suggesting to him that the reason why I would like to deal with it before we deal with the amendments to the Representation of the People Act is because that would take some time.

I want to assure the Hon. Minister the Leader of the House, that we on this side of the Table never attempt to do anything without the knowledge of Government Members.

Mr. LEWIS: Mr. Speaker, if you will permit me, I would suggest to my colleague not to make application for leave now because unless it is attended to now, the leave will be of no value. The House cannot bind itself to do something after Tea. After the Tea Interval will be time enough for that request to be made, and in the meantime the hon. members directly concerned can get together and may be, there will be no necessity to ask for leave. I am suggesting to my colleague to withdraw the application for leave and make it, if necessary, when he is about to deal with it.

Mr. E. D. MOTTLEY: Mr. Speaker, you will remember that I spoke to you earlier about proceeding with this matter so as to acquaint you of what procedure I intended to take. I did not want to come into this House and do this amount of talking on how to deal with it. I will be amazed if any opposition is offered to this Address. I do not think it will be proper for me to withdraw my request for leave.

The question that leave be granted was put and resolved in the negative, the House dividing as follows:—

Ayes: Mr. LEWIS, Mr. F. L. WALCOTT, Mr. BRANCKER, Mr. E. D. MOTTLEY and Mr. GODDARD.—5.

Noes: Mr. SMITH, Hon. M. E. COX, Hon. R. G. MAPP, Mr. HOLDER, Mr. J. C. MOTTLEY and Hon. Dr. H. G. H. CUMMINS.—7.

3.35 p.m.
Mr. E. D. MOTTLEY: Am I in order, Mr. Speaker, to ask leave to move the adjournment of the House after Tea? I am moving the adjournment of the House —

Mr. SPEAKER: It is unusual for a member to move the adjournment of the House before the Government does any business.

Mr. E. D. MOTTLEY: Am I in order then to ask leave to move the adjournment of the House after Tea?

Mr. SPEAKER: I will grant the hon. member that permission.

Mr. E. D. MOTTLEY: I am asking leave to proceed with the Resolution standing in my name immediately after Tea.

There being no objection leave was granted the hon. member.

COMMITTEE OF SUPPLY

Mr. SPEAKER: The first Order of the Day stands in the name of the Hon. Minister of Social Services: to move the House into Committee of Supply to consider the grant of sums of money for the service of the colony.

On the motion of Hon. Dr. H. G. H. CUMMINS seconded by Hon. C. E. TALMA Mr. SPEAKER left the Chair and the House went into Committee of Supply, Mr. SMITH being in the Chair.

Supplementary Estimates No. 50

Hon. Dr. H. G. H. CUMMINS: Mr. Speaker this Resolution is a Resolution for \$10,300 under Supplementary Estimates No. 50. It is under two Heads

and in accordance with the usual practice I will move them individually as they are called.

Head XIV — Judiciary

Head XIV — Judiciary was called.

Hon. Dr. H. G. H. CUMMINS: Mr. Chairman, under this Head are Items No. 32 and 33. In connection with the first Item "Jurors and Marshals at Grand Sessions" the amount which has been voted for the payment of these Jurors and Marshals has almost been depleted. The Note reads "Of the sum of \$4,800 provided in the Estimates of Expenditure for the payment of Jurors and Marshals at Grand Sessions \$3,702 has already been spent as a result of the unusual length of the Sessions." We know that these Sessions last longer than is anticipated and this additional \$1,500 is needed to carry on these services until the end of the financial year. It is felt that even the balance which remains will hardly be necessary to carry on the services until the end of the Financial Year.

Under Item 33 "Jurors and Marshals at Common Pleas" the number of cases, as the Note says, in the Court of Common Pleas has been greater this year than usual and some hearings have extended over many days. The Note also says that it is anticipated that the amount of money remaining will not be adequate to meet expenses to the end of March. Hence, this additional amount of \$600 is needed.

I beg to move that Head XIV—stand part of the Schedule.

Hon. C. E. TALMA: I beg to second that.

Mr. BRANCKER and Mr. F. L. WALCOTT rose to speak.

Mr. CHAIRMAN: The hon. senior member for St. Lucy caught my eye first.

Mr. BRANCKER: Mr. Chairman, now that I have caught your eye first, I would say that in this debate I am sure you anticipated that as usual I would be referring to this subject. As you know, Sir, from the time you have been in this Chamber, and I was here before you, I have been raising the question of the remuneration of jurors, which, as you know, was fixed over a half century ago at the rate of 6/8 a day when the payment of a carpenter or mason or painter was one quarter of what it is today. You will remember on previous occasions when I brought up this matter in this Chamber, it was said that it was an honour to serve on juries and a juror should feel honoured in being selected to serve, and not give any thought to the 6/8 per day which was provided. But when that remark was originally made, we in this House were also enjoying the honour of serving in our public capacity, and we were not being paid. The honour is greater now perhaps than when we were not paid, and applying the same process of thought to the jurors the amount of 6/8 per day is hopelessly inadequate.

We were told some time during this Financial Year that the matter was receiving consideration. When I heard something over Rediffusion Service last night about jurors and Marshals I wondered if there would have been a proposal before us today to give them a reasonable increase in their remuneration. At the present rate you have 48 people who are being made to pay too dearly for the honour of sitting in judgement on their fellowmen and there is no reason why we should single out this particular category of persons for this treatment of neglect. As you know, Sir, the Marshals have just ground for complaint; their work is onerous, they do it adequately and they are in receipt of remuneration which is entirely inadequate. You will remember some time ago, Sir, when there was an offer in respect of

League Cricket in another colony a famous Inter-colonial Cricketer of this island accepted the job at the Lancashire League which offered better consideration than even Her Majesty's Court could offer in respect of the remuneration which they were offering.

As a matter of fact I think I am right in saying that these Marshals are being more poorly paid than our Marshal in this Chamber and nobody would suggest that our Marshal is adequately remunerated. Therefore between now and the next Estimates—I take it that the Cabinet is at the moment engaged in the compilation of the next Estimates—I hope they will make provision for adequate remuneration for these people who do this magnificent service and who are sometimes away from their homes five days a week for five or six weeks; and they are locked up in some cases. That is not done in some other countries which allow Marshals to go home; but in our desire to keep the Jurors sacrosanct they are not allowed to separate. I am asking that these Marshals be allowed to cease being the Cinderella of the Judicial Service of this island.

Their rate of pay should be commensurate with the cost of living and wages of today, having regard to what wages were 50 or 60 years ago when the rate was fixed at 6/8; therefore, I am asking the members of the Cabinet to stop considering and get down to the matter in a way which is bound to meet the approbation of the community and those who have a sense of fair play.

Hon. Dr. H. G. H. CUMMINS: Mr. Chairman, the honourable senior member for St. Lucy has been very persistent in advocating this cause both in and out of season; and all I would say at this moment is that the honourable member will have a surprise in the near future.

Mr. BRANCKER: Mr. Chairman, I only hope that the surprise will be a pleasant one.

The question was put and agreed to.

Head XXIII—Director Of Medical Services

Head XXIII — was called.

Hon. Dr. H. G. H. CUMMINS: Mr. Chairman, as you will see, Head XXIII is in connection with the B.C.G. Campaign which is to start in January, 1956. We would have started before were it not for the visitation of "Hurricane Janet". Matters were so unstable that it was thought wise to postpone it until January. Meanwhile, the World Health Organisation has sent down a certain number of staff including a Public Health Laboratory Adviser, Public Health Nurse/Midwife Consultant, and Public Health Administrator. These are three different sets of people with different duties and we have been trying our best to get them around by the use of certain vehicles; vehicles attached to the Public Health Centre and also the vehicle of the Sanitary staff of the Board of Health. That, however, has proved inadequate and unsatisfactory and this Resolution seeks to purchase two vehicles for the use of the two different sets of people. One is a Land Rover, "long wheel base with all-weather canopy" and the other is "a Station Wagon type vehicle."

Now, it is true that these W.H.O. experts will be here only in the vicinity of two years and it is felt that these two vehicles will, even when the experts have left, be able to be used, if not in the same Department, in another Department. We also investigated the question of renting on a certain basis; but it was found that that would cost approximately \$50 to \$80 more than purchasing the two vehicles; so having failed in that direction, it was decided to come forward with this Resolution for the purchase of two

vehicles for the use of these two different teams of B.C.G. campaign workers.

I beg to move that Head XXIII stand part.

Hon. C. E. TALMA: I beg to second that.

Mr. E. D. MOTTLEY: Mr. Chairman sometimes when criticisms are made on certain Heads of a department, certain members of that Department seem to feel among themselves that the person making the criticism must have some personal feeling against somebody connected with that Department; but I want to assure this Chamber and the general public that with my experience in public life today I could hold no grudge against any Public Servant at all. It is my duty as an elected representative, when I see things going wrong such as expressions of disinterest by certain parties, connected with the particular department to draw it to the attention of the Hon. Ministers and the general public. When it comes to the Board of Health I have always said on the floor of this House that I have always felt disposed to discuss freely any matter with the Minister of Health.

Now, let us take this Resolution before us today. All of us in this Chamber would willingly vote this money; but let us ask ourselves this question in which, if the Ministers are not prejudiced, they are bound to see the force of my argument today. This Resolution is to purchase vehicles to be used in the B.C.G. Campaign which is to commence in January, 1956. No one member of this House would deny that there seems to be the same measure of disinterest with this campaign as with the Yellow Fever Campaign. All honourable members of this House may not be mindful of the various health activities of the island. What is the B.C.G. Campaign? I address those remarks in all seriousness to all honourable members of this Chamber. I am sure that less than 50% would be able to answer that question. Upon referring to the Addendum we see that two representatives from the World Health Organisation are at present in Barbados. A campaign is going to be started in January, a campaign which deals with a very serious, infectious, and dreaded disease, viz, tuberculosis. And you have not yet acquainted the public officially of this campaign. It is expected to start four weeks from now. As I said before, in the anti-Yellow Fever Campaign when the representative from the World Health Organisation came to Barbados, poor chap, he had to find his way about until we came to this House and made it known that we resented the attitude of disinterest shown by the Medical Officer of Health.

3.55 p.m.

The same thing applies here.

I want to say this now. For the first time since these experts have been in the country, due to the efforts of a new Medical Officer, the Medical Officer of Health for St. Michael, who is attached to "Enmore" (and let me say that he has come here since these people) the Commissioners of Health in the Metropolitan parish will know something about these experts. And they have been here for some time. I know the Hon. Minister of Health has a lot of work to do, but I must ask him this question: if you are starting an anti-tuberculosis campaign, is it not something upon which you must educate the people? Suppose some of us take it into our heads when you start to bring this matter to the notice of the people to bring to their notice what happened to this type of campaign when it was first started in Germany? God forbid it should be done. I suppose you are going to wait until you start the campaign and when you find that you are getting a great reaction, and not getting the co-operation of the people, you will use the sledge hammer method of coming to this House and ask-

ing us to pass a law to do something about it; but I am sounding the warning that you will have to pass a law to lock up everybody. Let me say that the Director of Medical Services has shown no interest in this matter. The courtesy has been scant when it comes to these two people who have come here to help us. I am not surprised about it because it is down in the record when I asked a question about Tuberculosis that the Hon. Minister of Social Services, guided or misguided by the Director of Medical Services, replied to it in all seriousness that tuberculosis was not the only disease that was killing people, therefore, there should be no scare about it. He further said that a Tuberculosis Sanatorium would be a white elephant. If you put these two things together, the Tuberculosis Sanatorium being a white elephant and that Tuberculosis was not on the increase, it is not the number one killing disease—when you can get the Officer in charge of the Health of the colony making such an unfounded and disinterested statement, one therefore is not surprised to find as set out here in the Addendum that three experts of W.H.O.—Public Health Laboratory Adviser, Public Health Nurse Midwife Consultant and Public Health Administrator—who will be assisting Barbados in our local Health Service project are already here and nobody is told anything about it.

Will the Hon. Minister tell us how long these experts have been in the island? I will say that since they have been in the island there has been insufficient propaganda about them. At least they should have been brought into contact with the Commissioners of Health of the various parishes, the Sanitary Inspectors and the Health Nurses. What I have said just now in here, I have said privately to the Hon. Minister. Publicity should be given to their presence and the people should be acquainted that you are starting an anti-tuberculosis campaign in the country and that it is something for the good of the people. They should know something about it. Now, four weeks before the campaign is started, a Resolution has come to this House to buy two motor vehicles and the Addendum to it tells you that two experts of W.H.O. are already in the island and the third is expected in January 1956.

Mr. Speaker, I will give you an interesting story. The biggest Tuberculosis Ward as you know is at the St. Michael's Infirmary. It is an absolute fact that these experts expressed the desire to visit this place and will you believe me when I tell you that neither the Director of Medical Services nor anybody attached to his office has had the courtesy to escort these people to that Infirmary to visit the Tuberculosis Ward? Will you be surprised to know that they had to drift about and find their way by themselves to get there? Is not that a shame? I can very well appreciate that it may be unethical for one doctor to censure another, but I am suggesting to the Hon. Minister of Social Services that if you are starting this B.C.G. programme, you should tell the Director of Medical Services this Chamber is absolutely dissatisfied with the interest which he is showing in the matter. I hope other honourable members would express a similar view.

Let me say that less than 50% of the people can tell you anything of what the B.C.G. campaign means, yet in four weeks time you are going to start it. Ask the hon. senior member for St. Andrew who is a Commissioner of Health for that parish if she has been acquainted about it. Has the Director of Medical Services written the Board to which she belongs about it? A politician of this House is expected to know everything; therefore, can you not see that besides the publicity which would be necessary in the Press to prepare the people for this cam-

paign, and more than four weeks before it is started, there is the necessity of having those people who are acquainted with this method of campaign (I refer to the Sanitary Inspectors) to put the propaganda over to the general public?

I think the course which the Hon. Minister of Health took on another matter would be a shining example for the Director of Medical Services to follow. I refer to the method of giving out the milk which is given by U.N.I.C.E.F. to children under five years and pregnant mothers. The method which was adopted by the Hon. Minister should be an example to the Director of Medical Services. That is to say, the Minister met all the Sanitary Inspectors from all over the island and he discussed the matter with them and answered questions and within an hour the whole system of distribution was put over. It is now four weeks before you are going to start this campaign and you have now come to ask for money while the experts who are to start it up were in the island for some time and not one word is said to the people about it. I am going to warn you not to entertain the idea that you can work this campaign as you worked the anti-yellow fever campaign.

On the other hand, I think honourable members should know what is the B.C.G. Campaign, therefore, I do not propose to tell honourable members what it is.

4.05 p.m.

I shall counsel him that while he has in this Addendum an explanatory note on this Resolution, he should, not only for the benefit of honourable members but for the benefit of the general public, give a more lucid explanation of this B.C.G. Campaign. I do not think I stand alone when I express the fear that if you are starting your B.C.G. Campaign early in 1956, in January, to start such a Campaign which is, in short, a Campaign for the discovery and treatment of those persons who are affected by tuberculosis, I say no more about that,—the Hon. Minister will be able to give a sufficient guide to the public. He must see that proper propaganda is conducted to give the public proper information as to what is proposed to be done.

Tuberculosis has been on the increase for some time, and what I am worried about is that if you are making a certain advance in your campaign, in the absence of a proper sanatorium, there is still the question of treating people outside. What I am wondering about is the X-Ray examination of the 40,000 or 50,000 people of this colony, and it is not impossible to find 300 or 400 people suffering from the disease of tuberculosis. There is the old, true proverb "What you do not know you never worry about"; but what I am worried about is this: when you X-Rayed 40,000 or 50,000 people and you find 300 or 400 of them suffering from tuberculosis, and you can even estimate that 50% or rather 25% of those persons can be properly housed and treated outside, when other persons cannot be so treated, in the absence of a proper sanatorium I think you are making things rather difficult. I am not trying to put any obstacle in the way of the beginning of this campaign; but if you are starting an island-wide campaign to discover the presence of tuberculosis in persons, in many cases the bread winner of the family will be found to be the victim of tuberculosis and he will have to be separated from his relatives.

This is a serious debate and I repeat that when you allow people to know that they are suffering from tuberculosis, what provision are you making for a Sanatorium and what provision are you making in the community like this to give assistance in supporting families? In rare cases will a doctor

recommend that people who are suffering from tuberculosis should still continue to work; in the majority of cases the doctors will recommend that such persons take absolute rest. An honourable member has asked if you also have to support the family of a person who is suffering from tuberculosis; this disease is mostly found among those whose housing conditions are bad and whose incomes are low. I ask again, what arrangements are you making for the proper isolation of the greater percentage of people who cannot be properly treated outside? We have not got far enough yet and we ought to have a discussion as to whether the Leprosarium can be used. We are getting somewhere but that in itself has certainly occupied the attention of certain people. What must occupy the attention of people is this; if it is discovered that the bread winner is suffering from tuberculosis and he must be removed from the family (even if he was not removed he would be put to rest on the doctor's advice and therefore he could not work), for those who work for the Government arrangements should be made for the payment of pensions: but what are you going to do with the five hundred persons 200 of whom are bread winners suffering from tuberculosis, who have no means of supporting their families and who have to take the doctor's advice to rest for periods ranging from 12 months to 2 years? I address this question to the Minister of Social Services because he realises that I have more than passing interest in this campaign as a member of the Commissioners of Health of the parish of St. Michael. I will support any campaign which is for the benefit of the preservation of the Health of the people of this colony but in doing so one must take into consideration the economic position of the people. People have been hearing of this matter for a couple of months now and one would have thought that the Director of Medical Services would have convened a meeting with the various Health Authorities, the Minister of Social Services and other persons who are interested in this matter to have discussions as to the starting of this campaign and the effect which it would have on people who of necessity will be found in the great majority affected by this disease, how it would affect their income and the matter of the suffering of the family if the bread winners had to be put to rest. I am supporting this Resolution but I am very critical of the Government Department whose only help it is to use the utmost publicity in informing the people of what it is all about. Since these people have been hearing about this Campaign it has not been drawn to their attention that the economic position of the people must be taken into consideration.

4.15 p.m.

I say that in all Health matters we must take into consideration the economic background which bears relation to them. Although we shall vote this money to-day, the Government should realise that the mere buying of a Land Rover and Station Wagon will not provide enough publicity to inform people of the B.C.G. campaign. As I said before, I am going to support the Resolution; but finally I say this to the Hon. Minister of Health: the coming four weeks before the commencement of the campaign provide him with a good opportunity to let the public know what is the significance of the B.C.G. Campaign. While the Hon. Minister spoke on the monetary aspect of the Resolution he did not say enough in the other aspects of this matter which would acquaint the public of what the B.C.G. Campaign is. I hope that such an explanation will be given by him and that the Hon. Minister will realise that when we on this side of the Table criticise the

Head of a Department, we do it only in the interest of the people. If the World Health Organisation should send people from their Headquarters and find that the Director of Medical Services had been so disinterested as to do nothing by way of informing the public until a few days before the commencement of the campaign, that would be regarded by them as a warning that all is not well.

Hon. Dr. H. G. H. CUMMINS: Mr. Chairman, the honourable member who has just sat, and myself talked this matter over some weeks ago. I told him then that I would see that the campaign be given the necessary publicity. As I said, before, this matter was to have been started the week before Hurricane "Janet" came; but after that hurricane no steps could be taken in that direction and consequently the matter was postponed. I still promise him to do that as soon as it is possible. The material for propaganda had already been prepared; but after the hurricane came we considered that people were thinking of other things and we postponed the time for putting over that propaganda. I still hold fast to the promise which I made him then, that is, that through the Press, Radio and convenient means, sufficient publicity will be given to this matter in order to inform the people as to what the B.C.G. Campaign means and to urge them to come forward and take the test. Obviously they are not going to make any other proposition [Mr. E. D. MOTTLEY: But you will bear it in mind.] Yes.

Mr. ALLDER: Mr. Chairman, I should like to know with respect to the station Wagon whether the Hon. Minister would consider the suggestion of making use of the two vans which have been given to the people of Barbados by Col. Julien. I consider that they were given to assist with the hurricane; but inasmuch as the more serious aftermath of the hurricane is past, I would like to know whether the Government would consider the advisability of using them.

There is another thing I would like to know: during the conduct of the B.C.G. Campaign there is a possibility that new cases of T.B. might be discovered and I am wondering whether the Government would consider the reconstruction of the Leper Hospital, as was suggested, so that accommodation could be given to provide for the treatment of those additional or newly discovered cases.

Mr. LEWIS: Mr. Chairman, I should like to say a few words on this Resolution. The first thing that strikes me as being a little ominous is the six months period which is stated in the Resolution as being the approximate time in which it is hoped to conclude the campaign. The present campaign which we are still carrying on here was supposed to last six months; but it has continued for two years and now we hear that it is going to continue for two months longer. I hope that this B.C.G. Campaign will not be the same as was the case with the Yellow Fever Campaign. I should like to warn the Hon. Minister that, with this fiasco still fresh in our memory we should not like to know that this campaign is made a mess of by reluctant Civil Servants; Civil Servants who are reluctant to take their duties seriously and to be courteous to the public of Barbados and those who are assisting them in the preservation of the health of the colony.

Mr. Chairman, we hear that this campaign is to start in January, 1956. Two experts are already in Barbados but the Government does not say how long they have been here. If a third is expected in January we are wondering if we can find out what those who are present have been doing. Has this campaign been started at all? Is it necessary that

they should have the vehicles that you are asking for? It is true that it is not necessary to rent vehicles for two years; but would it not be a good idea to rent for two years?

I do not like the idea of putting off the campaign because there was a hurricane. On the contrary, my idea is, that you should have expedited matters on the grounds that you had a hurricane; because in that case you have had large numbers of people coming together in shelters and the Health Department is saying that that is posing a threat to the health of the colony. Is it not so in the case of T.B.? I repeat that in my opinion the campaign ought to have been sped up and not postponed for that reason. Is it going to be put off again, on the grounds that Christmas is approaching? It seems that these experts after coming here are now waiting for something to happen.

4.25 p.m.

I can quite understand that the Minister is busy with the hurricane, but he is busy with many aspects of it not directly concerned with health. He is busy with other matters concerning relief, housing, rehabilitation and things of that sort, in addition to the fact that he is virtually the acting Premier of the colony. However with all that, do not tell me that the Health Department with all its advisers cannot speed up this campaign and make use of the congregation of the people at this time when they are willing to undergo some inoculation in the interest of their health. Why not take this opportunity? If you had had the drive, that is what would have happened.

Mr. Chairman, I am going to back up some of what my honourable colleague has said. If he is one of the Sanitary Commissioners of the metropolitan parish and he said that outside of that Department he learnt that these experts were here, I wonder what has happened to the General Board of Health. Has any attempt been made to introduce these experts to members of the Board of Health? Have these experts been invited to a meeting of that Board to say something of the campaign? Don't you think that it is ridiculous, reprehensible and something which the Minister should take up that a member of the Board of Health has to come in here to understand that you cannot start this campaign because you want a Land Rover? Every month you see from the records that tuberculosis is on the increase. They are many people going abroad and the authorities are detecting some with this disease in its early stages. Do you not think this is an admirable time to get this campaign started? Do you not think that the present Director of Medical Services should be told that he should be more courteous to the people who are appointed by this House to assist him in the Public Health of this colony? The very week that the anti-Yellow Fever Mosquito Campaign started, the Director of Medical Services got on a boat and went to England. The first thing which you saw about what this Health Department was doing in the matter was the Director sitting on the deck of the ship going to England in shirt sleeves. While he was there, Yellow Fever broke out in the neighbouring colony of Trinidad. Did he come back? Oh, no.

Recently, the Government came to us with a Resolution for \$4,500. I have not had the time to look up the Resolution but it is not a very long time ago. Do you mean to tell me that the Minister could not tell us at that time that he was coming back for this \$8,200? You give the impression that this matter is not receiving proper attention; and the person to give this matter proper attention is the Director

of Medical Services. He is the person from whom the urgency must come. The Honourable Minister of Social Services has political as well as medical business to attend to and it is the Director of Medical Services from whom the urgency in this matter must come. Do you mean to tell me that you could not have told this House then that you needed this very necessary service to carry it on? Absolutely nothing was said to us on that occasion. You have the public thoroughly dissatisfied with the method in which you have carried out another campaign and this most important campaign could have been worked in the circumstances of the hurricane and the circumstances of examining the people who are going abroad. Here we are today hearing that the decision is to postpone it until after Christmas. The hurricane in September, Christmas in December, make it in January; that is what this campaign has come to and the health of the people is being threatened all the time.

I do not regard the "Enmore" meeting as anything to do with this B. C. G. campaign. That meeting, so far as I understand, was purely for finding a sanatorium for tuberculosis patients. I am not saying that it would not be a good thing for this campaign. That meeting was for the purpose of finding a place for a sanatorium. [A VOICE: That is what you know about it.] If it were for something more than that, it would have been a good thing if you had invited members of the Board of Health. However, this is the one thing which I want to tell you. Tell this obstinate Irishman whom you have here as Director of Medical Services to pay more attention to his Department. What comes from his Department is something horrible to stomach; I can stand it no longer. You will find that with everything that comes from that Department, something goes wrong. There was a bungling with the people who were given vaccinations. The Yellow Fever Campaign was bungled and a stupid explanation was given for it.

I believe that the assurances which the Hon. Minister of Social Services has given have been given in good faith, but it is not his duty principally to see about the Health Services; the entire social services are deserving services and have to receive his attention as well. I want to see more drive, courtesy and discreet action in this matter, such that will win public approval and support for the opinions of the Head of that Department. I think it is time that the views expressed in this Chamber should be communicated to that officer and he take heed of them.

The question that Head XXXIII (I) stand part was put and resolved in the affirmative without division.

On motion of Hon. Dr. H. G. H. Cummins, seconded by Hon. C. E. Talma, that the Resolution for the sum of \$10,300 do now pass, the question was put and resolved in the affirmative without division. 4.35 p.m.

Technical Institute

Hon. Dr. CUMMINS: Mr. Chairman, the next Resolution is for the sum of \$69,549. As can be seen from the Addendum to the Resolution, it is in connection with the establishment of the Technical Institute at Richmond.

As hon. members will see the Addendum sets out that in 1953—54 it was then estimated that the sum of \$162,000 would be the cost of establishing this Technical Institute. That scheme has been revised and it has been now estimated that the sum of \$211,800 will be required to establish this Institute. That includes the erection of a Teaching

Block, and a building to house five workshops as well as the purchase of the necessary equipment. As to the erection of the teaching block hon. members will remember that that was commenced in the Financial year 1953—54. Of the amount of \$81,700 provided in this year's Estimates, an amount of \$78,251 is now available. It is desirable that an early order should be placed for the equipment which is needed for the workshops, and supplementary provision of \$69,549 is now required. Of this amount an amount of \$40,100 represent new provision while the remainder which is \$29,449 is a revote of the provision which was previously made but which has lapsed. That sets out the facts.

We are now asking for this \$69,549 and, as I have said, of that amount \$40,100 is new provision and the remainder has to be revoted. It was voted previously but has lapsed. I think, we are all anxious to see this Institute get going and there is a great need for an institution of this sort. The Government is anxious to get on with it.

I beg to move that this Resolution do now pass.

Hon. C. E. TALMA: I beg to second that.

Mr. TUDOR: Mr. Chairman, it was on the 29th March, this year, that this House was asked to approve a Scheme of Government for the new Technical Institute. That Scheme of Government has been circulated to hon. members in the ordinary course. It has not yet been passed by this House because during the discussion on that Scheme, certain disquieting features of it were brought to the notice of the Government by hon. members.

I cannot at the moment recall what objections were taken on every single aspect of it but I know for instance that some hon. members did not like the arrangements in the scheme for boys from Combermere School to receive technical education at the Institute; other members found fault with the matters of discipline; and yet some other members felt that it was giving too much power either to the Headmaster of Combermere School or to the Principal of the Institute to suspend or expel a pupil from either of these schools except for certain clearly defined offences.

I remember most vividly that one of the things in this Scheme to which I took exception was the arrangement whereby the Governing Body of the Institute — and I must say in passing that this House does not know whether a Governing Body has been set up—was empowered under the terms of the Scheme to report on the work of the Principal. In other words, the novel situation would have been created in which the Principal of the Institute, whoever he might have been, would have been subject to whatever criticisms might have been secretly made behind his back.

There were other features of the whole Scheme to which hon. members drew the attention of the Government. We found, for instance, so far as my memory serves me, that not enough scope was provided in the Scheme for the training of boys. We wish to see it expanded and more specific attention being paid to certain technical training courses. All of that added together exactly eight months ago brought home most forcibly to the Government that there was something radically wrong with the Scheme and whether voluntarily or under pressure, they undertook to postpone the consideration of the Scheme to take into account the objections made upon it by hon. members of this House and see whether it could be revised or recast in the light of the criticisms made. That took place eight months ago; this matter is still down on the Order Paper and it has now been moved up from Order No. 20 or some

where like that to Order No. 7. However, at the moment, this House has not approved the Scheme of Government.

Are you seriously going to ask me to consider putting a large sum of money, necessary as it might be,—that is not in dispute—of over \$69,000 for the running of an important thing like an Evening Institute when this House has not even approved of the Scheme of Government for the Institute; and, far from that, it does not even know if the criticisms on the Scheme submitted to it have borne any fruit or whether any revision has been made? I say it with all the emphasis at my command that it is a piece of impertinence on the part of this Government to ask us to vote money in respect of this Institute whose Scheme of Government we have not approved—a Scheme of Government which has been submitted to us and in which we have found much to criticise. I cannot know what they are thinking but if they found that they would have to call upon this House to vote a large sum of money to finance this Institute, at least it might have occurred to them to complete the consideration of the Scheme, to bring in the same Scheme if they like, or bring in a revised Scheme, so that they would show the House the courtesy of knowing that the Scheme of Government has been prepared and had been approved and there would be every justification for granting this surplus of money.

4.45 p.m.

But the Hon. Minister has even prefaced his remarks on this Resolution by his admission of the fact that the Scheme of Government for the Barbados Technical Institute has not been brought back to the House. Therefore, the Government is asking us to take the Scheme more seriously and is admitting that it is willing to have money spent on a school for which the scheme of government has not yet been approved. We do not even know if the Governing Body has been appointed. At least the Government should know something about it. It is not under the Hon. Minister's portfolio, it is true; but if he undertakes to do the work of a Minister, he must not undertake to do that work worse than the Minister does it himself; he must do it better. If the Hon. Minister of Education were here this afternoon, we should not have been surprised at the discourtesy shown to members of this House. But it seems to me that Hon. Ministers have built up a tradition of being discourteous to the House. We, however, consider that that should not be so.

Mr. Chairman, I cannot even say anything about the merits of the matter under discussion, because I do not know how the Institute is governed. I cannot see, therefore, even from the Government's point of view, how you can offer any criticism upon it if at the same time you are not in a position to say that the Scheme is well organised and well governed. The first thing is that the Scheme of government should have been re-presented to the House for its approval. It may be that they will bring the old Scheme back without having taken into account the criticisms of eight months ago; but at any rate they should bring it. If on the other hand the criticisms which we have levelled were thought to be so important that it would take some time to rewrite the Scheme of the Institute, then they should say so. But you have no right to ask us to consider allowing over \$69,000 on it, when we do not know if you are administering it properly.

I wish to register my protest of the fact that the Government has not even brought back this Scheme of Government or a new Scheme of Government to this House for consideration.

Hon. -Dr. H. G. H. CUMMINS: Mr. Chairman, the hon. member has answered the question himself. He said that this Scheme at one time appeared as No. 20 on the Order Paper and now he has noticed that it appears as No. 7; which means that it will soon be brought back to the House. I will tell the hon. member this: the Scheme was re-considered by Government and it will soon be returned to this House in its revised form. However, as the Addendum points out, it will take some time to get this done. It cannot be done overnight. The point at which we are aiming is to try to get on with the order for this equipment. It may be that the position with the Steel Industry of Britain is becoming worse than it was before. Anyway, I am quite sure that the proposed Scheme will be brought back to this House.

In addition, I want to say this: no Governing Body has been appointed; so I hope that hon. members will see that this Resolution is really to expedite matters. It is to enable us to order now, instead of waiting to order a little later on in the year, so that we may be able to get the material here as soon as possible in order to proceed with the work of building. Meanwhile, answers to questions concerning the Governing Body will be sent down to the Legislature.

Mr. TUDOR: Mr. Chairman, what the Hon. Minister has said frightens me to a considerable degree. Do you mean to tell me, Mr. Chairman, that a large sum of money like the one contained in this Resolution is going to be spent on an institute for which a Governing Body has not yet been appointed? It is obvious that if there was a Governing Body, that body would make their recommendations etc. But that is not the point I am driving at. The point is this: How can the Government assure itself that this Institute is being run properly if they do not consider that the matter of appointing a Governing Body is one of extreme urgency? Unless it is that this Technical Institute as a school is going to be administered differently from any other school! It must therefore, be expected that the vote placed at its disposal in the Current Estimates must be administered by the Governing Body of the school. If there is no Governing Body and sums of money are still being voted, it means that the Minister or Director of Education himself is personally administering the school. Well, if that is what happens, it is in consequence of not having the Scheme ready. So that even when the Hon. Minister says that they have reconsidered the Scheme but have not brought it to this House, yet it seems to me that they are not paying sufficient attention to this matter, and that it is not being given the urgency it deserves.

I am not saying that it is not going to be governed but by whom is it going to be governed? Is it for the Director to say what the school wants? Whose is the guiding hand in this Institute now in its formative and important years? The Government is asking for approximately \$70,000. Now the Hon. Minister has told us that it may be another 18 months before he can get materials and that the whole point of bringing this Resolution—

Hon. Dr. CUMMINS: Mr. Chairman, on a point of explanation; I did not say 18 months; I said, "possibly a year or 18 months."

Mr. TUDOR: Mr. Chairman, if that is the case, is it such a matter of urgency that this money must be voted now? Or is the Hon. Minister telling us that arrangements have been made, prices have been calculated and that the cash payment now would mean the difference between the materials

arriving in 18 months and their arrival in two years. Is the matter so urgent that they cannot wait? I am sure that provision has been made for the school to the end of the Financial Year. What is the point of it? I would like to know this: I think that anybody who understands a little of educational administration would tell you that the worst possible thing to do would be to have a new school and not have it properly functioning from the start.

4.55 p.m.

That it has no Governing Body as yet is an admission that it is not properly functioning. Is Government therefore wise enough in wanting to spend such a large sum of money on a School which on its own admission is not properly functioning? I wish sometimes that the Ministers would think out these things and draw their own conclusions. Are they satisfied with so little that they can comfortably want to spend so large a sum of money on an Institute which according to them has no Scheme and which according to them has no Governing Body? How will they be able to satisfy themselves that what money they put at their disposal will be properly spent? Is the Director of Education from his office so versed in the details of running the Technical Institute that he can pronounce upon any and every aspect of running it, or is the Principal who is only there to administer the School and who must administer it with a Scheme and without a Governing Body to take time off to administer the School, to look after the larger business of spending the money and funds allocated to it? Why is it that the Government wishes to put the Principal into such an impossible position? I am sure if the gentleman's opinion were asked, he would be honest enough to say that he finds it impossible to run the School properly without the necessary constituted body to advise him and without a Scheme of Government, because without both he would not know his powers and he would have to commit colossal blunders from which he could be saved by doing nothing at all.

I deliberately refrained, Mr. Chairman, from commenting on the merits of the Resolution because I feel it is improper to do so now when I am not in a position to hand this money over to the Governing Body. By Government's own admission there is no necessity to spend it or the Director of Education himself must spend it on behalf of the School, therefore, even if the expenditure is most justified (and I have no reason to believe it is not), I cannot see how it can be profitably spent in view of the fact that it is expenditure for a School which up to now is not properly constituted.

While the Minister has assured us that the Scheme of Government will soon come before the House for acceptance, will it be accepted with its provisions? All that we should have known before hand. He should have known that it would be a fit and proper thing for him to bring this Scheme of Government before he asked for this money, because the Governing Body in the Scheme would be the proper person to administer the funds given to the Technical Institute.

Mr. LEWIS: Mr. Chairman, while I must say that there is a great deal in what the hon. junior member for St. Lucy has said, and we all were waiting and anxious to know whether Government was going to put that Scheme before us so that we could get ahead and let the School have a constitution, I feel that this money is for Capital Expenditure in the establishment of the School and so long as you have your Technical Head who would ensure that these funds are at least spent in accordance with

what the Principal wants, that would be alright; so I would not press the point about having a Governing Body of the School while the School is being built.

But, Sir, I myself would like to know what is going to be the powers of this Governing Body, and I have in mind that the sum of \$10,863 was voted in the Estimates under Education and would be the proper sum for the Board of Management to administer. My concern about this vote is that it is a colossal amount of money, and I think we have established the Evening Institute which has done very good work for a mere pittance. However, Sir, this amount for this equipment when we really detail it comes to about \$149,000 that is going to be spent. It says in the Addendum that of the amount of \$81,700 provided in this year's Capital Estimates an amount of \$78,251 is available and they are asking for \$69,549. To complete and equip this Technical School in spite of the fact that the Teaching Block has been completed, it seems to me that you really have now \$149,000. I take it therefore, that the buildings have been completed. I think that is a great deal of money.

5.05 p.m.

That is a peculiar way of looking at it since you have increased the cost of the establishment of this Institute from \$162,000 to \$211,800; but that is how the financial people in this Government dress up these things for presentation to the House. You have an increase of \$50,000 for the establishment of this Institute. I am not in a position to say whether this money is too much or too little for the establishment of this Institute. I can only hope that the Government has a reliable technical Head at this Institute to advise it of what equipment is necessary. I have had the experience in these parts of a Technical Institute being practically ruined through the Head who was imported to advise the Government on getting the equipment necessary. I sincerely hope that Barbados is much more fortunate than that; as a matter of fact I believe they nearly got the same Technical Head to start the same Institute here; we were nearly saddled with him.

On their own showing the sum of \$211,800 is, to me, a colossal sum of money for the teaching of 200 or 300 people in this Institute if it is going to take as many as that number. The Evening Institute has not been abandoned; I believe it is doing work together with this Institute, and so far as I know that Evening Institute has done very good work and at very little expense to the Government of this colony; but I am issuing a warning to the Government. It is silly to expect the Hon. Minister to take a personal interest in everything that falls to his lot to introduce in here; the Cabinet is one less, but I am asking the Hon. Minister to see that he is not asked to import equipment through the whims of a particular Technical Head. That can happen.

As a Medical man the Hon. Minister who is in charge of this Resolution will know that technical people like certain instruments, and if anything happens to that Technical Head you will get another Technical Head who will discard those instruments and equipment and will want some others. That is something which happens almost daily at the General Hospital. The Government has been saddled up there with buying instruments purely to be discarded when the particular doctor happens to leave the Hospital. That is a fact I know of, because I have had something to do with it. I hope that the same system is not being practised or is not likely

to be practised in so far as this particular Institute is concerned.

This is a very desirable Department of our Education and it has been neglected for too long a time. Now that we are willing to attend to it, I hope that we are getting the best advice and that our money is being spent to the best advantage of the people of this colony; but if I had intimately to do with the spending of this money, I would have to bring my native commonsense to bear on the recommendations of any Technical Head of this Institute to make sure that I was not importing things which are unnecessary from the very start; especially in view of the fact that the Board of Management will now find that these things have already been ordered and those who are responsible for the working of the Institute will be committed before they start to the extent for which they will probably shirk all responsibility.

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

On the motion of Hon. Dr. H. G. H. CUMMINS, seconded by Hon. C. E. TALMA, the CHAIRMAN reported to Mr. DEPUTY SPEAKER the passing of two Resolutions in Committee of Supply.

Mr. DEPUTY SPEAKER took the Chair and reported accordingly.

On motions of Hon. Dr. CUMMINS, seconded by Hon. C. E. TALMA in each case, the Resolutions passed in Committee of Supply were read a first and second time and agreed to.

ADJOURNMENT

Hon. Dr. H. G. H. CUMMINS: I beg to move Mr. Deputy Speaker, that this House do now adjourn for half an hour.

Hon. C. E. TALMA: I beg to second that.

The question that this House do now adjourn for half an hour was put and resolved in the affirmative without division and Mr. DEPUTY SPEAKER adjourned the House accordingly.

5.20 p.m.

On re-assembling,

LANDING RIGHTS AT SEAWELL

Pan American Airlines

Mr. E. D. MOTTLEY: Mr. Speaker, I requested this adjournment of the House to be able to discuss this question of landing rights at Seawell Airport for airlines other than those bearing British flags. The matter has already been discussed in this House on more than one occasion. I think that it was in the year 1953 that this House passed the first Address asking the Government that more than one flag bearing airline, such as K.L.M. and others, be given the right to land in Barbados. I do not suppose that it takes any more argument to-day than it took then on this question of the necessity to have Seawell Airport as an open Airport. The comparison has so often been drawn with our Harbour and the Airport that it would be unnecessary to make any further comparison.

Great interest, Mr. Speaker, has been evinced on the question of having Seawell as an open airport. Soon after the then Governor Sir Alfred Savage assumed office as Governor, he set about to convince those who apparently had not been already convinced that there was one other industry to which Barbadians could look beside the sugar industry and that

was the tourist industry. I think we all recall how, in his speech from the Throne, Sir Alfred strongly emphasised the importance of tourism, and the part it could play in the development of the Country. I think it will be appreciated that people coming from the mainland of North America, with air transport being what it is to-day, and with all the facilities which we have to offer to tourists, with a change in the outlook of the world, including the United States and Canada, on the question of spending a vacation, we need no longer bring to these tropical islands only those people who have reached the age of 65 and who have acquired a preference to stay in this country, but also to attract people from various walks of life desirous of spending a short vacation in these islands. The practice throughout the United States to-day is for saleswomen and that type of American citizen who wish to enjoy a few weeks vacation to hop out of the United States and spend it in Trinidad, Jamaica, Barbados or some other island; to spend the vacation where they are able to get more from the lower cost of living while basking in the sunshine of these Islands. It is through the medium of easy and rapid transport by plane that they will be able to spend a greater part of their leisure time in these parts and to travel through a greater number of these islands. It is cheaper and quicker to travel by plane than by boat.

After Sir Alfred Savage had drawn the attention of the people to the primary importance of tourism as a sub-industry, the next most important aspect of the matter was whether the tourists should be attracted from Europe and the United Kingdom or from Canada and the United States. Well, I believe it is generally accepted in this Country that we draw the great bulk of our tourist business from the United States. I do not propose to tire the House by quoting any figures; because such figures as I would quote are already at their disposal either through the Press or otherwise.

We are rather grateful for every assistance given to us in making our Airport better and larger. We are very mindful of the assistance given to us in developing it into a modern airport. But it is imperative that we should look forward. I suppose that every ordinarily interested Barbadian will recall that our Airport was started with the taxes of the people of this Colony. Its history is well-known. We started off with K.L.M. and afterwards this was followed by B.W.I.A. Ever since that time, since 1942 attempts have been made to get a monopoly for B.W.I.A. Service.

Those were the days when I sat in the Gallery; and I recall the speeches made by the now hon. junior member for St. James and the now Hon. Premier of this Island who fought the then Government very strongly in opposition to granting any monopoly at Seawell Airport to any one airline. We have gone a long way since then and we have developed an Airport. During the World War II when a supreme effort was being made in that direction to defeat the common enemy, very little could have been done for the sake of tourism. But since then we have gone a long way; and those of us who differ on the question as to what the tourist industry would mean to Barbados will remember what Sir Alfred Savage said on the question; that is, that it was apparent that if we had to fall back on anything it would be the tourist industry.

Well now, we come down to 1953 and we realise that the sources from which tourists should be drawn lies between the United States and, in some measure,

Canada. In other words, we have to look forward to catering to the American citizens. Now, in this respect, what do we find? We find that other West Indian Colonies such as Jamaica, Trinidad, Antigua and St. Lucia are enjoying (should I say) the privilege of having American flag-bearing airlines to call at their islands. Let us take Jamaica for instance; Jamaica is a country with great potentialities, and very many industries besides tourism to fall back upon. Then, suppose by way of illustration, we looked at Trinidad. Well, everybody knows the position of Trinidad in regard to such things. And there is also the example of how well St. Lucia, Antigua and, I think, British Guiana are progressing in air transport.

Mr. Speaker, I am at a loss to understand it; I cannot understand it. If St. Lucia, Antigua, B.G., Trinidad and Jamaica can be granted landing rights, by what stretch of the imagination or justice for that matter can it be argued that the time is not ripe for Barbados? We who have so often heard the Hon. Premier and others who have had the advantage of travelling say that we have one of the most advanced constitutions in the Empire; we, who have been so satisfied for years in showing our loyalty to the Throne; we in Barbados who have a population density which is greater than any other country in the world; we in Barbados with teeming unemployed; we in Barbados who find people selling houses, furniture, land and everything possible to go to the United Kingdom in order to earn a living because there is little here for them; and finally, we who have shown our loyalty for over 300 years to the United Kingdom can say the Colonial Office, that the time is not yet ripe for Barbados to have an American flag-bearing airline to have landing rights at Seawell Airport.

6.05 p.m.

It is right for Jamaica, St. Lucia, Antigua, Trinidad and British Guiana; so why not for Barbados?

I believe this is a question on which every hon. member should be above party. There is a time when the interest of Colonials must clash with the English and we must sink any politics which we might have. This is for the good of Barbados and Barbados must come first above all things. I say that for this reason. If hon. members on the Government's Bench were in the Opposition and they had to argue this point, I would say that they would be doing so not in the interest of party but because they were thinking of the inhabitants of Barbados.

Now, Sir, what is the true position in relation to this matter? During the war B.W.I.A. made its application for landing rights, and since that, as I think everybody knows, T.C.A. has been granted the right to come. Since that a Venezuelan Airline, L.A.V., has been granted that right to come. I am sure if you were to take a plebiscite in this country tonight over the question of B.W.I.A., B.O.A.C., L.A.V., and T.C.A., and ask them for which of these will you vote as against P.A.A., or an American Flag-bearing Airline, I say with the fullest responsibility that with few exceptions you will get 99.9% of the people of this colony voting for P.A.A. or an American Flag-bearing Airline to land here. I do not think the outcome of the vote will surprise the Colonial Office either.

Just a few nights ago, it was interesting for me to read this (and I think the younger people of this colony should know it): "At the turn of the century, right after the 1898 storm, the number of peasant proprietors who owned land in this country was less

than 300, but with the emigration to the United States and to the Panama Canal coming into being, the number rose to 13,000 peasant proprietors who owned land and houses;" and that has caused people like you and me to be placed in this responsible position in this country. Is it therefore any wonder that the people of this country would be grateful to the United States of America? I know that they are some of us who have been branded as anti-British, because we exercise that right as British Subjects of freedom of speech. Let me say at once that I am one of those people who are extremely proud of being a British subject, but on these matters when you have to fight Britain, you must do so. You will fully appreciate, Mr. Chairman, that the British has a greater sense of the administration of justice than any other country in the world and that is the reason why I am extremely proud to be my mother's child. If she does anything which I consider is wrong I will tell her she is wrong; therefore, when I find the British is wrong I must say that they are wrong.

Now, the British Government has given to Barbados a system of Ministerial Government. They acknowledge that we have the lowest standard of illiteracy or the highest standard of literacy as compared with these other West Indian colonies, but they are saying that "The time is not ripe for Barbados". I do not understand this double talk; it is hypocrisy. How is the time not ripe? How can you argue in one breath that you must have some industry besides sugar cane? How can you argue that something is wrong economically in the West Indies because it has caused the people living there to come to England, and on the other hand you are saying you cannot give landing rights to an American Flag-bearing Airline in Barbados? You are saying that the tourist industry is the only thing from which we can get income besides the sugar industry. We have been fortunate that we have had no difficulty in the crops of the colony for a period of years, but I wonder what will happen if you ever get a drought in this colony.

We have read in the newspapers of various speculations by R.E.C. In another few months we will hear of the final plans for a Federated British West Indies. Every hon. member of this House would like to see the Federal Capital in Barbados because of what it would mean to this island; but, on the other hand, how can you think of having the Federal Capital in Barbados with a closed Airport—an Airport that will not admit an American Airline on scheduled service. I said that because I do not want it to be misunderstood that an American Airline is not allowed to land at Seawell. There is a scheduled American Airline service between Trinidad and New York as well as between Antigua and New York and it leaves one to think why there cannot be one between Barbados and New York.

I know that some hon. members feel that to have an American flag-bearing airline bringing American people here to develop our tourist industry would mean that their coming will change our way of life in Barbados and that you will come up against certain prejudices. I am a member of the Conservative Party in Barbados and I think it is universally known that although I have the opportunity to walk and talk with the rich that I have not lost the common touch. I really would like to see the man who would tell me that I should support any kind of legislation for tourism that will allow American people to say that people looking like you and me cannot go in the same hotel as they. There are somethings which we must look at as if they were the fingers on one's

hands; some things which cannot be separated. The fear which some hon. members have that if you develop the tourist industry and let P.A.A. have landing rights here to help in its development, you will be developing an industry which is going to push Barbadians backward and into St. Andrew, and what not; it is unfounded. I cannot see it.

6.15 p.m.

I was in the United States of America in 1924 and I have since seen how the minority groups have forced their way onwards in 1955. In that country people have got accustomed to minority groups and they have realised that they have to give them the highest positions of responsibility, positions that have not yet been given to any person of African descent in the entire British Army. They have employed Negroes to do what the British Government has not seen fit to offer them to do. When I stand here and advocate tourism, I am not advocating anything which would mean that the hon. member on my left, the hon. junior member for Christ Church, would have a hotel and conditions would be like those which obtain in Bermuda and the Bahamas. I make no apologies for that. It gave me a certain amount of pride to see a man looking like Mr. Hastie as Governor of the Virgin Islands. Do you think that we would pass something for Barbados which would allow American Airlines to come here and say "well, you bring tourists here and therefore you are going to have certain measures of ostracism, segregation and the like?" May I be permitted to say this? I had the distinction of discussing the matter when I was in the United States of America with representatives of American Airlines. Whenever P.A.A. starts, the first thing I will demand is that they hire people looking like me in all sorts of jobs. I would demand that just as I demanded it in respect of B.W.I.A. It is shameful to think that for the first time to-morrow B.W.I.A. will be hiring coloured stewardesses; they did that after we made a noise in here.

On the other hand, I do not think I am as strong as the Premier has been in 1942. His opposition in those days to a monopoly, while it is now history, is recorded in a very famous speech which he made on the floor of this House. We have been reading quite recently of the mystery of the Pan American fiasco, may I say? We have been reading of what has been happening at the Colonial Office; and what I am wondering is whether the Government of this country appreciates that whatever measure of freedom it is alleged that one is given, however much you are given the opportunity to take charge of your own affairs to a certain degree, to refuse to allow an Airplane bearing an American flag to land at Seawell coming from New York and bringing tourists here, is an act of economic strangulation to this colony and you are relegating it to the status of a fifth-class colony.

I am hoping that honourable members will take a very serious view of this matter this evening. When an Address was passed in this Chamber in 1953 refuge was taken by the Secretariat and the Government that there was no request about this matter and that the matter would be transmitted to the Secretary of State for the Colonies. Six months afterwards when enquiries were made about the matter I understand that the application had been submitted and that is all we have heard. The next thing I knew, (I think the public should be acquainted with these things) was that there was no necessity for having an American flag bearing Airline to come to Barbados because the B.O.A.C., the parent body of B.W.I.A., would be coming down from England and

New York stopping at Bermuda and taking passengers to Barbados. We are talking about tourism which is the lifeblood of Bermuda, and how would Barbados stand to benefit to tell us that you have a direct service coming down from England and New York, stopping at Bermuda taking passengers and coming here?

The next thing we heard was that B.W.I.A. would be running the Viscounts. You know, Mr. Speaker, that we were led to believe that we were going to have a service from New York to Barbados a year ago; then it was to take place this year and then somebody at a luncheon party—well, you can only invite me to sit at lunch because I cannot eat lunch—at the Marine, Sir Miles Thomas, a very distinguished gentleman with a wonderful background and career, interested purely in the Englishman's point of view and the B.O.A.C. people, spoke about this matter. With the greatest respect for the ability of this gentleman, I say that he is as much interested in the affairs of Barbados and of the ordinary man in the street getting a job to do, as I am in re-arming Germany, [Laughter].

6.25 p.m.

I was invited to the luncheon party at which there were present this gentleman and the Hon. Premier, and I think it was then that promises were made to the effect that we would have had a Viscount service since last year. Then we were promised that we would have that service this year; and I think that we have at last got some Viscount planes. These planes are supposed to bring out tourists from New York to Barbados. All during the talks about the addition of a new service, it was understood that passengers would be coming from New York to Barbados via Puerto Rico. As a matter of fact, the assurance was given that one American flag-bearing airline was prepared to inaugurate a service from New York direct to Barbados in an eight-hour flight; but we were informed that the Viscount authorities would be running this service. That service, however, is not being run to the satisfaction of all concerned. At present, the Service is run with four planes, I think, which are coming down to us through Bermuda. But we should have a direct service from New York to Barbados, for the simple reason that we want this plane service to operate as an advertisement for Barbados, not for Bermuda.

I think that the people of this Island are being taken for a ride. Our loyalty at this stage is being strained. A hungry or unemployed man cannot remain loyal for long, irrespective of his background. Whose responsibility is this? If this is an elected Chamber, and we have passed by a majority an Address to be sent to the Colonial Office, whose responsibility it is to see the terms of that Address are implemented? If after this House has passed an Address, the Government should see to it that the terms of that Address are implemented, it would be greatly appreciated by members on this side of the Table. I do not know whose responsibility is that or who is fooling whom. I am no hypocrite. I once told the Hon. Premier in this Chamber that his success in running this Government would be measured by the manner in which he treated the people of this Island; generally I know what it is to be hungry. I will also say this: I cannot believe that the Hon. Premier would be so stupid as to prevent an American— [Mr. CRAWFORD: Man, why not tell the people the truth and be done with it?] the Hon. Premier would do nothing to prevent an American flag-bearing airline from coming into the Colony. What is the position with regard to this

matter? The Colonial Office seems to be passing the buck to the Premier. The Hon. Premier has said that it is not his responsibility. [A VOICE: No, he never said so.] [Mr. CRAWFORD: He said that if they say the time is not ripe, he would agree.] The British Government has been telling representatives that it is not their responsibility. If the Barbados Government — (this is no blackmail this is how I understand it) if the Barbados Government says "yes", we (the Colonial Office) say "yes" too. In other words, the Colonial Office is saying that if the Barbados Government should say "yes, we are willing to have an American airline scheduled service, we will say "yes". If the Barbados Government should say "no" then, we say "no". But the Government of Barbados is represented through the Hon. Premier's voice; and he says: "Oh no, that is not so; it is a matter for you." Meantime, we are left at a loss to know what is what. It is primarily for this reason that we have come back to this Chamber in order that the matter might be settled. We are at a loss to understand what is happening. It is clear that, for our salvation, we need an American flag-bearing airline in this Colony. When I discussed this matter on one occasion with the Hon. Premier, he said that no application had been received in respect of P.A.A. He explained the historical background of international regulations and what-not, and thus I became acquainted with these regulations. He was perfectly right then, but we should like to hear something other than that from him now.

There are times when the interests of the Colonial Office must clash with the views of the English people and this is one of the occasions when it must clash. I have moved the adjournment of the House primarily to discuss this matter; but I am of the opinion that we should now go a little further than that. I feel that, after discussing his matter, we should seek today, to pass an Address to His Excellency the Governor showing that, although on internal affairs we are divided to some extent, on matters of this sort we stand as one. We should stand as one for the sake of the economy and development of this Colony; that we might increase employment in this Colony; that the Government might receive more from income tax, and finally, for the sake of increased flow into this Island of American dollars. We should also, as one voice today, pass a similar form of Address which would ask the British Government to reopen this matter and expedite its fulfilment without delay.

6.35 p.m.

I now beg to move the passing of the following Address:

**THE HOUSE OF ASSEMBLY
TO
HIS EXCELLENCY THE GOVERNOR**

The House of Assembly desire to draw to Your Excellency's attention its dissatisfaction with the reluctance of Her Majesty's Government in the United Kingdom to grant landing rights at Seawell Airport to an American flag-bearing airline ready and willing to offer the island the benefit of scheduled services.

2. The House is of the opinion that these facilities should be granted without further delay and that similar rights should be extended to any other reputable national airlines willing to offer scheduled services.

3. The House respectfully request that a copy of this Address be transmitted by cable to Her Majes

ty's Principal Secretary of State for the Colonies with a request for prompt attention.

Speaker.

This, sir, is the Address which I pray hon. members will pass. I hope that honourable members appreciate the urgency of the matter. I hope honourable members appreciate the entire situation in Barbados and will give the necessary support to this so that this entire question surrounding landing rights for P.A.A. or other American Flag-bearing Airlines as well as Airlines of reputable Governments will be given permission to land in Barbados.

Mr. F. L. WALCOTT: Mr. Speaker, I take pleasure in seconding this Address. And I do so because I believe the time has come when there should be an end to what I regard as dilly-dallying in responsible quarters with matters affecting the island. I do not owe allegiance to P.A.A., or B.W.I.A. or any particular Airline. God has blessed me to travel by many of them and get back to this little rock in safety. I have seconded this Address, Sir, without any prompting.

Anyone who takes a keen interest in what is going on in this island cannot but be alarmed to think that once in our history, Barbados has become so important in the world that the landing or non landing of aeroplanes has become one of the major interests of the United Kingdom. We are spending millions of pounds to improve our harbour. Would anyone suggest that any American Flag-bearing Ship or a Norwegian Ship should not come into Carlisle Bay? For practical purposes, what is the difference in landing at the Seawell Airport and landing at Carlisle Bay? How can you suggest in a small community like this that no American Flag bearing airline should have landing rights here? The whole world today depends on American economy for part of its existence. In Great Britain, they have opened their doors to American tourists. Why cannot we do so too? The Hon. Minister for Trade made some statement about safeguards in respect of tourism. Let me say that we always had those safeguards. I shake Government's hands on having such safeguards but I cannot shake their hands on the basis that we should have them at the expense of P.A.A. or other American flag-bearing airplanes. We have heard on the floor of this House (and the words were those of the Hon. Premier) that if anybody makes application for landing rights here, we have no objection to them. I want to say that if this Government has not acquiesced with the refusal of Colonial Office to grant permission to P.A.A. to come here Government owes it as a duty to the people of Barbados to say so. I am satisfied in my mind that the Colonial Office must have more regard for this Government than to tell this Government that it does not agree with it on this issue. Are you a baby?

I am not taking any umbrage (as some newspapers do) because I am not invited to certain functions. I do not care for functions but when it comes to my rights, or the question of standing up for a principle, I will stress my rights. When the Princess was about to come here, I said that the invitations should not be limited to certain people. It is not a matter of how you feel; it is a matter of public policy. There should be no aspect of discrimination in matters that affect us as a whole. There is no man without a soul; therefore, any one with any idea of social justice must object to any aspect of discrimination. I do not believe in the sort of discrimination that some members of the Government believe in. I do not believe in some people saying that someone is coloured but they mean somebody with straight hair and would pass for white. When you say somebody is coloured I take you to mean somebody who is

black like me. I cannot pass for white, not even if I dropped in a 'white-wash' barrel. I am against your dealing with any matter with an aspect of discrimination.

At present, Mr. Speaker, the airlines operating in Barbados are BWIA, BOAC; and I am going to say that those airline companies have to make it possible that the people who travel in their airlines do not have any complaints in respect of discrimination. I can say that Dr. Eric Williams travel in their airlines in October. And he met with racial discrimination when he got to Bermuda. I do not like to travel by those airlines, because I can make a noise anywhere. If I got as far as heaven's gate and I have to make a noise there, I am going to make it.

On an issue like this I cannot really understand why is it that the Government should be involved in any Colonial Office policy in respect to this matter. Barbados is too small to be embroiled in Colonial Office Policy about the landing rights of aeroplanes. You have heard it said that if the American Government give B.O.A.C. the right to land in New Orleans, the British Government will give P.A.A. the right to land in Barbados. It is monumental nonsense that this small colony should be embroiled in that matter. Here it is, P.A.A. can land in Trinidad, Antigua, British Guiana and Jamaica and not in Barbados. This is the only territory in which P.A.A. cannot land. You can come down non-stop from New York to Jamaica in a P.A.A. You can do the same thing to Antigua, Trinidad and British Guiana, but the only place you cannot do so is in Barbados. 6.45 p.m.

Hon. R. G. MAPP: On a point of order. When the hon. member says that he cannot understand why this Government should be embroiled in Colonial Office policy, does he mean that this matter concerns the Colonial Office alone, and that we should not participate in the views of the Colonial Office?

Mr. F. L. WALCOTT: My point is that if the Colonial Office has objected to Pan American planes landing in Barbados, why should this Government have acquiesced with the policy of the Colonial Office? Why can't this Government say "We do not agree with that?" As a matter of Party policy, not one single member of the Labour Party could say that it is a part of the Party's policy that Pan American planes should not land in Barbados. If it was so, the members of the Government do not know anything about it at all. They know when a plane is landing. [Laughter], or when they have to meet somebody at Seawell. [Laughter]. They do not know what is the economic policy by which this permission for these planes to land is granted. I am not concerned with the pure and simple aspect of tourism although the Government has been dedicated to the policy of tourism. [Mr. CRAWFORD: Recently] I am not dealing with that aspect of it. I have more inconvenience in changing aeroplanes when coming home to Barbados than I have when going from home to other parts of the world; but what strikes me as being peculiar is that I can go to the Pan American Office in New York to get transportation to Trinidad whereas in other places I have to sleep overnight.

At this stage Mr. SPEAKER, left the Chair and Mr. DEPUTY SPEAKER took the Chair.

Mr. F. L. WALCOTT: Mr. Deputy Speaker, as I was saying you can purchase a Pan American ticket in other places to go to other islands. What I cannot understand is why the members of the Barbados Government desire to be in an inferior position to those of Jamaica, Trinidad or British Guiana. You can go to any of these islands and buy a ticket to travel by other airlines, but in other places you are told that you must buy a ticket to go by B.W.I.A. or B.O.A.C. I want to travel as a free agent; I do not like the idea

of this smugness. We have reached a stage in our political development where I feel that the Government should be in a position to say on behalf of the people of Barbados "we regard this matter as something which concerns us" and it is more concerned with us than it is with any Cabotage arrangement. I know that people who are engaged in the tourist industry are not politically-minded in the same way as I am politically-minded; the motives which are guiding them to bring Pan American planes here is to make money. My motives are that if they are millions of people in the United States of America who can travel in and out of Barbados and, *vice versa*, a few Barbadians can travel to New York with this in convenience, why should we spend so much of the taxpayers' money at Seawell and then refuse to allow other Airlines to land up there? We could have told the public that we wanted to build the runway for one Airline only. I doubt if any member of the public could claim that Barbados should remain any stop gap in the affairs of the world based on Cabotage arrangements between the United States of America and the United Kingdom. West Indian Governors just went to the United Kingdom and argued about international agreements which affect the various territories; the very Australian Government asked to modify the terms of G.A.A.T. in order that it could trade with the rest of the world.

As Barbadians, we are somewhat docile and we do not want to blow our own horn; but with this atomic age if you do not blow your own horn you will be blown up [Laughter]. I know that if the Trinidad Government were placed in the position of the Barbados Government, or if the Jamaican Government were placed in the position of the Barbados Government they would be in much difficulty in accepting this thing from the British Government. I want to say this: Hon. Mr. Bustamante has focussed more attention in the West Indies than any other West Indian has done when it comes to these matters. He gets more money by his methods than by the methods employed by others. In respect of the recent hurricane, he has asked where the money is being sent; he went to England and said that he wanted to see the Queen and he has said that he should be the Prime Minister of the West Indies.

This constitution which we say we are preserving today is the same constitution which the Conservatives preserved for us by not agreeing with the Colonial Office in those days when there was no question of self-determination, self-government, Ministerial Status or anything like that. It is the same Constitution which we say is the best in the world. If the Colonial Office says they do not feel that these planes should land here, you as a Government should be able to say whether you agree with that or not. 6.55 p.m.

Furthermore, I want to say this: this Government could not do it. There was once a South African going into Trinidad. The Ministers would not say that a South African should not come here; but they are forgetting that a Barbadian could not go to South Africa. Anyway, they had to send back the South African from Trinidad. If a thing like that had happened in Barbados, the sword of Damocles would have come down upon your head. I should like to hear the Hon. Minister of Communications on that. I notice that the Hon. Minister is wearing a black tie today. I think one of his henchmen died today. God bless him! [laughter] [Hon. M. E. COX: Why not; he has contributed to the money of the Union]. If you knew how he lost his job—

Mr. DEPUTY SPEAKER: Is the hon. member still addressing the Chair?

Mr. F. L. WALCOTT: Yes, Mr. Deputy Speaker. I should like to hear what the Hon. Minister of Communications has to say on this matter. He

is a man who has always stood up for certain basic principles relating to the tourist trade. Some time ago I was reading some historical articles relating to the development of this Island, and I noticed what the Hon. Minister of Communications had to say on the question of discrimination in relation to tourist trade. I should like to know what is the Hon. Minister's attitude today. I am not referring to the press-statement which was made declaring that somebody else was dealing with the matter. This bears as much relation to the Minister of Communication's Portfolio as do the roads at Haggatt Hall. This comes under the head of Communications, and there is no point in telling me that it concerns the Hon. Premier. You cannot reduce me to anybody's 'boy-in-the-yard.' This is as much the Minister of Communication's business and Portfolio as the doing of a road in Haggatt Hall. Further, I will say this: if he, as Minister of Communications, felt strongly on such a matter as this, the Hon. Premier would have to respect his opinion on it. It is not a matter of party policy in which case he would have but a personal opinion. There is no party policy in this; and I should like if the Hon. Minister of Communications feels that what was told to the Colonial Office, I go still further: If the Hon. Minister of Communications feels that there should be a foreign airline with landing rights at Seawell Airport, the Hon. Minister should be strong enough to tell the Colonial Office that they should receive a delegation with himself as head. [Applause]. The Hon. Minister of Communications thinks I am laughing. I have had dealing with the Colonial Office apart from Government.

The other day there was some talk about East Africa and somebody asked me about going on a mission to East Africa. I said to him that I did not wish to go on any mission to East Africa with three white men, myself being the only black man. At least, there must be two looking like myself. They talk about the American flags or flag-bearing airlines or whatever it is; but I am not making any flag-bearing or flag-waving speech. With me, it is a matter of pure honesty.

I was saying, Mr. Deputy Speaker, that so far as the Minister of Communication's Portfolio is concerned, I feel it would be his duty, or the Government's duty to speak out if an issue like this became a national issue. They should examine it in the light of their own knowledge. They say they do not agree with the tourist trade. But the Hon. Minister of Trade has said that the Government agreed in the Five Year Plan to the policy of tourism. I have seen with my own eyes some people spending a great deal of money to advertise tourism. When you take up the *New York Times*, which is a newspaper that would take you a whole year to read in full, and which you could not attempt to put into your baggage for fear it would weigh more than the 144 pounds allotted to you, what do you find? In the list of advertisements, they carry you down to Bermuda; and at this stage it would require a telescope to enable you to find Barbados there. The minute size of the advertisement on Barbados is something remarkable. It is not as big an advertisement as a hurricane. Recently, we had an experience, which in a certain way might be regarded as a blessing in disguise. By that I mean that the greatest boon to the tourist industry was 'Hurricane Janet'. People who knew nothing of Barbados were asking about it; pronouncing 'Barbados', of course, as they liked. Through the medium of the hurricane Barbados was advertised; and such was the effect of it, that the American trade unions regretted, if for that matter only, that we were not worse off [VOICES: Hear, Hear!]. I hope that if any clothing should be sent to the Barbados Workers Union that

the Hon. Minister of Trade will allow us to receive them.

Tourism means something to the Hon. Minister's Portfolio. You do not have to spend any money in order to allow Pan-American Air lines to come here, nor do you have to spend any money in the United States in order to bring tourists here. I know that, from the point of view of convenience, it is not always possible to have Barbados as the venue of conferences on the grounds that Barbados is not the first port of call from the North American Continent, and delegates do not like the idea of stopping off at other places before reaching here. They prefer to come here direct from New York. We in Barbados more often than is necessary have to go to Trinidad in order to take a plane to New York.

The Hon. Minister of Trade was in Geneva with me this year and he saw for himself in that little city of Geneva how the tourist industry is built up. There are such a variety of articles made in Geneva to attract tourists that I would invite all those who may be interested in the development of the tourist industry of Barbados to visit Geneva and get an idea of how a tourist industry ought to be developed. Nobody could go to Geneva and return without being impressed by the many attractions of Geneva. The City is full of all the little gadgets that are made by the people of Geneva to be sold to tourists and visitors in general. In this way, so many hands are profitably employed in Geneva that the people of Geneva hardly want for anything. Their tourist industry was built up after the League of Nations made Geneva their Headquarters.

7.05 p.m.

Barbados is becoming a fancy as a tourist site. On my part, I will say let me come back and die on this rock from wherever I go, and I have travelled to many places, so I know what they are like. As long as you have a little money in your pocket, you can die in this country with ease. The Minister of Trade should be able to tell his other colleagues what Geneva is like when it comes to the tourist trade. With the exception of the Hon. Premier, none of the others has been there. I can say that people from outside are willing to come here. I do not know if some honourable members are living in Barbados or on a different site. Of course, some scientists have said that when you are living in Barbados you are living on the outside of the world. However, if members of the Government were giving their attention to what is happening in the world, they will see that people in the United States of America are willing to come to Barbados. Even our families who are living there like to keep in touch with us by coming down to visit us every now and then in aeroplanes, and you cannot say that they are by any means rich tourists. I met a lady and her husband at the airport in Puerto Rico when I was coming here this month. They did not know I was a Barbadian. They were saying how nice this country of Barbados was, they had stayed at some place in Hastings, and spoke in glowing terms of the island as compared with Trinidad and Antigua. Barbados appeals to people from the other side. We who live in it do not realise its advantages. I cannot understand why this Government is so willing to keep American tourists out.

We are going to subsidise B.W.I.A. I can go further and say, that when you embark on some planes of this airline you get treated with more discrimination than you get outside. P.A.A. is one of the oldest airlines in the world, and I can say that when it comes to courtesy which you receive on that service, it cannot be compared with any in the world. There is a contrast in courtesy when you

come down on P.A.A. and get off and take a B.W.I.A.; you feel it in your bones. The courtesy, the warmth and the way in which you are made to feel when you travel by P.A.A. make you feel that if you die in the plane on that plane, you will be dying in good company. Mr. Speaker, I said that to show an aspect of the American way of life when it comes to business with hotel service and things of that sort. All classes of people are treated with such courtesy as would outstrip anything which you will find in the West Indies.

As I was saying, this Government has agreed to give a subsidy to B.W.I.A.

Mr. DEPUTY SPEAKER: I do not think the honourable member is correct when he says so. A certain amount of money has been put in the Estimates towards a subsidy for B.W.I.A.; but the assurance has been given that nothing will happen until the Agreement has been ratified by the Legislature.

Mr. F. L. WALCOTT: I say the Government has agreed. The Government has agreed and the Agreement has to be ratified by the Legislature. The Government has agreed to subsidise B.W.I.A. but the Government has not been asked to subsidise P.A.A. or T.C.A.; all that the Government is asked to do is to permit these airlines to land in Barbados.

I will say further that whenever you see other airlines begin to run in Barbados, you are going to find the island's trade is going to increase, because American nationals like to travel by their own airlines. Not only that but, P.A.A. have a travel plan. You can go to their office in the United States and buy a ticket on a plane. I say again, Mr. Deputy Speaker, if in the United Kingdom they are opening their gates to American tourists, why should it not be possible for us to do so? I have seen them in London in great numbers. As a matter of fact, it is difficult to get a passage by train or ferry boat in July because there were so many American tourists in England. Every airline that come to London was packed with tourists and I know that those people would be glad to come here where the climate is superior to that of England. As you know, Your Honour, if you are in England in July, it is just as if you are in a place called Iceland. People only travel to those places because P.A.A. and other American airlines are allowed to land in England. They would prefer to come here where our climate is superior. [Cheers].

Mr. Deputy Speaker, what would you think that people in London would say of the British Government if an attempt was made by the British Government to stop P.A.A. or any American flag-bearing airline landing at their airports? Can you imagine the British Government subsidising B.O.A.C. (although the British Government owns it) or British European Airways? Do you think that their own airlines officials would ever suggest that only British flag-bearing airlines should land at the London Airport? Now, the Barbados Government does not own any airlines, we only have a little moth plane. But we have an airport. You are asking the taxpayers to improve the airport and they cannot even go there to look on. I see the people in Mexico go to the airport there which is one of the best in the area, and there is no objection. It is true that you pay a fee.

Now, how can we in Barbados suggest that the time is not ripe for P.A.A. to come here? There can be no reason for us to refuse to grant that airline permission to land here, if they want to land. Of course, the Government has said that this airline does not want to land. What is this smugness about

their wanting to land but not asking permission to land? They say, that the reason why P.A.A. would not apply to the Barbados or the British Government for landing rights was because they know that the American Government cannot open up a hole for the British Government to allow their airlines to go to New Orleans. I have read in the newspaper, (I do not know if the Hon. Minister of Communications knows anything about it) of a statement coming from Colonial Office that the time is not ripe for P.A.A. to come here. Are we picking fruit? Why is the time not ripe? That is the sort of talk you heard before. They said that the time is not ripe for the people in Barbados to have Ministerial Government. Now, that they see we have it, they say we are running our own affairs as efficiently as anybody else. I do not know if it is that we are "forced-ripe" or squeezed ripe. I know that our Ministers would be the laughing stock of the whole Caribbean, if they are aspiring to Federation on the basis that they have to be run by the dictates of Colonial Office. Does the Colonial Office come out and work for us? Do the taxes I pay go to Colonial Office? This colonialism and symbol of a dying idea is still in the heads of the Ministers. 7.15 p.m.

The five members of the Government owe their allegiance to the people of Barbados, not to the Colonial Office; they could not even get a seat in a Borough Council in England far from being representatives in the House of Commons. I say: let the House of Commons and the Colonial Office run their country; they have enough to keep their hands full in respect of what is taking place in Cyprus and East Africa; therefore leave us alone with little Seawell. [Laughter]. This Government decided to make Seawell what it is; this Government decided to extend the Airport but this Government cannot say what Airlines should land at Seawell Airport! I would like to hear hon. members of this House tell me that it is the Government's policy that the time is not ripe for these planes to land here. The Colonial Office has the Government's hands in a bag; I can only say this: there should be no semblance of any of this stupidity that the Colonial Office can really tell the Barbados Government to-day what they are to agree with or not. I would tell the Minister of Communications this: he has a Harbour to build and I hope that he has not got the idea that because a hurricane has taken place, somebody will say that the building of the Harbour should be postponed because a hurricane will take place again. I would advise that some of the money with which you will build the Harbour will be obtained by letting as many people as possible know of this island of Barbados. We have only a one-crop industry with a diminishing amount of work in that industry from year to year. You can see a large number of people going to the United Kingdom each day and that is sufficient indication to show that this Government should not leave any stone unturned in this matter.

The old time Barbadian political concept was that if any of your opponents bring forward something, it is better to reject it than to say "yes" to it, because some people believe that you will be associated with the people who have brought forward that thing. There are people who do not bring forward anything but they are associated with people in other walks of life. There are people who are associated with Pan American Airways. I do not run any business; my business is in Nelson Street; we are like the sun, we shine on the just and the unjust.

Let us be factual about this matter; I am one of those who have doubts about this matter of tourism; I have had more good treatment from white

people out of this Island than those here; sometimes I have to readjust myself when I come back here. I am not one of those who will allow this country to be any playground for any rich American tourists to come here and then we have 'to keep off the grass.' I want to go into any of the hotels which are built here; I want to go in with my friends whoever they are; I know that we have to be cautious, because Barbados is still Barbados. Those are some of the hesitations which the Government would have and which I have; but do not let us be afraid of saying that we cannot have any discrimination in Barbados. I do not like to hear "Mr. Walcott, we have one more room remaining" and they send you around to the kitchen because they know you do not want that room. You have to break that down; we have too much of the idea of compromising. If you invite the Premier to a spree in this island, the impression seems to be that you have invited the nation [Laughter]; that is a sort of eye wash they want to give, so that when you have finished with that you do not have to invite anybody else. I know, Mr. Deputy Speaker, and you know that invitations do not mean much to me; I am very comfortable in my corner. I know that there are some people in the community who love a spree especially if it is a "freeness"! [Laughter]. I am saying that any aspect of tourism which borders on discrimination, and I know the Minister of Communications will agree unless he has changed, sometimes we change and grow old [Hon. M. E. COX: I agree with that]. I cannot see within the portfolio of the Minister of Communications anything like this would arise that he would not fight on the basis of discrimination.

7.25 p.m.

We cannot get all the money we need from the sugar industry. Let me ask this question: how many industries are there in Barbados? That whole community to which I referred earlier is based on a regional economy. When the Hon. Minister of Communications goes to Antigua, he will find that he can leave there and go direct to New York in a Pan-American airplane. Even Antigua is trying to build up a tourist industry although they have little water for their own native people to drink. Last year the total rainfall in Antigua was equivalent to the maximum recently recorded in Barbados for a single night; viz: 8 inches. Places with certain basic deficiencies are endeavouring to develop their tourist trade. Apart from its being in the interest of the Barbados tourist trade, what is wrong with allowing Pan-American airplanes to land here? Why is it that the Barbados Government should object? It may be suggested by some that the speech I am now making is of the kind that will prevent the Federal Capital being established here. If this Island be suggested as the Federal Capital then, you cannot avoid allowing one of the leading airlines of the world the right to enter the Federal Capital. I cannot understand what it is that is preventing that.

I will be bold enough to say this now: I was present at the Marine Hotel one afternoon at a party at which Sir Miles Thomas was invited. At that party the Hon. Premier made a speech and I deduced from that speech that the Hon. Premier was not in favour of planes other than B.O.A.C. airlines making scheduled flights here. Pan-American Airlines was out of the question. [Mr. TUDOR: Shame!]. I have my doubts and I am going to be emphatic in my speech, when I say that I believe that many of the Hon. Ministers are at heart in favour of Pan-American Airlines coming here; but owing to the constitutional set up of their party they cannot voice their opinions. Politically speaking, nobody can carry me along in their fob-pocket; I must be able to work for my living as an independent man.

From the speech which the Hon. Premier made on that occasion, it seems that he is in favour of scheduled flights by B.O.A.C. only. I know as much about constitutional law as any of the lawyers in this Chamber. [VOICES: Hear! Hear!]. I notice that some hon. members are laughing at that statement; but the laughter will cease after I have made my clarification. If to-night the Hon. Premier said that it is part of the policy of his Government to have Pan-American Airlines landing here on regular scheduled flights, the Colonial Office could not object. [VOICES: Hear- Hear!] That is my confirmed opinion; and if the Colonial Office did object, they would have to show him and all of us the "ball that snot Nelson." [Applause] As I once told the Hon. Minister of Communications, no Colonial Office could talk about not helping Barbados to construct a Deep Water Harbour.

You cannot insure against a hurricane. [Hon. M. E. COX: Why not?] I am not dealing with your Adams Smith Economic Theory. [Mr. LEWIS: He does not understand]. Mr. Speaker, I know you can understand. I was only telling him that a Government cannot insure against a hurricane because a hurricane strikes unexpectedly and its damaging effects stretch far and wide.

Now, what I shall say now is no secret; and if they like they can lock me up for saying it: before the inauguration of the Ministerial Setup the Colonial Office wanted to give the title of "Chief Minister" to the Head of our Government; but we contended that the Head of our Ministry must be regarded as a Prime Minister, and thus it was that we eventually gained the title of "Premier". That is no Executive secret now. It is known that we fought for and got what we wanted. Must you call the Head of the Ministry of Barbados "Chief Minister" merely because the Head of the Ministry of Jamaica was called "Chief Minister"?

I am not in agreement with the Government's policy in this matter of foreign airlines conducting scheduled flights to and from Seawell Airport. I have just returned from Geneva as a member of a Delegation, and I observed what the United Kingdom Delegation did. [Mr. E. D. MOTTLEY: They cannot do that to you.] Do that to whom? [Mr. E. D. MOTTLEY: To whom did they do it?] I do not know to whom they did it; but if the Hon. Minister of Communications and the Hon. Minister of Trade really feel that they have good reasons why Pan-American Airlines should not be allowed to conduct scheduled flights here, they should be prepared to tell the public what those good reasons are, and why, not only Pan-American but any other American or other overseas airline should not be allowed to come here. That is what I mean when I say that I know as much about constitutional law as the lawyers in this Chamber. The Colonial Office is as touchy about public criticism as the Devil is to go into holy water. [A VOICE: Trusteeship]. Trusteeship? I read recently, that the Hon. Minister of Communications went to B.G. and said that he hoped their Constitution would soon be restored to them. You cannot take away the fundamental right of election from people. It is like the Press; the Press is free to write what the editor wants written! I want the Hon. Minister of Communications to realise that an issue like the one we are now debating is a national issue. Normally, people who travel by airplane cannot put a man in the House. They cannot put the Hon. Minister of Communications in the House.

7.35 p.m.

Mr. Speaker, as I was saying, when you came in, this is a matter of such importance that I would

like to know from the Hon. Minister of Communications and the Hon. Minister of Trade, Industry and Labour, who is mixed up with this matter, how they feel about this matter, because it has reached a stage where it is not a matter for P.A.A. or the tourist industry alone. Both of them should be willing to express their feelings to this House. Do not give the impression that the Tourist Development Board is hatching something against the Government, and that this is an issue between the Government and the Tourist Development Board, because I cannot be associated with that. I feel from what I have read in the newspaper that Colonial Office is very impertinent and rude to say that the time is not ripe for P.A.A. to land at Seawell. How can the Colonial Office get that freshness to say that the time is not ripe?

If what the Hon. Minister of Communications has reported to the Press is true, read between the lines and you will see that some of these things have been dealt with by other people. The Hon. Minister of Communications cannot put the Premier in any tight spot, because in case this is made an issue, the Minister of Communications will have to resign as the Hon. Premier is certainly not going to resign. [Laughter] The Hon. Minister of Communications said in answer to journalists that he was not responsible for all aspects of this matter which to me means that he cannot take full responsibility for everything pertaining to this issue. He is not saying in respect of "the time is not ripe" that he does not agree with it, but you can see his feelings between the lines. You can see that it is not a categorical statement by the Minister. I have reasons for believing that and it can lead to a dangerous situation in the Community. I take full responsibility for saying this: there is too much of the idea in this island that the Government of this country has to be in agreement with the Hon. Premier no matter what the other people in the Government may say. In other words, the other people only play second fiddle. It will be surprising to let you know that the Hon. Minister of Trade did not agree with the matter that was discussed at R.E.C. and a member of the R.E.C. said he would see the Premier about it. Well, the member did see the Premier and what the Premier said was different from what the Minister of Trade said. I heard that from a member of R.E.C.; I cannot say what the matter was. I only say it to show the impression that other West Indian Territories have of the Ministers of Barbados. They say, that the Ministers are not allowed to be independent and that their independence can be superseded by the Premier in such matters.

The reason why I say that, is, because everybody wants to draw the Hon. Minister of Communications out about the answer given by Colonial Office and it is the Minister's business, because I believe in full Ministerial responsibility; I do not believe in half jackets. Do not call me a Minister for Communications, but when you hear of an issue which comes under that portfolio, I cannot answer it; I am then only a lay reader or a sexton. [Laughter.] The reason why I say that is because I feel the Hon. Minister of Communications should take full responsibility for anything in connection with Communications. I am one of those people who do not believe in a Ministerial system of Government where you have certain people sitting in the Executive Committee to advise you. If you are to advise me, advise me from outside. Let me ask the Hon. Minister of Communications this question: how are you going to answer the public on this issue which is definitely one

which concerns your portfolio? You can as well begin to face up to the fact that the other Ministers in the territory are taking full Ministerial responsibility. As a matter of fact, Jamaica, is now asking for full self-government; and if you do not ask for it now, Jamaica will get it before you. I am bold enough to say that with the frontal attack which Jamaica, Trinidad and other territories have made at the Colonial Office on these things, it has forced the Colonial Office to concede to them many of the things which they desired. We need to force the Colonial Office to do the things we wish. Jamaica has just got a big loan from England although the people there say that Mr. Manley is a Communist or half Communist, and they are building a big Airport at Palisadoes. We are evolving into a federation. How is it at this stage of our development Colonial Office can tell us that the time is not ripe for P.A.A. to land here? Why is the time not ripe? It is my humble opinion that Colonial Office would not have made that statement to the world if they felt that they were saying something which this Government would not like to have said about it. The British Government would not have said that if it were against the wishes of the Barbados Government. Let me say that they are the most difficult people in the world to insult you. They are not brusque; as a matter of fact they are very soft in their dealings with you, but they can still give you the digs. Let me say again, that Colonial Office would not have said that the time is not yet ripe if it did not feel that was the policy of the Barbados Government. I say, that it is a sad commentary on an issue like this after so much money has been spent on our Airport to say that we are only allowing certain airlines to come to this country.

Mr. Speaker, if it is your desire to go to dinner, I move that this House do now stand adjourn for three-quarters of an hour.

Mr. BRANCKER: I beg to second that. [Asides.]

Mr. SPEAKER: I noticed that the honourable junior member for St. Peter has already made a motion; he cannot now make another motion. 7.45 p.m.

Mr. F. L. WALCOTT: Mr. Speaker, I want a ruling from you on this matter.

Mr. SPEAKER: The honourable member cannot make two motions; that is not allowed to be done anywhere. There is a rule to that effect.

Mr. F. L. WALCOTT: I want to know how I can continue the debate. [Asides] How many Speakers have we got? On the next occasion when there is a new House I am going to propose that there be more than one Speaker.

Mr. SPEAKER: The honourable member will be allowed to continue his speech. [After a pause] I will give the honourable member the assurance that he will be allowed to continue his speech. [A MEMBER: You will be allowed to continue your speech.]

Mr. LEWIS: The honourable member cannot be given permission to break the Rules.

ADJOURNMENT

Mr. BRANCKER: Mr. Speaker, I beg to move that this House do now adjourn for three quarters of an hour.

Mr. TUDOR: I beg to second that.

Mr. SPEAKER: The pertinent Rule in this connection is Rule 141 which ought to be known by every member of this House.

The question that this House do now adjourn for three quarters of an hour was put and resolved in the

affirmative without division, and Mr. SPEAKER adjourned the House accordingly.
7.55 p.m.

On re-assembling.

SELECT COMMITTEE ON FEDERATION

Mr. LEWIS: Mr. Speaker, I should like to ask leave to move the appointment of a Select Committee to consider and draft a reply to His Excellency's Message No. 31 dealing with Federation. It seems to me that this Message is intended for the information of the House and I know that other honourable members feel that the Message is of sufficient importance to warrant a reply. The Message was laid on the Table of the House on Tuesday last. There are several important aspects of the question such as that concerning the delegates and the Message says that this Conference will have before it a Report of the Trinidad Conference on Freedom of Movement within the British Caribbean Area, and the Report of the Commissioners which is being prepared for publication. I am, therefore, asking leave to move that a Select Committee be appointed to consider and draft a reply to His Excellency's Message No. 31.

Mr. SPEAKER: The honourable member is asking leave to move the appointment of a Select Committee to consider and draft a reply to His Excellency's Message No. 31 to which he has just made reference. Unless there be any objection, leave will be granted.

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

Mr. LEWIS: Mr. Speaker, I have already indicated the importance of this matter. Paragraph 2 of the Message says that His Excellency will be invited to concur etc. I think that there are some other matters that honourable members of the House would like to apprise the Governor of, and thereby the Government, before any final steps are taken. I therefore move that a Select Committee be appointed to consider and draft a reply to His Excellency's Message No. 31/55 of 1955.

The question that a Select Committee be appointed to consider and draft a reply to His Excellency's Message No. 31/55 of 1955 was put and resolved in the affirmative without a division.

Mr. SPEAKER: I have the honour to appoint the following honourable members to serve as a Select Committee.—Hon. G. H. ADAMS, Hon. Dr. CUMMINS, Mr. TUDOR, Mr. BRANCKER, Mr. GODDARD, Mr. CRAWFORD and Mr. LEWIS.

P.A.A. DEBATE—Cont'd

Mr. SPEAKER: On the adjournment the honourable junior member for St. Peter was addressing the Chair and is allowed by permission to continue.

Mr. F. L. WALCOTT: Mr. Speaker, I intend, in making my closing remarks, to summarise what I have said; and in so doing I should like to make it clear that nothing I have said during the course of this debate should be regarded as having been spoken with any prejudice against the present Airlines or *pro* any particular airline. The B.O.A.C. and especially B.W.I.A. has served this territory well during the years of World War II and the early days of air transport development. No one could have any prejudice against a company such as that enjoying any privileges. At the same time, I do not feel that Seawell Airport, with the vast expenditure spent on it, should be regarded as an airport to be used only for British Airlines alone, such as B.W.I.A., B.O.A.C., or even those from the Commonwealth of Canada, to

the exclusion of all other airlines. I say that because I consider that we should approach this question without any sentimentality. I very well remember, during my period of service on the Executive Committee, we had to make a decision on Seawell Airport. It was one of those cases where someone had served the Airport loyally and for a considerable time in a certain capacity. My own opinion was that the decision should not be based on how long the person had served the Airport, but rather, what were the future needs of the Airport.

I feel sure that everyone will agree with me that the vast expenditure made in respect of Seawell Airport cannot be made on the basis of excluding any airlines from the United States. This is no party issue. This transcends party issues. For that and for all other reasons I feel that it would be a disservice to the people of this Colony for me to vote for any measure that would prevent this Airport from being in my opinion, an international airport. Puerto Rico is an international airport. London, Palisadoes, Coolidge (Antigua), and Piarco are all international airports; what is wrong with Seawell? It is fantastic to go to the British Government and to the world saying that you want a Deep Water Harbour, and at the same time what is complementary to a Deep Water Harbour, viz: Seawell Airport, you want to make it a closed airport. I believe in Ministerial government. I want to see the day when Barbados will rule itself independent of the advice of the very people who want to continue to rule them. I want to be in a position to be able to respect the Ministers. But they will lose the respect of the whole Community when they come to this House and endorse the opinion of the Colonial Office by saying that the time is not ripe for Pan-American Airlines to land at Seawell Airport; or when the Colonial Office says so, they make no comment on it. Perhaps they are feeling themselves smart; but hon. members will know why that is. In a subtle way, people who, in the past, bitterly objected to any semblance of Colonialism, today, seem to be imbibing the very essence of Colonialism. At a time when these Caribbean Colonies are on the threshold of nationhood, Barbados should be protesting the very idea of the Colonial Office dictating to us.

I repeat that this matter is no extra-territorial matter. This is no war effort; no matter for Government control; no foreign policy. This is a matter for the Hon. Minister of Communications.

8.40 p.m.

I like to be able to criticise any Minister on anything he had done but I am not going to join with the Colonial Office and do it. I am not going to do like some people in this colony who have joined with people outside to deery people in this colony, so as to make those people feel that you are different from those of whom you are part and parcel. I go out of this island and there is tremendous respect for me but not because of mamby-pamby dealings. I am satisfied in my mind because I have served on the Executive Committee that the Colonial Office will put a lot of things down your throat if you are willing to take it in. It is a fact that we would have had a Chief Minister instead of a Premier if the four members of the Executive Committee from this House at the time wanted a Chief Minister. We said we did not want it and we got a Premier. I am satisfied that if the Ministers of this Government said, they did not want aired that statement that P.A.A. could not land here, no member of the Colonial Office would have had the effrontery to tell the world that. Let me tell you again, that you have the country behind you. Only

a couple of weeks ago you have had the lesson that the voice of the people is the voice of God. The Minister for Communications knows—because he has been on the Executive and so has a chance to know—that the Colonial Office deals with Barbados with a file. Barbados is not dealt with directly by Mr. Lennox-Boyd or the Under Secretary of State for the Colonies. Some small boy in the Colonial Office sits down with a file and deals with Barbados and it will not suit him in dealing with matters like this to displease Sir Miles Thomas who is the head of B.O.A.C. because he would have more power with the Colonial Office than that small fry who is aspiring to some Colonial Secretaryship.

I say that it is a direct insult that has been given to Barbados and to the Ministers by saying that the time is not yet ripe for P.A.A. to land here. Are you in agreement with that statement?

Are you going to tell us that you agree with that statement by the Colonial Office? Who is running this country, the Colonial Office or this Government? Who is asking the taxpayers to pay for the maintenance of Seawell? This is not a grant-in-aid colony; this is not St. Lucia, Antigua or Montserrat. This is Barbados, where taxpayers are paying through their noses for all the services which are provided in this country. We do not go cap in hand to the Colonial Office to ask for something; we budget for it. I am not going to join with anyone from outside to criticise you. I will fight anyone who wants to lower your dignity and status. This colony is not a Crown Colony. I am not going to be a party to any block, I am going to be a party for peace. Let us all say that we are dissatisfied with the statement by the Colonial Office that the time is not ripe. If that is a statement which the Ministers endorse, let them get up and say so in this House; likewise, if they do not endorse it, let them get up and say so. The Minister for Communications is the Minister responsible for this matter. A statement like that going out from the Colonial Office either connotes agreement by the members of the Government or that the Colonial Office has ignored this Government completely on the matter; therefore, you can only come to the conclusion that this Government agrees to that statement; and if it does not, then it has been completely ignored by the Colonial Office.

With all that I have said, in favour of P.A.A. coming here, that does not open the door to P.A.A. or any world airline to come to this country and institute any of the vicious practices of which we have spoken. Mr. Speaker, you are going to find me in the vanguard of any fight against discrimination. Nobody is going to invite me to a party because I am a M.C.P. and use me as a guinea pig. As a matter of fact, I do not go to any party at places where I do not normally go in my social life as a member of the community. Keep your parties at the places where I go, such as Queen's Park, the Princess Alice Playing field. Do not keep them in a secluded atmosphere and ask me to come. I am not like some of my people who like to say: "I am the first coloured person who went there."

8.50 p.m.

I will give him a lecture on that on a more convenient occasion but this is not the time for it. All I am saying is that when it reaches the stage that only a section of the community should have Pan American airplanes to come here on the basis that it will cause any "Jim Crowism", they will find me attacking that in this Assembly in the same manner. I will attack it on the basis of discrimination. The Singer Sewing Machine Company is on my list in this respect; I am not going to be a party

to any aspect of discrimination whatever with this colony's finances being stretched out as it is and people practising discrimination, when they have duty-free articles coming to this colony. You have people coming to this colony, people like the Singer sewing Machine Company, telling you that they cannot employ coloured people. We want an international airport so that other airlines will have the opportunity of coming here; we cannot afford to have an airport where only B.W.I.A or B.O.A.C. can come here. We cannot spend thousands of dollars per annum to maintain the airport and then we cannot get the maximum trade from people coming here. It is a shorter flight from New York to Barbados by the type of plane which will bring you here than it is to come from Jamaica to Barbados and do you realise that to travel from Barbados to Puerto Rico is more expensive—it is approximately 600 miles—than it is to travel from Puerto Rico to New York? The one is six hours or so and the other is two and a half hours and the latter is more expensive than the former. That surprises people. Moreover, you spend a much longer time in having these through connections than the time it takes to complete two flights. You arrive in Puerto Rico at five thirty o'clock and you remain there for nine hours before you can get up to New York and that nine hours is equivalent to the time it will take you to fly from Puerto Rico to New York because of this break in connection.

I hope the Minister of Communications will see that it is in his interest as a representative of the colony having that portfolio, that strong representation is made to the Colonial Office and let them see once and for all that Barbados is not as docile as some people think it is. This is no secret because the honourable member has heard me speaking on it. We had to fight for Ministerial Status and we got it because we were united and people were behind us in it. Every sensible Barbadian feels that Seawell Airport should be an open airport in the same way as the harbour in Carlisle Bay is an open Harbour. I feel that they should get representation in this matter. I understand they have told the Tourist Development Association that they will support them in this matter. Sugar producers in England are getting pushed about in the case of citrus; when Hon. Sir William Bustamante and Hon. Mr. Manley and Hon. Mr. Gomes went up to England, you see what happened? The Colonial Office does not want it to appear that they are interfering with progress of self-Government within the territory; they are not going to interfere with that and on an issue like this I am positive that if the Minister of Communications will make strong representation in this matter—I do not mean the sending of a cable to Mr. Lennox-Boyd; let him get in a plane and go up there. Let him not be afraid of honourable members saying that he is going on a trip; do not go on the tourist class trip.

Mr. SPEAKER: The honourable member is straying from the subject somewhat.

Mr. F. L. WALCOTT: I am saying that they should go First Class passage. Do not send out your Minister by tourist flight because he is so cramped in the plane that it takes him two days to get out [Laughter]. I do not know how the Minister of Communications went; they do not go on proper first class flights because they feel the people will say that you are spending too much money. They do not put these flights for poor people; tourists flights are for people looking like me, but a big Minister should not travel in the same way. I am

a Trade Unionist and the Trade Union has not got much money [Laughter].

9.00 p.m.

I once had an experience with the Government and subsistence allowance. They sent me on a mission and I had to come back and get some more money because the Government did not realise that they had not given the delegates enough money. [Hon. M. E. COX: This is a poor Government] Well, poor Governments have no right to be governments! [Laughter] Do you think that a Minister can leave this Island for overseas under the impression that he can offer the people overseas a six-penny or ten cents tip? [Mr. LEWIS: You have a silver dollar.] [Hon. R. G. MAPP: I went first class.] They did not send me first class [Laughter]

Your Honour, what I am at pains to say is that no metropolitan government would protest against this. I would not join with any tourist association to protest against the Government. I have never been involved in that, because they know that I would spill the beans.

I would ask the Hon. Minister of Communications to see that strong representation is made to the Colonial Office; and let there be no question whatsoever that the opening of Seawell Airport to American airlines would involve this Government in any action that could be regarded as being disloyal. But, at the same time, we must not lose sight of the fact that we owe allegiance to the people of Barbados first. It is our duty to place at the disposal of British airlines any facilities that Seawell Airport may offer. But facilitating air transport from North America to this Colony incidentally means increased trade to this Colony. It would also act as a stimulant to our present economic policy, and, in the final analysis, must improve the standard of living of the people of this Colony. [Applause].

Mr. BRANCKER: Mr. Speaker, because certain Colonial Office spokesmen have expressed the view that the time is not ripe for Pan American Airlines to be granted landing rights in this Colony, it is as well that, in this debate, every member of this Chamber should make it publicly known what are the views of the people of this Island in regard to this matter. [Applause.] After all, we represent the eleven parishes of the island [Mr. LEWIS: The twelve constituencies] and that constituency of the metropolitan parish which will soon have a Lord Mayor; and it is well that if this debate reaches Her Majesty's Principal Secretary of State for the Colonies, it will cause him to realise that, however, misinformed the Colonial Office may have been in the past, that this is one matter in which the people of Barbados are definitely at one; viz: that we should have a free airport in this Island [VOICES: Hear! Hear!]

Now, two indispensable essentials for this Island for the improvement of its economy are, the Deep Water Harbour and a free airport. This is the second time today that I am speaking on one of my perennial subjects. Earlier today, I was discussing the subject of adequate remuneration for jurors and marshals at the Court of Grand Sessions, and that has been so for most of the time that I have been a member of this Chamber. The matter now before us is one that I have spoken on more often than I would care to remember: that is, the absolute necessity of a free airport for Barbados. We have considered that, without it, we are, economically, the most backward of the Caribbean Colonies. Here, we are behind Trinidad, Jamaica and all those islands in respect of which we claim that we are the most important and that we lead the way. But in matters of this kind we find that

we are lacking in this prime indispensable of quick travel, viz: air transportation.

In dealing with this subject we must realise that we are facing and will continue to face an exceedingly sinister, if not Machiavellian, opposition. At every stage attempts will be made to sabotage the decision on this matter. Not many months ago an Address, introduced by the hon. senior member for the City, was passed in this Chamber; and hon. members will remember that, when we enquired about the acknowledgement of the receipt of this Address it was discovered that that Address had either been miraculously mislaid, or not forwarded. It was a most extraordinary occurrence for a matter as important as that with which the Address dealt, having passed this Chamber, to be pigeon-holed or misplaced. At any rate, lost, strayed or stolen, it was discovered that it never went near its destination, and that an official excuse was forthcoming. Since then, we have been wondering how seriously we should treat that proffered excuse, knowing the official view on the particular matter as we do. I would pause to say that B.W.I.A. has, at last, conceded the right of a non-Aryan to be employed as a stewardess on their Airlines. That, to me, is another way of saying that the game is up with them; or it is merely a 'last ditch' stand to keep out certain officials who, I would not hesitate to say, are seeking imperial honours. But B.W.I.A. has 'missed the bus'; and taking on this coloured stewardess or, in other words, lowering the colour line, will not blind us at this stage, or cause us to do anything to prevent healthy competition from coming to Seawell Airport. It will not do for us. It would not do for us to be a Caribbean colony with restrictions, in so far as any particular national flag is concerned; but, at the same time, we must be very wary of discriminating against our good friends, the Americans. We know how the American dollars which flow into this Colony, from time to time, are appreciated. We know how many thousands of Barbadians are comfortably settled in the United States, and how they remit money to their families and relatives in Barbados, which is so beneficial to local trade; and helpful, generally, to the poor people of this Island. For all those reasons, anything which savours of discrimination against the Americans should be condemned in this Chamber by a unanimous voice.

9.10 p.m.

Now, sir, a distinguished American friend of mine recently was discussing with me the McCarran Act and the question of repealing it. He said, he was in touch with certain eminent American Legislators, Senators and Congressmen who said, that the opening of every Airport in the British Caribbean to American flag-bearing airlines would be one of the greatest incentives to repealing or substantially repealing the McCarran Act. He said that if we open our Airport at Seawell and let American airlines come in as they do in other parts of the British Caribbean in which they happen to land now, those who are favourably inclined towards getting rid of this quota of 100 persons per colony to enter the United States in a year would either abolish the Act under which it was made or increase the number to 1,000 persons. Can you seriously disagree with that point of view? Is it not obvious that such a move on our part would provide the incentive and the stimulus with which these American legislators would like us to provide them? They asked: would you want us to let in more than 100 per year and then the Barbados Government would not allow an American flag-bearing airline to come to their Airport? That is very obvious and a matter which does not need labouring.

I would like the Colonial Office to understand what is the view of every responsible member of this

elected Chamber. As you know, sir, it has been said that we have become a superannuated Chamber. Nothing would give stronger support to that point of view than if we were to defeat a motion such as this and that we as individuals do not represent the point of view of those persons from the constituencies who sent us here. Do not get away from it, in every parish there is a strong cry: "Let in every airline. Out of fairness to K.L.M., let that airline first come back, but for heaven's sake, let P.A.A. land at Seawell." All over the island it is said that this question of landing rights can easily become a national issue and that nobody in opposition to it, can with any optimism look forward to be in this Chamber very much longer; because as you know, the poorer class of this country believe in the Americans' voice. They are only thinking in terms of the United Kingdom now because America is closed to all intents and purposes and because the United Kingdom is somewhere to go now and it is better to go there than to remain here.

There is another aspect to this matter, and it has also been put to me by a West Indian legislator friend. He said to me: "Are you all in Barbados really serious in expecting you will get the Federal Capital in this island without having a free Airport? Can anyone take you seriously, when you say that you are looking forward to being the Federal Capital, and yet you do not have a free Airport as you have in Trinidad, British Guiana, Jamaica and other West Indian colonies? It is hard to believe. So, sir, I think it is time we become realistic from this standpoint: that we in this Chamber should be really reflecting the point of view of the people of this island. They are enthusiastic, at least 80% plus, at the opening of the Seawell Airport; therefore, sir, in that case, it is our plain duty that we should speak one after another in favour of this Address and vote unanimously for it to ensure that the expression by the Colonial Office Official that the time is not ripe is his point of view and does not represent the point of view of any section of the community in Barbados.

Sir, nothing, I think, is more important than we should have our American emigration open again so that we can continue to go and settle in the United States, and in order to do that, we must do something to repeal the McCarran Act. Let us help our friends in America to repeal that Act, by this anticipatory reciprocal gesture of opening our Airport to American flag-bearing airlines.

I think, sir, when this Address is passed (and I cannot see this Chamber not passing it) that we must take steps to make sure that it is not pigeon-holed but that it goes in quick time to the United Kingdom. It is too important to remain in one of those Secretarial pigeon holes which are like some waste paper baskets, or to be placed on one of those desks which are receptacles for forgotten things. I hope when it is passed it will be sent immediately to the United Kingdom and I trust it will be passed unanimously. As a matter of fact, I will like to hear anyone who can make a well-reasoned argument in opposition to it. Then let steps be taken to ensure that we have our friends in the House of Commons to make enquiries to Colonial Office to ensure that the cable as a result of the action of this House tonight is safely received.

Mr. CRAWFORD: Mr. Speaker—

Mr. SPEAKER: The honourable junior member for St. Lucy intimated his intention of speaking next.

Mr. TUDOR: If I may be permitted, I would like to proceed a little later, when I hear something from the other side.

Mr. CRAWFORD: Sir, I was waiting for a similar expression of views from the other side of the Table, and I think it is high time that we should have it. I must begin by confessing that I am not at all enamoured over the phraseology of this Address. The Address claims more or less that the House is dissatisfied with the reluctance of Her Majesty's Government in the United Kingdom granting landing rights at the Seawell Airport to an American flag-bearing airline. That is assuming that the objection to landing rights at the Seawell Airport to American flag-bearing airlines comes entirely from the British Government and I am not at all satisfied in my mind that that is the case.

3.20 p.m.

Now there was some discussion at Hastings House a few months ago. Mr. Probst, who is connected with Pan American Airlines, quoted Sir George Cribbet as saying at discussions in Washington in May this year that he would have to consult the Barbados Government before committing himself as to whether or not an American flag-bearing line could use Seawell Airport. When the Financial Secretary, Mr. Burrowes, was asked to comment on that statement by Sir George Cribbet he "passed the buck" and said it was not a matter for the Barbados Government. Well, I presume that Sir George Cribbet knew more of what he was talking than Mr. Burrowes. Therefore, I am not at all in agreement with the phraseology of this Address which places all the blame for this matter on the shoulders of the United Kingdom Government. This is why I was hoping that at some earlier stage some Government spokesman would have enlightened the House and the public as to where the Government stood in this matter.

It is an open secret that either the Colonial Office or the United Kingdom Government for that matter, feels, to use their own expression, that the time is not ripe for an American flag-bearing Airline to use the Barbados Airport: and it is also an open secret that the Premier of Barbados at the Colonial Office has expressed the view that if the British Government feels that the time is not ripe, he also feels that the time is not ripe! [*Cries of "Shame" and Laughter.*] The Premier himself has admitted to a responsible body of men on his return to Barbados that he said so. [Hon. R. G. MAPP: Are you one of the responsible body of men?] I will deal with you later. The Premier has admitted before a responsible body of men that if the Colonial Office feels that the time is not ripe, he will agree with that. I want to compare the attitude of this Government in this matter with that of the Jamaican Government in a similar matter. About four or five months ago the Jamaica Minister of Trade and Commerce, Hon. Mr. Isaces, circularised the K.L.M. B.O.A.C. and Pan American Companies asking them to get the International Travel Association to agree to a reduction in the rates of planes going from New York to Jamaica in order to improve the tourist traffic. They wanted to get the special excursion rate of \$100 from New York to Jamaica. Before 1952 this special excursion rate existed and in 1954 the Pan American line which, of course calls at Jamaica, endeavoured to get the special excursion rate re-introduced and it was blocked by whom? B.O.A.C. It was blocked by B.O.A.C. on the ground that if that special excursion rate were re-introduced, the rate structure in the Caribbean area would have been disrupted. The Jamaica Government is not like the Barbados Government, and the Jamaica Minister of Trade and Commerce is not like the Minister of Trade in Barbados. The Jamaica Minister of Trade and Com-

merce is not a marionette which dances when somebody else pulls the string; so that although B.O.A.C. has opposed the re-introduction of the special excursion rate, you find the Minister of Trade and Commerce still probing and opposing the British Government, and circularising foreign Airlines calling at Jamaica asking them to see that this rate is restored in order to increase and expand the tourist trade in Jamaica during the off-season.

I think that everybody in this Island except the Minister of Trade would have read recently that although this is only the month of November, Jamaica has had its one hundred thousand tourists for the year. What I am merely doing is this: I am drawing a comparison between the acumen of two people. [Hon. R. G. MAPP: Finish the story.] The story is not yet finished. B.O.A.C. is fighting them. The British Government is concerned with itself but our Minister is concerned about the British Government! That is the difference. [Hon. R. G. MAPP: He is a marionette for Da Costa.] I would rather be a marionette for getting an Airline here than getting a special hearse in here. [Laughter.] In my opinion, if the local Government were as insistent upon a change in policy by the British Government as they should be with regard to an American flag-bearing Airline using Seawell Airport, we would not be fighting this question here again this evening. Although this issue is in the melting pot, we are yet to hear any Government spokesman expressing the view that they are using the good offices of the Colonial Office to get what they want. They cannot do it because the Leader of the Government is such that whatever the Colonial Office does he will be in agreement with it.

9.30 p.m.

Now, in addition to that, it is not easy to understand how the Colonial Office can say that the time is not ripe for an American flag-bearing airline to call at Barbados, when you have American flag-bearing airlines calling at other islands in the British West Indies. Two previous speakers have mentioned Trinidad, British Guiana, Antigua and most of the islands which, in the near future, will be federated. If the time is ripe for them to have, in some cases, more than one airline, why is it not ripe for Barbados? But the answer is to be found in the remarks of the Hon. Premier a few months ago. He said that when B.O.A.C. can fly from New York to Chicago, Pan-American is going to come here. In other words, he is defending the unilateral use of Seawell by B.W.I.A. until such time as the Americans agree to let B.O.A.C. do what they want. And he was stupid enough to suggest that B.O.A.C. can fly from New York to Chicago when Pan-American can come here. Even different American airlines cannot fly from one American city to another, much less to suggest that a British airline could entirely link up the cities of the United States of America. The Hon. Premier further added, that if Pan-American should be allowed to come to Barbados to conduct scheduled flights from Barbados to Trinidad, B.W.I.A. would fold up like a concertina. [Hon. R. G. MAPP: When was that?] You are too ignorant to know what I am talking about.

Hon. R. G. MAPP: Mr. Speaker, on a point of order. I want to enquire from the hon. senior member for St. Philip when it was that the Hon. Premier made those remarks which the hon. member has just quoted?

Mr. SPEAKER: That is a question and not a point of Order.

Hon. R. G. MAPP: But, surely, Mr. Speaker, I should have the right to clarify those remarks on a point of Order.

Mr. SPEAKER: That is not a point of Order. That is the regular form of asking a question in order to elicit information.

Hon. R. G. MAPP: In case, Mr. Speaker, I did not hear the hon. member correctly, I can ask him to repeat what he said.

Mr. SPEAKER: You have not asked that. Is the Hon. Minister now asking the hon. senior member for St. Philip to repeat what he said?

Mr. CRAWFORD: That, Mr. Speaker, is an entirely different matter. If I were to attempt to enlighten him on what I said, it would take two weeks. What I said and what I will repeat is this: on the last occasion that this matter was discussed, we were discussing a resolution for a sum of money to spend on Seawell Airport; and I took the opportunity again to raise the question of the use of Seawell Airport by American airlines. It was then that the Hon. Premier said that when B.O.A.C. can fly from New York to Chicago, Pan-American can come here. [Hon. R. G. MAPP: He is telling lies.] Mr. Speaker, I object to the hon. member saying that I am telling lies.

Mr. SPEAKER: I am asking the hon. member not to use any unparliamentary remarks. The hon. member has used certain unparliamentary words which have reached my ears; and I am asking him—

Hon. R. G. MAPP: I have not spoken to the Chair.

Mr. SPEAKER: If, in this Chamber, hon. members can make asides, using unparliamentary language, and they can shelter under the defence that they were not addressing the Chair, then anything can happen in this Chamber. [VOICES: Hear! Hear!] On the other hand, if hon. members can rise to the true dignity of their position and withdraw remarks that I have heard, then, they would be doing themselves and this House a service. It is a question of honour or dishonour. There is no pertinent rule under which asides can be considered coverable; but surely, when hon. members make such loud asides, that they reach, not only the Chair, but the Gallery, hon. members should in duty be moved to make an apology. At this stage I will say no more, except that if the hon. member does not retract, I will make a ruling.

Hon. M. E. COX: Mr. Speaker, if I may be allowed to make a few remarks—

Mr. SPEAKER: The hon. member will not be allowed to speak.

Hon. R. G. MAPP: I made *soto voce* remarks to the Opposition.

Mr. SPEAKER: If that hon. member has said, "He is telling lies" that would only be referring to the hon. member who was speaking. Let us get right down to straight facts. The hon. member has said in reference to the hon. senior member for St. Philip: "He is telling lies"; and he must withdraw those remarks or I would resign this position.

Hon. R. G. MAPP: Mr. Speaker, if that is the case, I beg to withdraw.

Mr. SPEAKER: The honourable member says he has withdrawn. The honourable senior member for St. Philip may now proceed.

Mr. CRAWFORD: This says: "When the American Government says that B.O.A.C. can fly between New York and Chicago—"

Mr. SPEAKER: Is the honourable member reading from the Official Debates of this House?

Mr. CRAWFORD: From the Official Debates. Mr. Speaker.

Mr. SPEAKER: For what date?

Mr. CRAWFORD: I have written it down from the Debates.

Mr. SPEAKER: Oh, I see. The honourable member will not be allowed to quote from notes.

Mr. CRAWFORD: I can let Your Hon. see them. That is what he said: "We are supposed to be encouraging a West Indian Air Service."

Mr. SPEAKER: I want to make it quite clear. The Hon. Premier is not in his place. If he is going to be quoted he will not be misquoted, and I will not accept anything that does not appear in the *Official Gazette*. Any notes which the honourable member may have taken which are not official or which are from any newspaper, he will not be allowed to read from. We know too well the newspapers of this Island. [A VOICE: Including 'the Beacon' 'The Beacon' too. [Laughter].

Mr. CRAWFORD: I will not quote from anything now; I am going to tell you from my own head what he said; and what he said was this: "We are supposed to be encouraging a British West Indian air service. B.O.A.C. is losing money. If we allow Pan-American to come and take passengers from here to Trinidad, B.W.I.A. will fold up like a concertina."

Well now, I began by saying that it was a stupid remark; because Pan-American cannot be allowed to take passengers from Barbados to Trinidad. But it was an irresponsible imaginative remark which could only spring from a sick mind conjuring visions within itself.

9.40 p.m.

He knew or should have known that under the International convention known as the Cabotage agreement, no foreign airline can take passengers other than to points in the same area. Now, it is difficult to reconcile his attitude now with his attitude in 1942 when we began first to discuss the use of Seawell.

Mr. SPEAKER: Before quoting, would the honourable member look and see what date *Official Gazette* it is. I would like to know. The honourable member knows the Rules of this House.

Mr. CRAWFORD: This is a question which has come up again. The date of the *Official Gazette* is January 25, 1955. If the matter comes up again—

Mr. SPEAKER: I will read Rule 120 for the benefit of this House. It is as follows:—

"No member is to allude to any debate of the same session, upon a question or bill not being then under discussion, except by indulgence of the House, for personal explanations."

Mr. CRAWFORD: Mr. Speaker, I am craving the indulgence of this House to quote from that debate because my integrity has been attacked.

Mr. SPEAKER: I will have to put it to the House. The honourable member is seeking the indulgence of the House for the Rule to be waived to make this reference. Honourable members will indicate by their voice. Honourable members who are in favour will please say "AYE" and those against will please say "NO." I think the "AYES" have it.

Mr. CRAWFORD: This is the Official Report of the debate which took place in January, 1955. It appears in the *Official Gazette* on page 451. This is what the honourable senior member for St. Joseph said:—

"When the honourable senior member for the City gets up and talks, I will ask him to use his influence on his American friends to let B.W.I.A. run between New York and Chicago. We are supposed to be encouraging a West Indian service to link these islands up. B.W.I.A. is losing money year after year. B.O.A.C. loses money; but the cry we hear today of which we have heard on other occasions, is that we should let Pan-American Airways squeeze out

B.W.I.A. still more. If P.A.A. takes passengers between Barbados and Trinidad, B.W.I.A. will fold up like a Concertina. According to the International Agreement, whether it is the U.K., the U.S.A., Germany, France or any other country, you agree that a foreign Airline will fly into your territory and drop passengers, but it cannot take up any one between two points in your country. In other words, an Airline cannot take up passengers between two points in a foreign country."

That is exactly what I said just now. Only a sick mind could have conjured up a vision like that because there was never at any time the suggestion that P.A.A. be asked to fly between Barbados and Trinidad to take passengers.

Now, Sir, I want to quote from the speech made by the same honourable senior member for St. Joseph in 1942 when this House was first discussing the use of Seawell Airport by foreign airlines. At that time, the honourable senior member for St. Joseph was bitterly opposed to the granting of a monopoly to B.W.I.A. for the use of Seawell. This is what he said:—

"I am fundamentally opposed to any thing which is in the nature of monopoly. I go further. I am opposed to anything in the nature of a public utility being left to the tender mercies of a commercial concern whose motive is private profit."

He went on to say:—

"We are fighting a war in which we are saying that things have been bad in the past, a war against perpetuating private or class privileges, and then at the same time the Colonial Office is telling the Leeward and Windward Islands to sign on the dotted line, and telling Barbados that we will be in a hole if we do not sign on the dotted line. I have sufficient warmth in my body, and I hope other members of the House also, to talk back to the Colonial Office."

Mr. SPEAKER: Is the honourable member still reading from the debates?

Mr. CRAWFORD: Yes, Your Honour, it is the debate of 1942. I am quoting from the speech of the honourable senior member for St. Joseph with respect to the granting of a monopolistic agreement to the B.W.I.A.

9.50 p.m.

Mr. SPEAKER: What is the honourable member quoting from?

Mr. CRAWFORD: I am quoting from a speech made by the honourable senior member for St. Joseph made in 1942.

Mr. SPEAKER: The size of the paper is somewhat unusual.

Mr. CRAWFORD: This was in 1942.

Mr. SPEAKER: I was not here in 1942.

Mr. CRAWFORD: That was the misfortune of the House. This is what the honourable member said; he hoped that other Members of the House would talk back and he went on to say this:

"As a matter of principle the suggestion of B.W.I.A. has nothing to recommend it" and then he went on: "I do not rate my own judgment or that of other members so low. I feel quite capable of pointing out its mistakes to the Colonial Office." That was before he was awarded the C.M.G. [Laughter]. He went on to say this "I feel that its present policy is merely a perpetuation of the pernicious imperialist system of lending Government aid to private companies desirous of reaching out their tentacles towards the exploitation of more and yet more "native" markets, and supporting that policy by means of gunboats."

That was the honourable senior member for St. Joseph speaking in 1942. He was bitterly opposed to the granting of unilateral use of the Airport to B.W.I.A., but with a knighthood looming in the dis

tance, he has the effrontery to admit that if the Colonial Office feels that the time is not ripe, he agrees with that. Is that not sheer hypocrisy, double dealing, and treachery to the best interest of Barbados?

Mr. SPEAKER: The honourable member has made use of rather strong language; I should like the honourable member to make use of language which is not so strong. The use of the words "double dealing and treachery," borders on the unparliamentary.

Mr. CRAWFORD: I mean that the actions themselves were not in the best interests of the country. To have said what he said in 1942 and then what he said in 1955, double dealing in a mild expression to use, because the two statements are as fundamentally apart as the North and South Poles. It would be difficult to understand that it was the same person who was speaking. The position is this:

Hon. M. E. COX: On a point of Order. The Premier is not here, and after all this is the House of Assembly; and there are Rules which have been laid down. The Rules say that the most reasonable construction must be put on what honourable members say and the honourable member gets up and uses words such as "double dealing and treachery," surely they are unparliamentary and I am asking that those words be withdrawn.

Mr. SPEAKER: Is the Hon. Minister aware that I drew the matter to the attention of the honourable member? He was not asked to withdraw the remarks.

Hon. M. E. COX: He has been asked to do so now.

Mr. SPEAKER: The Hon. Minister has asked the honourable member to withdraw those words. I will point out to the honourable member that I will persuade him to withdraw the words "double dealing and treachery" especially when they are used in respect of an honourable member who is not present.

Mr. CRAWFORD: If Your Honour desires that I withdraw the words, I will do so. I will explain the use of the expression; at the time when I said that the two views were so diametrically opposite —

Hon. M. E. COX: On a point of order. Read Rule 129.

Mr. CRAWFORD: If the hon. member adopts that attitude I will not withdraw the words at all [ASIDES].

Mr. SPEAKER: The hon member must not be influenced by asides in one way or the other.
10.00 p.m.

Mr. CRAWFORD: Now, on previous occasions whenever this matter—

Mr. SPEAKER: Has the honourable member withdrawn those remarks.

Mr. CRAWFORD: Since Your Honour has expressed some objection to that, I am willing to substitute an expression of a much milder form.

Mr. SPEAKER: The honourable member says "substitute"; of course, that means that the honourable member is withdrawing the former remarks and putting something else in their place.

Mr. CRAWFORD: Precisely so, Your Honour. I, therefore, say that the two policies are so fundamentally different as to spring only from an absolute indifference to the best interests of the Country, and is bound to be actuated by policies not calculated to further those interests. [VOICES: Hear! Hear!]

Now, in the past, whenever there has been any talk about taking steps to bring additional airlines here, or to do anything to expand in this direction, in its usual form, the Government tries to prattle about increasing racial prejudice in the Country and all that sort of thing. But, if they were really inter-

ested in the matter, they would take steps legally to make it impossible for any company or concern to cater to tourists who practice racial discrimination. Let us assume that an increase in the number of tourists coming here, especially tourist of a certain type, will of necessity mean the introduction of more race hatred or the spread of discrimination. Is it not the easiest matter for the Government to introduce legislation to refuse to grant a licence to a hotel that practised racial discrimination? The people have, on more than one occasion, suggested that legislation should be enacted compelling the hotels to employ a certain number of workers. Yet the Hon. Minister of Communications persists in saying that increased tourism by such means and from such sources as have already been suggested, will increase colour prejudice. Apparently Jamaica, composed, racially, in much the same manner as we are, is not unduly concerned with this particular feature of the question, because they are leaving no stone unturned in endeavouring to advertise their tourist trade. And, as has been pointed out by previous speakers, Jamaica is very well served by airlines. Besides the three airlines, B.W.I.A., B.O.A.C., and the Venezuelan Airline, there are also Pan-American Airways, and the Chicago Southern Airline; but we, with some of the best attractions in the entire Caribbean, must be content with a single British carrier. There can be no justification for it, Mr. Speaker. But, on second thoughts maybe there is. So far we have not heard it. We have heard the Hon. Premier's version; but in his absence the Hon. Minister of Communications and the Hon. Minister of Trade may have some very valid reasons to give the House tonight. We are, therefore, waiting to hear them speak. Up to now, the Hon. Minister of Communications has not favoured us with one single remark other than those by which he has made himself a nuisance. I think that what should be done in this matter is this: the Secretary of State for the Colonies should be advised of this matter by a petition signed by almost every adult in Barbados. The Secretary of State should know, that in this matter, the Hon. Premier and the Government do not speak for Barbados. You could not get one hundred signatures to a petition in Barbados to allow us to go on spending the large sums of money we are spending for its continued use solely by B.O.A.C. and B.W.I.A. Personally, Mr. Speaker, I am not specially concerned nor do I have any special interest in any foreign airline. I am not interested in either B.O.A.C. or B.W.I.A. Personally, I should like to see the day when a West Indian Government will have its own Airline.

We were chartering the steamer *West Indian* from a British company. Now, when they gave the contract to a British company I told them then that what we should have been doing in operating our own steamer. I further told them that one of the first steps of the proposed Federal Government ought to be embodied in an effort to run their own steamship company, while running, intercolonially of course, its own airline. But for the time being, we have nothing to gain and everything to lose by permitting the Airport, which costs so much money to maintain, to be used exclusively by British airlines. I cannot understand the principle underlying it. I cannot understand how in the West Indies other British Colonies can be permitted to have so many foreign airlines using their airports while Seawall Airport remains exclusive. That is why I said at the beginning of my speech that I am not enamoured with the text of this Address now before us; nor am I enamoured of the tenor of remarks of the Introducer of the Address; because he knows as well as we that if

the Barbados Government were to make themselves heard and say to the Colonial Office: "We want other foreign airlines calling at Seawell Airport" or words to that effect, a change in the attitude of the Colonial Office would take place overnight. What else, in the circumstances, would the Hon. Minister of Communications expect? Fancy the Hon. Premier agreeing with the views of the Colonial Office in a matter like this! If the Colonial Office should say: "No foreign steamship is to call at Barbados, we must use sail boats," would the Hon. Premier also agree to that? 10.10 p.m.

All that they have done in this country is to increase taxation when they want money directly and indirectly. They have done absolutely nothing at all to expand the economy of this island. For years they have sat like jibs on their poles and refused to grant tax concessions to pioneer industries. For years they have opposed legislation to aid hotels. As you know, Caribbean Hilton is putting up a hotel in Trinidad and the gentleman in charge was here for about ten days and would have been glad to put a hotel here; but he said that Caribbean Hilton only operate in countries in which they can get two sorts of concessions; (1) that local investors must put up 50% of the shares (which could have been got here); and (2) that they must get legislation to aid industries. That legislation we do not have and he told the people in this country that the Act should be amended. Now, the Minister of Trade says he is giving consideration to a Hotel Aids Bill.

Mr. SPEAKER: The hon. member is getting away from terms of the Address.

Mr. CRAWFORD: No! No! I am not at all doing that; I am merely buttressing my allegation that the Government has done nothing and is doing absolutely nothing at all, to expand the economic structure of the colony. And that is what they are supposing to be doing. Even in the most elementary manner they are hindering it and they are too obtuse to realise what they are doing, and that is what is happening to the country these days.

I was going to suggest to the hon. senior member for the City an amendment to the Address, but I imagine that in his position he thinks discretion is the better part of valor and that sheer expediency has made him word this Address in the way he has done. Apparently, he does not want to rap the Government too much on the wrong side, because he wants their support, but I am suggesting to him that he can do better than that. The public is there and they will give their entire support to this matter. Whether he gets the Government's support really does not matter, because Colonial Office knows the attitude of the Government on the matter, because the Hon. Premier has told them; therefore, it is our business to let the public in to affixing their signature to an Address embodying this matter. Then, let them prepare a petition to the effect that the people do not want it: they will get the signatures of the five Ministers and nobody else.

I do not think, sir, that at this stage of the matter, the author of this Address is justified in placing all the blame for this *impasse* on the shoulders of Her Majesty's Government and we ought to attribute appropriate blame to the people who now occupy the seats of Government in this country.

Hon. M. E. COX: Mr. Speaker, I should begin by saying that any responsible member of the community will agree that the Seawell Airport should be an open one. How true and right is that statement can be seen by the remarks made by the Hon. Premier

sometime ago when he discussed the matter with a delegation from the Barbados Tourist Association before he left for Antigua, and I think it was on Friday week that there was a meeting at which members of the same Association and the Leader of the Opposition were present that he repeated what he said. What he said, he told Colonial Office. He said in no uncertain manner (and I think we as members of the Government share the same view) that we are not prepared to being made pawns of the British Government nor for the P.A.A. through the American Government. The Hon. Premier said that he believed in an open Airport, and that he did not press the P.A.A. case; but he pressed the case for Barbados being an open Airport.

What is most peculiar about this matter is the roundabout, backdoor manner in which this question has been approached. Indeed, it puzzles one to understand why it was approached in this manner. Now, it is well known that Barbados was not included in the Bermuda Agreement. I think that took place sometime in 1949 when it was said, that P.A.A. could go into Antigua, Jamaica, Trinidad and all the other places, but it is a fact that Barbados was not a signatory to the Bermuda Agreement which provided landing rights for P.A.A. in those places. [A VOICE: Were we asked to sign?]

What I was saying, Sir, is that I have repeated on the floor of the House and the Hon. Premier has repeated also that P.A.A. has never applied for a licence to land in Barbados. What do we find? We find that some representatives of P.A.A. came down to Barbados, went to the Marine Hotel and had a Cocktail Party at which they invited some of the local Tories, etc. Then you saw something in the Press with photographs stating that P.A.A. wants to come into Barbados. That is how the matter was approached. It was not a direct approach; it was not approached from an official channel.

10.20 p.m.

There was no request made for landing here. Nobody came to see the Governor or any Minister. no official channel was used; but an honourable member comes to the House and moves the passing of an Address asking that Pan American planes be allowed to land here, when Pan American themselves did not ask for a licence to do so. The terms of the Address were changed, as Your Honour will remember, to our having an open airport and we are still in favour of an open airport.

Sometime this year we were told by Mr. Vernon Knight something about Sir George Cribbet—a name which was unknown to us until then and that at some Conference, when it was represented to him that Pan American planes should come to Barbados, he said that they would have to acquaint the Barbados Government in the matter and get its sanction. At a later stage we had a gentleman by the name of Mr. Probst—I think he is here in the island now and he may be nearer still—and we were told by him, or rather, what Mr. Knight said was repeated by him; and he had discussions with the Premier and myself on the matter of Pan American planes coming here. We made it clear that the question of Pan American planes coming to Barbados was an international one. [Mr. LEWIS: The people in England did not say so]. I am not prepared to shelter under the Chief Secretary, but honourable members know that under this Ministerial set-up questions of an international nature come more directly under the notice of the Chief Secretary than under that of any Ministry. However, the Ministers still maintain the right to bring to the notice of the Governor or the Chief

Secretary any question which is considered to be in the interest of the community which might have been overlooked by the Chief Secretary or anybody else.

Sometime after these discussions, the Premier went to the United Kingdom, but before he went there representatives of Pan American Airways and the Tourist Development Association came to see him and he told them that he was prepared to put the case of Barbados first. Everybody knows and everybody will agree that our population is outstripping the economy of the country and it is necessary to have some additional income or some means of providing additional income in order that the people of this Island might be fed; and of course the logical answer at the time, in the absence of our finding oil, would be to have the tourist industry developed. I repeat: it was not a question of fighting for Pan American Airways but rather to have Seawell Airport an open Airport.

Honourable members who have spoken more especially the last speaker, laid emphasis on the question that the Airport had cost too much money to be used exclusively by British Airlines. I think I am correct in saying that Venezuelan Airlines also call at Barbados.

Mr. E. D. MOTTLEY: On a point of Order. I did not say anything about the Airport costing too much money to be used exclusively by British Airlines.

Hon. M. E. COX: I apologise to the honourable member. Perhaps it is well for me to state at this stage that the Venezuelan Airlines call here as well as British Guiana Airlines, T.C.A. and Air France. [MEMBERS: Miss Bim] [Laughter]. Therefore there is nothing in the point made by honourable members, and even in the quotations made by the last speaker as to the Premier saying in 1942 that he was opposed to a monopoly and then climaxing his statement by saying that we were spending all this money on the Airport and using it exclusively for B.W.I.A. It will be seen that these other Companies have been calling here since then and everybody will agree that B.W.I.A. has not got any monopoly.

As regards the question of discrimination, racial prejudice, and so on, that question was raised and pressed very strongly by the honourable junior member for St. Peter. To me that is a question of a secondary nature. It is true that Barbados, in so far as racial discrimination is concerned is the worst place in the Caribbean area. You go to Jamaica, Trinidad, British Guiana, Antigua; you go all round and you will see that there is nothing to be compared with Barbados. There is a strong racial feeling in this Island; it is the worst in the Caribbean area and it is not so merely because of any Englishmen or Americans coming here. I do not mind that, because there are some human beings who realise that we have all been made by God; but they are quite a large number of people who believe that God has sent them here and given to them only the right to live in pleasure, luxury and so forth.

10.30 p.m.

But I am sure, that in our present position, (and I have absolutely no doubt that we will maintain our position for a long time) we can control that. We are therefore, not using that as an excuse or argument to prevent Americans from coming here. As a matter of fact, now and then one may meet some very amiable Americans as compared with some of our local people.

Now the honourable junior member for St. Peter made a very unfortunate statement; unfortunate in that he accused the honourable Premier. He said he believed that the Ministers were in favour of

Pan-American planes landing in this Island, but that the Premier was opposed to that. He further said that if, to-night, the Premier said that Pan-American should land at Seawell Airport, then, Pan-American would land to-morrow. Well, I think that he accused the Premier—

Mr. F. L. WALCOTT: Mr. Speaker, I also said that from a speech which the Hon. Premier made at the Marine Hotel when Sir Miles Thomas was here, I got the impression that he was opposed to Pan-American Airlines coming here. I further said that if he and his four Ministers were in favour of Pan-American coming here there could be no opposition to it. That is what I said.

Hon. M. E. COX: Mr. Speaker, the honourable member knows that what I have said is true. At one time he said, and rightly so, that when the question of our present Ministerial Setup was discussed with the Colonial Office and they wanted to give us any sort of title for the Head of the Ministry, we declined to accept what they offered, although some honourable members thought that we would have come down to any sort of Ministerial arrangement so long as salaries were attached. He says that on the one hand, and on the other he says that we are not strong enough to battle with the Colonial Office.

Mr. F. L. WALCOTT: Mr. Speaker, I will repeat what I said. I said that if the Hon. Premier and the four Ministers were in favour of Pan-American Airlines landing here, there could be no opposition from the Colonial Office. The public knows that Pan-American Airlines would land here, and the Hon. Minister of Communications knows that it is true.

Hon. M. E. COX: The honourable senior member for the City said that the Colonial Office was trying to pass the buck, but I have already said that this is an international question. The Pan-American Airways representatives have not applied for a licence, which I think is the correct procedure; but to come through the backdoor and ask us to go and press the Colonial Office to give Pan-American Airways landing rights at Seawell Airport is all that has been done up to now. I notice that the whole emphasis to-night is on Pan-American. [VOICES: An American flag-bearing airline.] [Mr. E. D. MOTTLEY: Mr. Speaker, I have the Address here; and if the Hon. Minister of Communications can find anything about Pan-American in it, well—] [A VOICE: Tell him that "American flag-bearing airline" is synonymous with "Pan-American".]

Mr. SPEAKER: It is "American flag-bearing airline" according to the Address.

Hon. M. E. COX: It has been said at all times that the Americans recognise Pan-American as the leading airline of America. [Mr. LEWIS: If that is the only defence you have, you are very weak there.] I am sure hon. members will remember that in the speeches of other hon. members the emphasis was on Pan-American. [Mr. LEWIS: But the Address has not got that in it.] [Mr. F. L. WALCOTT: Has the Hon. Minister said yet that he wants them to come here?]

The hon. senior member for St. Lucy said that some American friend of his told him that if the Government of Barbados made Seawell Airport available to Pan-American that that would be the quickest way— [Mr. F. L. WALCOTT: Oh, do not worry with that; there is not much in that.]

Mr. BRANCKER: Mr. Speaker, I certainly did not say the quickest way. I said that it would be a help to them. I am definitely sure I did not say "the quickest way" to do anything.

Hon. M. E. COX: Let us ask ourselves a few questions: What is the position with Jamaica where Pan-American has landing rights and whose quota is the same as that of Barbados? What about Trinidad and the Windward and Leeward Islands? Linked together, the Windwards get 100, the Leewards get 100, and Pan-American goes into those places. However, the hon. member says that if Pan-American should come in here it would be the quickest way of repealing the McCarran Act.

Mr. BRANCKER: Mr. Speaker, note that I have not said it would be repealed.

Hon. M. E. COX: Mr. Speaker, if I thought that the hon. member was correct I would start a campaign now to get Pan-American to come here.

10.40 p.m.

It could not be so, therefore, while it is true that somebody might have told the hon. member so, any statement made along that line is not strictly correct.

Mr. Speaker, I am not prepared to indulge much longer on this question. It has been discussed on many occasions inside and outside of this House. While I can see that members feel that the matter was not strongly represented to the Colonial Office, to my mind they took advantage of the situation in that the Hon. Premier who is the person who really discussed this matter with Colonial Office is not present and is not able to say what happened or deny on the spot the allegations made. Again, I must repeat that it looks very peculiar and remarkable to me that we are asked time and time again to pass a Resolution or Address criticising the British Government for not doing this and that, without first asking what is the constitutional level or approach to getting P.A.A. or any other American Flag-bearing Airline to come to Barbados. Again, I must repeat that no application for a licence to land here has been made by representatives of P.A.A. That was stated over and over again. [A VOICE: We know that.] I cannot for the life of me find out why we are always asked to press Colonial Office for this thing when the Representatives of P.A.A. themselves have failed to make the first official recognised constitutional step.

If I remember correctly, the Hotel Association and the Tourist Association did not dwell so much on the question of bringing more people in the winter, because they have already said that they have not got the accommodation for these people. What they say is, that they would welcome people during the off season. That there is no room in the hotels during the winter season has always been the cry.

Now, sir, the honourable senior member for St. Philip spoke about the Government not bringing in a Hotel Aids Bills and other Bills, and further said, that this Government has done nothing to improve the economy of this colony. Well, what has been done is best known to the people. I think I am correct in saying that some time in 1946, the honourable senior member for St. Philip introduced a Bill to aid Hotels and every time we got to that Item on the Order Paper the honourable member left the Chamber. He refused to deal with it.

Mr. CRAWFORD: I have stated before my reason for not doing so and I will say it again for his benefit. At that time, when that Bill was introduced by me, shortly afterwards, as the Minister of Agriculture would inform him, a strike was called by Hotel Workers in this country. [A VOICE: By the Minister for Agriculture]. I met the Hotel proprietors about the matter and I made them to understand that we were not prepared to go on with the Bill until they were willing to grant concessions to the Workers in the community and they would have done it if the Labour Party had not broken the

strike. The Labour Party went and got men from St. George to work in the Hotels.

Hon. M. E. COX: Surely, the honourable member would remember that quite a lot of people were misled at that time and that the strike did not last longer than two or three weeks. It is a fact that whenever he got to that Item on the Order Paper he used to get up out of his seat and leave the Chamber. It was too hot to handle.

Mr. CRAWFORD: I met the Hotel Proprietors and the honourable senior member for Christ Church was also present. We told them that unless they had agreed to grant some of the demands to the Hotel Workers I would not carry on with the Bill. The honourable senior member for St. Michael has not said yet that neither the honourable senior member for St. George (Mr. Springer) who was in the Government at that time nor the honourable senior member for St. Joseph would bring the Bill here at all, and that the Acting Governor asked me to bring it.

Hon. M. E. COX: The honourable member was a member of the Government at that time. There is only one thing, Mr. Speaker, I would say before I sit. The honourable member quoted what the honourable Premier said in parts, when he spoke on this matter. Of course, no one would expect him to quote the other parts of the Hon. Premier's speech. I am craving Your Honour's indulgence to read the other part. Among other things this is what the Hon. Premier said at that time:—

"To say that this Government can do something about it is not correct." (He meant to say that this is always regarded as an International question.) "Pan-American Airways is not coming here if it does not get the necessary traffic. No one is stopping them from coming. I would like to hear of a Britisher sanguine enough to believe, that Pan-American would agree to drop the Cabotage Agreement. When the American Government says that B.O.A.C. can fly between New York and Chicago, we will also do it." I repeat that all of this is an International question, it is not a question for Barbados.

10.50 p.m.

All along I was pointing out that it is a question of international agreement and not a question for Barbados. Again, before I sit down, I would like to say in no uncertain manner that while we would all be glad for it and everybody would agree that we must try to get as many airlines calling at this island as possible, because even if the tourists do not remain long, they will stay long enough to spend a substantial sum to increase our landing fees and thereby assist us to square our revenue with our expenditure. While we all agree with that, I must repeat that we are not prepared to be used either by the British Government or by Pan American Airways as pawns in any game.

Mr. TUDOR: Mr. Speaker, some where about the middle or near the end of his speech, the Hon. Minister was pleased to inform this House that he would not dwell much longer on the topic and I commend him for that decision, because far from being able to dwell on it he had actually rendered his habitation desolate. As I heard him speak, I was wondering on which side of this matter does he really stand. [Hon. M. E. COX: I stand on the side of an open Airport]. Well, if he stands on the side of an open Airport, the question of Pan American Airways does arise as such. If he stands on the side of an open Airport, it is unnecessary to say that this or that Airline has not applied for a licence to land here. If he stands on the side of an open Airport, he only has to say to the Colonial Office: "You are talking confounded nonsense, you are being impertinent when you say that the time is not ripe."

The Minister cannot have it four ways. You either argue that you want an open Airport; or in the case of particular Airlines they must apply for licences; or that the matter is so important that not you, but the Colonial Office must handle it; or that the matter is of conventional consequence and can only be resolved by other parties. You cannot take any two or combination of three of these things; you cannot use the argument which supports (1) to be the argument to refute (2), (3) or (4). I do not know whether the case which the Minister has put up is the real case which the Government has to offer, or if the root of the criticism made in this House requires some sort of answer from Official sources. This was the answer which he gave, as you might put a temporary patch on a tear until you can darn it properly later on.

The first thing in answer to the Minister which you have to realise, is that the whole question of Pan American as an Airline has got to be separated from the wider issue of having an open Airport. If you are going to have an open Airport, this is your policy. You must say that within the terms of having an open Airport, this and this is what all Airlines who wish to offer scheduled services must do. But the Airport is open. If an open Airport is the policy of this Government, then this Government cannot have any quarrel with Pan American; I mean that you cannot be in any disagreement with Pan American Airways, because that is your policy. It only requires Pan American or L.A.V. or whatever it is to fulfil the necessary conditions. What the Minister should have done or what he has missed the opportunity of doing was to point out that in addition to being in favour of an open Airport, this Government is prepared to press the Colonial Office on that ground. We are not clear on that point and therefore we do not feel that they are going to fight this matter with the Colonial Office.

The Hon. Minister has said that this Government is in favour of an open Airport; well, if the Government is in favour of an open Airport, it is not required that a particular Airline should press the issue. What the Airline has to do is to say that it agrees with the terms and conditions attendant on an open Airport.

There was another misconception of the Minister and I was really disturbed to see such a misconception because what he says will appear in the *Official Gazette* and it would not look very good for him. He did not appear to see the difference between a chartered and Scheduled Airline or flight; and his mention of the Venezuelan line, the BWIA, and all the others showed quite clearly that he did not understand that some of these Airlines do not come here on scheduled flights but are chartered services. Obviously if you have an open Airport, all these Airlines which might be making chartered flights would still make them but they would not be allowed to make them as a matter of settled policy. The Minister did not make clear the distinction between the two things and perhaps no distinction as such was in his own mind.

11.00 p.m.

Let us go now to the root of the matter. According to him, the hon. senior member for St. Joseph said to a delegation which called on him before he went to the United Kingdom, that the Government was not prepared to be pawns in an international game; but in any case, that he the Premier, would press the case to the Colonial Office for an open airport. If you just left the matter at that, and you knew the history of the policy underlying it and the part and the influence which the Hon. Premier has in it, there could be very good grounds for supposing that, as long as the Hon. Premier said that he would press the case, that would be the end of the

matter. It is surprising, to say the least, to discover, on the one hand that the Hon. Premier had given an assurance that he would press the matter, and on the other hand, the matter is still where it is, as if he had never pressed it. [Mr. F. L. WALCOTT: Press what? Press the Dead!] That is not to say, Mr. Speaker, that he did not press it at all. There is a way, Mr. Speaker, of pressing things. You can make a corpse fit into a coffin as "Press-the-Dead" well knew. You can ask for something, but in such a way and in such circumstances that you are assured that your request would be rejected. But you will still have some justification. You will still be able to say, "Well, I asked for it, but with what results?"

Now, I agree with the Hon. Minister of Communications that it is a matter of great regret that the Hon. Premier is not in his place tonight; because doubtless, he would have been able to explain to us how he managed to press the case of the Tourist Association, while at the same time clarifying his conscience. It must be clear that you cannot press a case without some idea of the case you have to press. When asked to say how many beds the hotel had [A VOICE: Did he know?] I am not saying that he did not know. Did he ask the Colonial Office what an open airport would mean in terms of added income? Was he in a position to give some estimate of the relative proportions to which a tourist industry could go in relation to sugar? Was he able, with any seriousness and with a sure touch to say "Well, this is an industry which, if expanded and built up, would be able to do a lot more and be second only to the sugar industry in bringing in more than half of what the sugar industry now brings in?" Knowing the Hon. Premier as I do, Mr. Speaker, it is very doubtful whether he had fortified himself with such facts; and putting the matter at its very slightest, it may well be that that abundant ignorance which he had at his command was a factor in bringing the claims of the Tourist Industry to such a sorry conclusion.

Now the Hon. Minister of Communications further said that the representative, Mr. Probst, discussed the matter with the Hon. Premier and himself; and that he was told that the question was an international one. Mr. Speaker, is the question really an international one? Is it really an international matter whether or not the airport facilities of this Island should be open or shut. Is it really an international matter and therefore, beyond the competence of this Government to decide whether it would open its airport or not? How often, Mr. Speaker, you have heard this Government say that whatever they wish to have done will be done? [Mr. LEWIS: Even to make a man a woman] I do not know whether they said they could make a man a woman, but they have claimed powers, range and scope of which extend to that of an amazing feat. The making of an international airport is something which one would have thought they could easily do. How is it now become a constitutional matter?

While we are on this matter, it might be well to say one or two things more if the Hon. Minister thinks them worthy of his attention. They are the judges of what is and what is not a constitutional matter. They, in Executive Committee, have to make decisions affecting the future of this Island; and as long as they are convinced that in so far as the policy of a matter is concerned, it is a good thing for the rest of us, the last word rests or should rest with them; and more so if what they have always been claiming is true, and they are not only now

resting on their responsibility if they have discovered a worn out reason for not doing something which it is plainly their duty to do. But if the matter is not only a constitutional one but one which has assumed international proportions there is all the more reason, Mr. Speaker, why they should take it up with the Colonial Office and ask them to ask the Foreign Office to take the matter up with the American Government. Is that what they have done? Is that what they propose to do? Hon. Members will, therefore, see that however you twist the Hon. Minister of Communication's argument you come back to the point that the Colonial Office is the Body to be fought in this issue. The Ministers always end up by stating that they must take the matter to the Colonial Office.

Now the Hon. Minister at this point shifted to a lower key. He changed, not so much his tone, as his tact: and he went off and made an excursion into that well worn theme of racial prejudice. He informed us, (and many of us were not astonished to hear it) that Barbados—

Hon. M. E. COX: Mr. Speaker, I was really replying to the statements made by the members who preceded the hon. junior member for St. Lucy.

Mr. TUDOR: Mr. Speaker, he was nevertheless informed that this Island was the worst in the Caribbean for certain extraordinary manifestations of racial prejudice. But if there is racial prejudice and racial antagonism in this Island, we have a black Government in power; and if there is racial prejudice and racial antagonism in this Island, we have a black Government in power; and if there is something going on in this Island which they disapprove of, with the power they have and the authority they dispense, they have the right to remove it.

Mr. SPEAKER: By a resort to legislation [Hon. M. E. COX: Love cannot be substituted for law]

Mr. TUDOR: That is true, it cannot; but there are certain things which can be brought to bear. And how does it look when the Hon. Minister draws attention to the fact that we have some very disquieting features of racial prejudice here? Only a couple of months ago when the Canberra Jet Bombers came here, a circular was sent out from a Ministry of this same Government asking whether there were ex-R.A.F. persons here suitable to meet the officers of Her Majesty's Air Force.

11.10 p.m.

Hon. M. E. COX: Mr. Speaker, I must strongly object to that statement. Nothing of that sort came from my Ministry. Some of the members of this House were asked to attend as well as people from all sections of the community. I strongly object to that statement and I am definitely sure that the hon. member cannot produce any invitation card or circular to justify what he just said.

Mr. TUDOR: Mr. Speaker, bear in mind I have never said that invitations went out to people like that. I said that a circular went around asking people connected with the R.A.F. to attend and to recommend suitable persons to meet those people.

Hon. M. E. COX: Again, Mr. Speaker, I must object to that. My Permanent Secretary, knowing me as he does would never have done it. What had happened is that Mr. Marryshow who was connected with the Royal Air Force was asked to give us some names — not suitable people — because we did not know the names of the R.A.F. people. I am definitely sure he cannot find "suitable people" in any circular.

Mr. TUDOR: Mr. Speaker, of course I was not a member of the R. A. F. so I am not qualified to

vouch for authenticity of my statement. I have been told by persons connected with the R.A.F. Association that such enquiries were made. [A VOICE: You were told so by Barrow who cannot speak the truth]

I will confess to you that until the Minister spoke I did not know he was the Minister involved or that it was his Permanent Secretary who had anything to do with it. It only goes to show that a guilty conscience knows no accuser. [A VOICE: What guilty conscience the hon. member is talking about?]

It has been said, and it should not have happened in connection with the R.A.F. function or any other function. How, when the hon. senior member for St. Lucy, my colleague, made a point about the McCarran Act, I understood him to mean that if it is strongly felt in Government quarters that this matter is so unique and therefore, so international; and if on the other hand, an American Flag-bearing Airline is so anxious to come here, the fact that the matter has to be taken up on international level might come here, the fact that the matter has to be taken up on international level might possibly give this Government and other West Indian Governments some 'bargaining power, and that the easing of one might assist in the easing of the other. That is how I understood it. On the premise that this matter is of such international significance, you might expect that the Colonial Office would be very interested in granting the facilities of the open airport because it might be able to ask the American Government in the immediate future to make some gesture with respect to allowing more of our people to take up residence in the United States.

The point, therefore, Mr. Speaker, is this: either this Government wishes us to have an open airport or it does not. If it wishes us to have an open airport, and Government itself is powerless to provide us with one, it must take the question up with the appropriate authorities, and that is, with the Colonial Office. I was astonished, Mr. Speaker, to see that they hold their positions so lightly that whenever it is a question of debating this matter, there is uncertainty as to whether the Colonial Office would give them what they want or not.

Mr. Speaker, do you really believe that with the influence which the Premier is said to wield that it would be a hard thing for him or for this Government to get something done which he wants done? There is something more serious than that. According to the Hon. Minister for Communications (and he would correct me if I am wrong) the Premier did not disclose to the Government or to his colleagues the full details of his conversations with the Colonial Office.

Hon. M. E. COX: I have never said that.

Mr. TUDOR: I understand him to say that he does not know everything that the Premier had discussed with the Colonial Office on this matter. Well, Mr. Speaker, there are two views which you might take. If he is correct, he must search his conscience to find out whether he feels comfortable being a member of a Government in which the Head of the Government treats him with such scant seriousness as not to inform him on matters of high policy which presumably is the policy of the Government and which concern his portfolio. If he is not informed on such matters and he can stomach that, he can stomach anything. If he can remain in a Government whose Head had important conversations with the Colonial Office on matters of policy which concern his portfolio and who does not reveal them to

him so that he might be able to defend that policy more formidably and resolutely when it is under attack, that is a matter for him. But let us assume that the Hon. Premier has told not only him, but all the Ministers the nature and scope of the views which he hold with the Colonial Office. Let us assume that they are in possession of all the facts and that they know everything that the Colonial Office has said and why it has been said that the time is not ripe. Where is their patriotism? Is there sense of national pride as West Indians at such a low ebb that they cannot find another means to upset the decision of the Colonial Office if they feel that decision is damaging to their country?

Sir, they cannot have it both ways. Either they do not know what is the attitude of the Colonial Office or they know it. If they do not know the attitude of the Colonial Office, it is their duty as Ministers of the Government to ascertain it; and, if they know it and it is not in accordance with the expressed or implied wishes of their country, they have a right to seek a change in the attitude of Colonial Office.

11.20 p.m.

Mr. Speaker, the members of that Government sometimes feel that when we disagree with them it is always for some trifling reason, some reason not connected with matters of principle. I know of no way of stopping them from thinking so; but I do know that there are times when a man does not readily identify himself as belonging to this or that Party, but feels the mere fact that he is a West Indian or, in this case a Barbadian, is sufficient for him to advocate and pursue a certain course of action. That is just the time when Party distinctions are blurred. If the Government wishes to be assured of the support of this House in this matter, I think what has been said so far is sufficient to assure them that any timidity they feel in challenging the Colonial Office in this matter should be set aside; but I suspect that there is a turn of mind which makes it impossible for them to get into the feeling of saying anything to Whitehall which Whitehall might resent, with the consequence that men who do not even know where Barbados is, and whom you can see every morning at 8.30 o'clock and every evening after 4 o'clock in striped trousers and bowler hats, who never seem to get knocked down — such men must have what I call a constipated view of the lives of people who have to work out their own destinies 3,000 miles away.

If the mind of this House is to be put more clearly than it has been expressed so far, that is a task which is beyond me; but in case the Ministers have not as yet grasped what we are impressing upon them, let me say briefly that we wish a full, and untrammelled airport in this colony. We wish it, in the terms of this Address, to be open not only to the services which Pan American can and will bring, but the services which any other scheduled airline can bring to this island. If they cannot summon up enough emergency to give us such an open airport, the only thing that remains for them to do before they go out of power is to see that our case is put in the foremost way to the Colonial Office. [Hon. M. E. COX: The case will be put almost immediately.] They will go out of power soon after that; but let them put our case firmly before the Colonial Office and let them see that all men of goodwill in this colony are willing to take part in any constitutional act of defiance against any measure which the Government might want to impose in asking for the establishment of our own rights.

Mr. GODDARD: This debate has continued for some six hours and the surprising thing about it is

that it is the third such Address which has been put forward in this House. I have been present on both the other occasions and we do not seem to be any nearer today than when the first Address was brought forward. It is a mystery according to the Press and the public and we do not know at what level it is. The Government is claiming that it is not their baby, that it is an international question between the Government of the United States of America and the Government of the United Kingdom, and this Government is not prepared to be the pawns, as it has been said by the Minister, in that discussion.

What I want to ask the Government or whoever put the case for us is this: where does Barbados come into that? When the Premier promised the Tourist Development Association that on his next visit to London he would put the case for them, he told the Tourist Development Association that he is well aware that the Tourist Industry for Barbados was the only secondary industry for which we were noted. He was quite conscious of the fact that with our growing population we could not expect to maintain our standard of living—far more to increase it — on the production of sugar alone. We have been drilling extensively for oil for two years: we have sunk four wells and the prospects of oil seem to be further away.

At the beginning of the Five Year Plan, although they mentioned the possibility of finding oil in Barbados, I know that they pinned their faith in their future plans relative to the oil industry. Well, I would say that we are further away from finding oil than we were four years ago. We have gone down to great depths and we are only finding traces of oil, enough to keep the search going. The Premier told the Tourist Development Association that he was mindful of a regulated Tourist Industry, by which he meant that the Government was not prepared to have any discrimination practised in the development of such an industry. We have always agreed with that; this is not history today it goes back to ten years ago. Therefore, we do not wish to becloud the whole issue by bringing forward the question of racial discrimination at this point. He said that he would put the case at the Colonial Office on behalf of the Tourist Development Association. At the meeting which was mentioned by the Minister of Communications a while ago and which I was present, the Premier reiterated what I have just said and he went further: and that is what amazed me and what amazed the meeting.

11.30 p.m.

He put our case to the Colonial Office. He told them he knew that it was of an international level. He was not prepared to be a pawn in the discussion and if the Colonial Office said that Pan-American or any other American flag-bearing plane should be allowed to come in to Barbados on scheduled flights he would say "yes". Equally if they said that they should not come, he would agree with them. [A VOICE: Why not deny that now?] He repeated it to us. At that point I asked: "To whom have you put it? You went up to put the case—" [A VOICE: Of an open airport for Barbados] Whether of an open airport in full or partly so, the proposal was that there should be allowed to enter those planes which we thought were necessary for the expansion in question. We do not have to go over that because much has been said of what the introduction of scheduled flights from America to Barbados would mean. We all know that if we are to have a summer trade of tourists that the American airlines will bring it to Barbados. They have the means. Every previous speaker has, to-night, enu-

merated the benefits that would accrue from North and South America. There is no doubt as to the extent of the trade that we can obtain from South America.

It was long before I became a member of this Chamber; but some hon. members will remember that there was a tourist boom in the early part of this century when Brazil was in its hey-day. Then, there was more gold knocking around than there are shillings today; because the Brazilians used a gold currency and they used to pay in gold. The Stream in Hastings was developed at that time for that particular reason. We know that Venezuela, a large, wealthy and constantly developing country just to the south of us, is but one of many more sources upon which we could draw for the development of our tourist trade. It will, therefore, be clearly seen that scheduled flights by American flag-bearing airlines are essential if we are to see the ultimate development of a tourist industry that is so vital to the economy of Barbados. In this way, the help from those American airlines will supersede that of any other airlines now calling at Barbados. We are British subjects and are proud of it. We do not wish to see B.O.A.C. or T.C.A. run off this field; but, at the same time we wish to see healthy competition. We have always held fast to the principles of open doors and keen, healthy competition. Those are some of the principles that have made Barbados the proud island that it is. We do not want at this point, or at any other future point, to go on spending money on Seawell Airport when we know the growing need for expansion of the tourist industry, and responsible people still persist in excluding other airlines.

Mr. Speaker, we will continue to pass Addresses. If increased pressure is being put upon the Government and they, even at this late hour, wish to stall, impede or otherwise neglect to implement such Addresses as are passed in this Chamber in a matter that is vital to the economy of Barbados, then I say, they can only do it for so long as they may be able to; but sooner or later, they will, if not voluntarily, be forced to it by some means or other. The public is not satisfied, and they will not continue to tolerate the idea of being told that it is an international matter when it is felt that it is so vital to the economy of Barbados. The Government should go to the Colonial Office, by delegation or by cable, and let them know the expressed feelings of the House of Assembly on this matter, and let us have other airlines calling at Barbados to the advancement of the tourist industry and the benefit of all concerned. If they claim that they want Barbados to be an open airport, that is what we say too. We, the central figures in the tourist industry, are unable to do much for its advancement due to a lack of airlines from the North and South American continent; and if Seawell Airport can be opened to all, the Government should say so emphatically instead of constantly saying: "We know how vital it is that Seawell should be an open airport", and in the mean time do nothing to confirm their expressed views. We have heard from the Hon. Premier that our Constitution is second to none. Bermuda has been able to hold up B.O.A.C. from landing there on two occasions. The Bermuda Government has said: "You cannot come in here until you have fixed up everything." Today, when the Viscounts are passing through there she is doing it again. She has held up the flight of the Viscount planes because she knows that their entry into Bermuda will mean keener competition for them in the future. Let us not delude ourselves. The other colonies are jealous of our unique position from a tourist-resort

point of view. If Trinidad had half the facilities of which we could boast, with the progressive methods which they have adopted, they would have a booming tourist industry worth 15 million dollars. Furthermore, if this case was being handled, not by the Barbados Government, but by the Government of Trinidad or Jamaica — well, we can gauge what would happen because we know by observation how their delegations negotiate with the Colonial Office in London. They do not leave; they stay there until they get the results which they had set out to achieve or until they obtain, at least, some satisfactory result.

We, the Opposition, are not satisfied with the Government's delay and this Address is going to the Colonial Office to let them know the expressed feelings of the House of Assembly on this matter. We are not going to have this Address postponed or pigeon-holed for six months. We feel that it is going to be passed tonight, and I challenge anyone to show me the dissenting 'voice' that would vote against an Address of this sort; because the people are awake to what is happening.

Mr. Speaker, there are other honourable members who will add to what I have already said; but I will conclude by saying that I do hope that we will get through with the debate in time when a large majority of members will be present in order to take a vote on it. I say that because we do not want the matter to reach the Colonial Office under such circumstances as will enable them to make any excuses regarding the wishes of the House of Assembly. 11.40 p.m.

Mr. LEWIS: Mr. Speaker, I would like to add a word to this debate. First of all, I should like to make my position clear, because on previous occasions when this question came up I have been the one person to draw it to the attention of the House that P.A.A. has never made any application for landing rights here, and therefore has shown no interest on their own behalf to land at Seawell Airport. That of course turned out to be a fact, because in the reply of the last Address that we sent, this is what not the Chief Secretary or the Colonial Secretary was able to say—but what his Excellency the Governor was able to tell us. He said that before any consideration could be given to the operation into the island of the foreign airlines mentioned in the Address we sent, it would be necessary for those companies to make the necessary applications, and that is what they have not done. It was on those remarks that I was not enthusiastic on previous occasions about supporting the Address.

I am for making the Seawell Airport an open airport, and for letting things flow expeditiously on these broad lines.

Now, Sir, I have a little history to relate. I am saying that no one airline is better than the other. Wherever any airline can get exclusive rights it tries to get them because it is a matter of business: and it is good business to keep out competition. I have been told, and it has been the subject of public information, that at one time in the history of this colony, P.A.A. offered to build an airstrip in this island provided they were given the exclusive right to land on it; so you can see in a matter of exclusive rights none of them is better than the other. It is a fact that P.A.A. has been trying to come here for a long time; as a matter of fact, it started when I first came into this House. I took part in the debate for the agreement with B.W.I.A., and I warned the House then that although it was a monopoly if it were supported by the British Government, and especially as it were then during the war time, it would be in our interest to make the agreement with them,

but that we should put a limit on them. Hon. members can see my speech on the matter. I went on to say that I want to see the accounts of the company published so that I could keep a check on what they were doing. It was therefore on the grounds that P.A.A. showed no interest in coming here that I was lukewarm about pressing their claims although I might say that I would like to see all the reputable airlines landing at Seawell because it will be in the interest of the colony.

However, Sir, I cannot for the life of me see why B.W.I.A. should fear foreign airlines coming here. I am of the opinion that it would make more business for the B.W.I.A. if people come from the United States to Barbados. They would want to see the other colonies as well, and they would travel on the B.W.I.A. to those places, and I think they can book their passages to those places by B.W.I.A. in the U.S.A.; so it would be a matter of transferring from one plane to the other. I am sure most people would not mind if the plane were of a different company. I have no doubt that Americans travel many parts of the world under these

Sir, what has turned me in favour of fighting this issue for these American Flag-bearing airlines to be given landing rights is that it is an undisputed fact that at the high level on which these arrangements must be made and these applications forwarded, it does seem to me as if some negotiations have taken place. The Hon. Minister for Communications may feel he has made a point when he said that Sir George Cribbitt is unknown to him. [A VOICE: He is unknown to us] How do you know if the Premier does not know him? When they go to England they go to those boys in the back yard. I understand that this Sir George Cribbitt is Deputy Secretary to the Minister of Civil Aviation in the United Kingdom, and he was on the delegation at the conference which dealt with landing rights of airplanes and some other terminology which I have not taken the trouble to memorise. The fact remains, despite what the Minister has said, that this Conference did take place. Merely to say that you do not know anything about that Conference is not sufficient for me. So far as the landing at Seawell of P.A.A. was concerned this gentleman did not say that they did not make any applications. He said, that he would have first to refer the matter to the particular Government meaning this Government. What I am surprised about is, how it is that this gentleman did not know that the representatives of the people of Barbados had already asked His Excellency the Governor to take the necessary steps to see that P.A.A. come to this colony. That is what I am wondering about. I understand that that Address was not transmitted to London until many months afterwards merely because it did not have the paragraph in it saying that that should be done. As I understand it, if His Excellency knows, as he should, that these things are done at high level and that is where our wishes should have been made known he should have transmitted this Address there. Not that I am surprised that Sir George Cribbitt did not know about this matter. Of course, sir, it is a wonder that the American delegation did not embarrass him by producing a copy of the Address because Americans can be very thorough.

11.50 p.m.

I am wondering if it is a matter of not wanting to embarrass him. Now there is no point for the Minister to go further and state that it is wrong to say that Seawell is not an open airport or that it is monopolised by B.W.I.A., since L.A.V. and T.C.A. and the St. Vincent Government Airline land up there. [Mr. F. L. WALCOTT: And Miss Bim!] Miss

Bim usually lands in the canes [Laughter.] Mr. Speaker, the Canadians gave us money to misspend on Seawell Airport. [GOVERNMENT MEMBERS: That is wrong]. Well they gave us an engineer to misspend money up there and they gave the previous Government a free trip to Canada after that. That is how they came to send their T.C.A. flight down here. When it comes to the St. Vincent Government Airways, we know that this was chartered from the B.G. Airways. That is no argument, and the Hon. Minister of Communications should be ashamed to bring that in, because British West Indian Airways, instead of concentrating on developing these islands with proper airplane services, have left them out and inconvenienced one of them. That Airways company does not go to Dominica and they have ceased going to St. Vincent. How can you call it a West Indian Airways Company when they refused to do that? These planes come in as a stop gap to make you think that there is a proper service.

It is not a question of stating facts; if there are facts, they should be left for the ordinary backbenchers. Who fought to get L.A.V. here? The people themselves; and they fought with retaliatory measure. I am not in the Cabinet to find out these things and if I see anything categorically stated in the newspaper and the Minister makes no reference to it himself I say that the report is true. The L.A.V. people were stopped and they fought with retaliatory measures to come here. What part are we playing in the International Agreement? Are we sponsoring it? If you say that this is a matter which must be settled by the American Government, well, say that. I take it that if the Pan American people placed their request with the United Kingdom they have to get their permission first before they can come to the Barbados Government; so that if the Hon Minister has to put out that the people have not come to him I do not see that that is justified.

The Pan American Airways Company did not show any direct interest in landing here in 1955. Mr. Probst knows what he wants but the Minister of Communications does not know what he wants. You must say that you are willing to grant the application; you cannot continue to go to the United States of America to see that farm labour and every kind of labour goes there and at the same time make no effort at any kind of reciprocity to see that this airline which comes all the way down here does not land at Barbados. [ASIDES] The Minister throws a lot of interjectory remarks but that does not do us any good.

12.02 a.m.

You are not their representative, but you are the representative of the people; and everybody is saying that this matter is in the interests of the colony. Do you mean to tell me that you are thinking of getting Barbados as the Federal Capital? [Hon. M. E. COX: Suppose a plebiscite was taken in the City?] I should like to know if you took a plebiscite on the question, and the result of it was that the people wanted it, what would you do? [VOICES: Resign.] Resign on what? Resign and get the salary as a pension? [Laughter.] There has been some talk about measures on the part of the Venezuelan Government. I am not saying that I know that P.A.A. authorities have made no effort to press the question of landing rights at Seawell Airport until some of their officials came to Barbados this year; and as far as the American Government is concerned, they have not pressed the matter. I do not know if they have any special reasons for not doing so. Have they not expressed their desire for some American people to have some military base and they are getting it? Why are they now sleeping?

[Hon. M. E. COX: You cannot understand it] If the Hon. Minister does not understand the American Government, let him not confuse himself and the people of Barbados.

Once there were some people in this island who used to oppose the planters. But the time came when the opposing factors were invited to a dinner at a certain hotel and at that dinner they declared that the very planters whom they used to oppose were now the best people in the world. There is a similar story touching the case of the teachers of this island. Some said that the teachers of Barbados were Nicodemuses; and after the teachers had them invited to a dinner at the Hotel Royal that opinion was reversed; it was then said that the teachers were all jolly good fellows who would be willing to spend four-fifths of their time on education. I feel that something is wrong somewhere. The extent of the publicity that would result from having an open airport is worthy of our having it.

I am not concerned with the development of any tourist industry. My opinion is that if we have the facilities, we will eventually get the tourists. I am in favour of the broad principle or idea of an open airport. But we cannot stop at that; that is too general and too vague. Definitely the Government is hiding behind something, and at the same time is saying that somebody else is hiding too. We must press the claims of Barbados in order that we might be on the same footing as the neighbouring colonies if we are to enter into a federation with them. It was said by some of these islands that we did not wish to enter federation except on the same level as the rest of the contracting islands. Why should we enter a federation in which Trinidad will have sundry airlines calling there and we have but a comparative few? It is not fair to us. No Minister having the responsibility of the people at heart, should talk about its being an international matter. Even if this Airways Company employed a dozen or more people, it is not his business to talk like that. If we go on like this we are not going to progress. [Mr. F. L. WALCOTT: He (the Minister of Communications) is crossing you.] Crossing whom?

Let us press the claims of Barbados as we see them; and let us ask: "Do you agree with the International Agreement merely because it fits in with your system of inaction in this matter?" That is what you are doing; and you will see the truth of it when the international bubble is burst. Definite arrangements have been made for these planes to land here. The Hon. Minister of Communications has told me that at this particular conference no mention of Pan-American Airways obtaining landing rights here was made. He is not saying that, but he is saying the same thing in another way. I am considering that, while the Barbados Government is telling us about an international agreement, the attitude of the United Kingdom Government is giving the lie to all that. [A VOICE: They say the time is not ripe.] [ANOTHER VOICE: Who said that?] Irrespective of who said it, the Hon. Minister knows that it is true, and there are other things which he will not be able to deny. [Hon. M. E. COX: We have no official record.] The Hon. Minister knows that what is reported is not true, but he does not know what he himself has said. When a statement like that comes out and it is not refuted, the people think that it is true. If there is any truth in that it means that the Colonial Office is not looking at this matter in the same way as the Barbados Government. It means that they have studied the question and have explained that the time is not ripe. In addition to that they do not claim that they have made that statement on their own. They claim that that

statement was agreed upon by the Hon Premier. It is very strange that when somebody wants to know the truth they say that these things are agreed upon on the highest possible international level. On all these matters we are kept in the dark. That is one particular aspect of the matter that worries me.

I repeat that I am not concerned with any special airplane landing at Seawell, and I am not stressing the development of any tourist industry; and whether tourists come by P.A.A. or not, it will be a benefit to have those planes passing through here. We cannot afford to continue to regard ourselves as one of the big colonies in the proposed federal set-up and continue to keep our airport in the condition that it is now. I do not think that any friendships held by a member of this Government should stand in the way of this island getting these things. That type of friendship could not result in any special attractions for any particular airport; or for money to be taken out of the Treasury to help them. B.W.I.A. must put their best foot forward, by purchasing airplanes and really making it a British West Indian Airways Service. They have not done so. They have been running around the world trying to stall off something.

Here are a few words contained in a Message to the House of Assembly which should help to clarify my point: "His Excellency the Governor has the honour to refer to the Address of the Honourable the House of Assembly of 16th January, 1953" etc. . . . "And to see that a more direct link with the United Kingdom be available."

We wish the British West Indian Airways could be like that; having a service travelling outside the West Indies. I have no special brief for any of the airlines mentioned here tonight. I remember when my colleague was ill I said that Pan American should be appealed to come off their usual route and convey sick people. I further said that, in my opinion, it would be a good recommendation. 12.10 a.m.

But they were indifferent to that. As I have said, I have no special brief for any of them, but I am not content to see the development that has resulted in this question. Therefore I cannot but voice my opinion that something more pressing should be done by our Government to see that our Airport is made an up-to-date one.

Mr. E. K. WALCOTT: Mr. Speaker, at this rather early hour, (or should I say late stage,) I shall be as short as possible in my speech. There is no question of opposition to the passing of this Address as it stands. First of all, it seeks to draw to His Excellency's attention the dissatisfaction of this House with the reluctance of Her Majesty's Government in the United Kingdom to grant landing rights at Seawell Airport to an American flag bearing airline ready and willing to offer the island the benefit of scheduled services.

Then, the Address says that the House is of the opinion that these facilities should be granted without further delay and that similar rights should be extended to any other reputable national airlines willing to offer scheduled services.

And, in paragraph three, it is stated that the House respectfully request that a copy of this Address be transmitted by cable to Her Majesty's Principal Secretary of State for the Colonies with a request for prompt attention.

As I understand it, the first paragraph has the intention of drawing the attention of Her Majesty's Government to our dissatisfaction with its reluctance of granting landing rights at Seawell airport to an American flag-bearing airline; that is, assuming that our Premier had tried to get certain land-

ing rights for an American flag-bearing airline or other airlines and all these facilities as we would expect from anybody who is representing us. We will be prepared to back our Premier if he told the people who are in Great Britain: "You will no longer keep us in servitude; you will no longer keep us from our rights to which we are entitled; you will no longer practise what has become known as colonialism." Suppose the Russians were to read a debate such as this and were able to find out that it was really true that Barbados wanted to give landing rights to an airline from another country which was friendly disposed towards us and which country had done much with regard to our safety in the last war! That is either the truth or our Premier has not served us well.

Let us look at the past. In 1937, Sir Mark Young, who was the then Governor of Barbados, was the first to recognise that the future of the world must be by air travelling. I claim to be the person who next clearly saw that and in 1942 I made a speech in this House to that effect. You must realise if we are confined in this small place without an open Airport that we would be kept back from our proper development, no matter how small we may be. It was in those days, (I think it was in 1937) that we were told to buy land at Seawell for an Airport and at that time we were only able to make a grass Airport. I would like to say this (and you will see by referring to the debates of that time) that in truth and in fact we were pushed by P.A.A. Airlines to get an Airport. I am not making a special plea for them but in fairness to them it should be drawn to the attention of honourable members that P.A.A. was pushing us as well as the American Consul. They told us that we should provide some facilities for air travel and if we did so they would be prepared to come. What did happen, as far as I remember, was that in 1930 P.A.A. visited the West Indies. At that time I was acting as Attorney General. We were told that there was the possibility of a particular line coming here and that we should not give only P.A.A. facilities for landing here. We were advised that we should withhold any consent at the time. To our great surprise, Trinidad at that time availed herself of the opportunities which P.A.A. were offering and P.A.A. was able to get that place as their base. It is within my knowledge that since then, P.A.A. has sent their representatives to this island to get such opportunities. I have myself seen them and they intimated to us that they would be prepared under proper conditions to come here and be able to serve the island. For some reason or the other, their case was not considered and we find B.W.I.A. getting the edge on them and that Airline was allowed to come here. When we formed our Airport in 1939 (and you will see this from the records) we tried to get anybody to come here. At that time P.A.A. was not particularly interested. They said they would come if they would be the only foreign airline that would be allowed to come here. At that time the Governor of the Colony and the Executive Committee were eager at having a free, open airport, and so the Governor refused to let P.A.A. come here on the understanding that they would be the only foreign airline to land here: with the result that K.L.M. came here and handled traffic.

Then one heard of the plans for B.W.I.A. to operate here and it is history now how the services of B.W.I.A. were foisted on us in 1942. Since the day that airline was foisted upon us, every effort made here to break the chains of this foisted line has failed. We have never got support in the right

quarters. When I hear people talk of international conventions, that to me is a mere subterfuge and trick to avoid the real issue.

Hon. M. E. COX: Mr. Speaker, I must object to those remarks made by the honourable member.

Mr. SPEAKER: I sat here and heard the honourable junior member for St. James to say when he hears people make certain remarks. He did not refer to the honourable member. I will allow the honourable junior member for St. James to continue his speech. When he reduces himself to personal statements I will take notice of them.
12.20 a.m.

Mr. E. K. WALCOTT: Let us take the question of principle. I would say that there are some of us who would excuse themselves for not giving us what I would take to be our right. How can it be wrong internationally to let Barbados not have an American flag bearing airline or any foreign Airline Company of repute to call here, and right to let Trinidad, Antigua, Jamaica and British Guiana to have the same Airline to call there? The moment you say it, any intelligent, honest, right-thinking man immediately faces up to the situation that there is someone, some reason, some ground or some hidden thing which is preventing us from having what is our proper heritage.

If it is a matter of international convention, if you do not want them to have it, take from Trinidad, Jamaica or Antigua the right of Pan American Airways to land there and we will stand by that too; treat them as you treat us. Do you think that if this country was really interested in getting an open Airport that it would not get an open Airport? We are supposed to be the most advanced colony constitutionally in the West Indies, and more so than Trinidad, Antigua, Jamaica or British Guiana; we have reached Ministerial Government and they have not got it yet; they have restrictions in bringing down laws and passing them which we have not got. We claim to be a dominion in our own right except in size and we have not even got Airlines coming from other countries which are willing to come here. We care about ourselves, not Pan American. It is a surprise to me that Pan American is willing to come to this island and serve us, because it could never be a paying proposition to them to do that.

Let us put it another way; if we had a different Premier and a different Ministry do you think we would not have had this service already? Of course we would have had it. In 1942 do you think the Colonial Office would have said "No" if we had insisted on having an open Airport? In this case, and it is a strange case, we are not getting an Airline from abroad and are they preventing us from getting it so as to protect Mr. Yerex? They are neglecting us. I say again that if it is a question of an International Agreement, we would stand our losses; but never mind that, if we are going to have a conference in Britain and the matter is properly put to the Colonial Office, it means that the opposition to our having this airline will die. Do you think that with a Federation of this area, Trinidad would be served by five or six airlines, Jamaica by more, (Antigua is also served,) and we should be left out? The stupidity of the argument leaves one to wonder if we should not know something which we do not know. In this matter we should hear what the Americans and what our Premier said and a White Paper should be issued in this connection.

Today we are shooting at a target and we do not know what we are shooting at. Personally, I

do not think that this question is anything to do with the British Government. I believe that the British Government is hiding behind the question of International Agreement in respect of the British West Indian Airways. I would like to say this: We do not know where we stand where sugar is concerned. Everybody knows that we have an inflated prosperity and something might happen which would be a serious matter for the economic position of the island. We have to look for something other than building stones with cannon holes in them: we have to look for something which will bring prosperity, something which will bring us money.

The Tourist Association which is a kind of Publicity Committee could not preach in the same way and on the same terms. There is another thing: if the sugar which we produce were to be affected by a drop, — even a small drop — in the price, the economy of this island (which is increasing in its population but the jobs are not increasing commensurately) would be in a perilous state indeed. The cement industry is not for us: these other industries are not for us: and therefore we must find something to do. Nature has given us a most wonderful climate; it is warm on the coldest day. We have beaches which are white and clean and we have an island which can boast of amenities. One hears that if the Americans were to discover Barbados they would push us into the sea because this is a glorious island; they say that it is a wonderful place to live in.

We cannot build hotels before we have an Hotel Aid Bill or before we see that we can get the tourist who will go into the hotels. All these things cannot take place with B.W.I.A.; we had that since 1942 and Mr. Yerex a little before that. No man who travels by aeroplane likes to change and no man likes to be shifting whether it is to Bermuda or not. No one likes to spend hours in getting from one plane to another and it must be an experience if we have to go overseas and if we are going for health purposes to get a Pan American plane to take us there.

12.30 a.m.

Now, the very future of aviation, as I said in 1937—and I say it to-day, has been the concern of the nations of the world. I also said, that the more it is viewed, the more it means to the nations of the world; and the more we can get to land here, the more it will mean to the future of this Island. But this mouth service of saying that we want to get an open airport and hearing the speech of the Hon. Minister of Communications, is just knocking at it. The Minister of Communications wants an open airport and cannot get it, because of the opinions of the Colonial Office. If the Hon. Minister knows he wants an open airport, he should have that confidence to be able to ask for it. I think we are listening too much to the British Government to-day. I hope that this Address will pass and that we will be duly informed by His Excellency the Governor as to what the Colonial Office says.

In the year 1942 Sir Mark Young, the then Governor, had the consent of the Colonial Office to have Barbados as an open airport. The words which I shall now read are from the Debates of the year 1942 on this question. Here is part of what I said:

"I and my colleague were particularly keen on 'having this scheme put through, and if hon. members would refer to the Legislative Debates of the 'Season of 1937—38, Volume 49, page 324 they will 'see what was the policy of the then Government 'which was bound to have the sanction of the 'Colonial Office, through His Majesty's Secretary of

"State for the Colonies. Shortly in some words 'which were used by me the Government said, 'We 'do not propose to create a monopoly; we do not 'propose to subsidise any one; and barring the small 'expenditure which is only £12,000 with £20,000 'additional for the preparation of the ground we can 'turn to these Companies and say 'Here is your 'landing ground; if you choose to make it an aero- 'drome you can do so.'"

Later on when pressed by hon. members as to whether or not a Company was willing to come here I stated as follows:—

"One of the main reasons why we have tried to 'get a landing ground is not because we have any 'prophets amongst us but because we have been asked 'to provide one by Pan American Airways, the Dutch 'Line, and Imperial interests are also in reserve; that 'is to say, no monopoly has been granted. I tried to 'explain to hon. members in my opening speech that 'since 1930 Pan American Airways has been inter- 'ested in coming here. Later on I said, 'The Ameri- 'can Consul has been communicating with me as to 'when the aerodrome will be ready and what steps are 'being taken to provide it. It is a desire on behalf 'of Companies who are able and in a position to 'function.' So much was that the policy of the 'Government at that time that when Pan American 'Airways proposed that other foreign Companies 'such as the Dutch Line, but not to exclude other 'British interests at any time from calling here, the 'Government of the Colony at that time refused to 'do so and said, 'No, this shall not be an open air- 'port.'"

In 1937 and 1942 the Colonial Office was in favour of an open airport. The Dutch people came here and they only stopped coming here because of subversive movements of the Nazi agents in Trinidad. At that time Barbados was an open airport; but in 1955 the Secretary of State for the Colonies, —so far has he gone back on his view in this matter since we have a socialist ministerial government in power—does not want it as an open airport, and we exclude friendly nations. [Mr. LEWIS: That is where you are wrong. It is still an open airport, but open to one line!]

Captain Balfour, Under Secretary of State, in dealing with the future of civil aviation recently in the House of Commons said towards the end of his speech: "All these are unknown factors, but I only throw out a reference to these thoughts about unknown factors to show that great issues will have to be decided. When those issues are clear, bold decisions will have to be taken. We shall have to plan and spend for civil aviation in the world of post war communications, as in other things upon a philosophy of plenty. We shall have to think big; for the days of 'backyard' flying rights have gone and the policy of the 'open sky' will have to take its place.

"During the war we have seen measures of collaboration between ourselves and other countries which will not be lightly thrown aside, I hope, when peace comes; and with this experience to guide us we must plan for close co-operation between nations on a truly world scale if swift communications are to make their fullest contribution to our postwar world."

We all know that some of the biggest airlines of America have been tottering on the brink of bankruptcy. If you want to serve the air, you will find that it is a very expensive proposition. We find among the English airlines that the Viscount Company were using American planes to come here. Even lately we ourselves are using American planes. We are no longer non-American and we are using B.O.A.C.; and yet we find that though all of these things are true we are being told that what is good enough for Trinidad is not good enough for us; and

that these small places which could never have sufficient fares to really prove a genuine source of revenue for the big airlines have had a chance since 1930 of having American airlines to serve them.

All along the line, there has been some talk about an international agreement; and in connection with that, I think I can conclude by saying this: The reference which has been made in Washington by the British representative there, when finally, the equivalent of an application was being made for a service in Barbados by an American airline, was to the effect that Barbados would have to be consulted. That is plain where it seems to me that it must lie; that is to say, in our laps. It is clear that Great Britain would not hesitate to allow us to do what she has allowed Trinidad, Antigua and British Guiana to do, if only we asked her in truth and in fact. [Applause.]

Hon. R. G. MAPP: Mr. Speaker, we have had a long debate tonight, and in some respects it has been a very disappointing debate; because at times it descended to a level which, even the hon. Introducer, judging from his speech, tried to keep it from descending. His speech on this Address which, I note, differs from the Address which was moved in this Chamber sometime previously in this Session, in that it does not mention Pan-American specifically by name, proves that we are growing in wisdom.

In his speech, the hon. Introducer made use of the remark that the Colonial Office was 'passing the buck' to this Government. From the text of the Address it seems that what the Government is being asked to do is to throw the buck back to the Colonial Office, and tell them that they are the obvious authority in making these international arrangements, and we, the House of Assembly of Barbados are stressing that Seawell Airport should be a free airport and that American flag-bearing airlines should be allowed to call here. [Mr. LEWIS: Other lines too.] Since then, the tone of the speeches has, in some instances, sunk to the level of their own aspirations. All succeeding members who spoke after the hon. Introducer of the Address attempted to shift the entire blame on this Government.

12.40 p.m.

The last honourable member who spoke said that this is merely a subterfuge and trick, some hidden ground which is preventing us from getting what is our just due. It is entirely reminiscent of the pressurised tactics which are part of a campaign being used in this island to convince the public of Barbados that this Government is keeping the particular airline out and we are not doing anything to adhere to our stated principle that we believe this Airport should be an open airport. Now I think it is our duty to prick that bubble. I must confess that the Opposition made use of a good opportunity of talking of this matter tonight because one of the principal figures has been missing. It is the Hon. Premier who has had these discussions with the Colonial Office and it is at him that most of the attacks were levelled tonight. He is not here, therefore, he cannot reply to some of the criticisms of honourable members. The honourable junior member for the City went so far as to imply that the *Barbados Advocate* could not be possibly wrong. I think he was quoting from the Report of what went on in London between Mr. Knight and the Colonial Office.

Mr. LEWIS: Mr. Speaker, I think I can offer an explanation to that. The Hon. Premier did not refute it. I know nothing of it so I have to go by what I have seen. I expect that the Government of this Colony would have refuted that statement; and

if they had acted differently, I am sure no debate on this matter would have taken place.

Hon. R. G. MAPP: I asked them what statement they wanted us to refute, Mr. Speaker. Do we know what went on between Mr. Knight and Colonial Office? What can we refute? [A VOICE: What was in the newspaper.] If the Colonial Office chooses to tell Mr. Knight that the time is not ripe — [A VOICE: They did not tell him so.] Are you saying so when in the *Advocate* Newspaper itself, Mr. George Hunte, Secretary of the Tourist Association said so?

Mr. F. L. WALCOTT: No one is talking of Mr. George Hunte.

Hon. R. G. MAPP: You are not talking of him; you are talking for him.

Mr. F. L. WALCOTT: I defy that honourable member to prove that. You are more apt to do that than I. I object to that, Mr. Speaker. It is a dishonest statement he made.

Mr. SPEAKER: Will the honourable junior member for St. Peter sit. [Mr. WALCOTT sits.] I will call on the honourable senior member for St. Thomas to withdraw that remark. You accuse the honourable junior member for St. Peter of talking for Mr. George Hunte and it is most unfortunate. It is more than unparliamentary; it is an insult.

Hon. R. G. MAPP: Mr. Speaker, I readily withdraw the remarks. If I may be permitted to continue; Mr. Hunte, as quoted in the *Barbados Advocate*, is saying that they have heard a report from the people from England and another from Barbados and they should have a report from the Premier about what went on between the Premier and the Colonial Office. [A VOICE: So we should.] Did the Premier go out there to represent the Tourist Association? The implication is that he came back and said one thing but now you hear something different, therefore the Premier of this Island has brought back a false report and you cannot rely on what he said. [VOICES: Oh! Oh!]

Now we hear from the other side cries of "Oh!" how can the *Advocate* lie in this issue?" [A VOICE: Send a cable and find out.] Why should we send a cable?

Owing to what the last honourable member said about merely a subterfuge and trick, I would quote from the previous debate on the B.W.I.A. Agreement. During his speech the honourable member made it quite clear that we did not attend to these matters at all. The honourable junior member for St. James said that since 1930 P.A.A. has been interested in coming here. I will quote from the speech of the honourable junior member for St. James at that time. He should know what he was talking because at that time he was the leading figure in this Government. It is not true to say that this Government is not interested and is doing nothing about it. 12.50 a.m.

I am not misquoting the honourable member; I agree with him that he quite rightly opposed any question of monopoly. He quite rightly stated that he would oppose in the people's interest any question of monopoly. In that debate this is what he said:

"In 1930 I was acting as Attorney General of this Island. At that time certain steps were being taken to get an Airline operating in the West Indies. The Pan-American made approaches but, to put it as its best, their approaches were not successful. I have borne the blame as one of those who prevented it from being successful. If that is true I made a mistake then, but I am not going to make the mistake

now. The responsibility of accepting or not accepting such an agreement is primarily ours."

I must say that that debate refers to the B.W.I.A. The honourable member need not shelter behind that but I am going to refer to some remarks made by Mr. Probst himself in June this year. What did he say at that conference? He said that Pan American is quite willing to come to Barbados and he added that it was within the international arrangement. That is what honourable members were told tonight; they would believe that it is a matter for the Barbados Government entirely. Honourable members know that that is an exaggeration; the fact that Mr. Probst said then that the matter was within the international agreement proves conclusively that what we are saying today is no subterfuge. The very fact that Mr. Probst said that it was a matter for international arrangement and agreement shows that what we have said today is no subterfuge. If there is any subterfuge Mr. Probst uttered it and he ought to know as he is a representative of Pan American.

Mr. CRAWFORD: The honourable member could go further than that and not mislead the House. He should also state that Mr. Probst subsequently denied the statement appearing in the *Advocate*.

HON. R. G. MAPP: I object to the honourable member saying that I am misleading the House.

Mr. SPEAKER: Is the honourable member accusing the Minister of misleading the House?

Mr. CRAWFORD: I said that he should have gone further and not mislead the House because Mr. Probst made a correction in a subsequent article appearing in the *Advocate*.

Mr. SPEAKER: That does not suggest that the honourable member is misleading the House. I think the Hon. Minister is a little jumpy.

Hon. R. G. MAPP: That is a matter for the Chair. The accusation has been made that the Government is protecting B.W.I.A. but according to Mr. Probst there is no B.W.I.A. to protect. He specifically went on to say that B.W.I.A. would not lose anything. What B.W.I.A. are we protecting when Mr. Probst speaks about agreements, and that B.W.I.A. was still protected and would lose nothing?

I say again that the whole idea behind the tactics to-night is to tell the public that we can do something about this matter. Because we have a constitutional Government, does it mean that we are to talk back in international arrangements and that we have only to say, "Open up" and in will come Pan-American? That is absolutely false and ridiculous.

1.00 a.m.

Mr. F. L. WALCOTT: Mr. Speaker, the Hon. Minister has said that statements which have been made regarding this matter are false. I am one of those who said that a statement was made from London to the effect that the Colonial Office feels that the time is not yet ripe for P.A.A. to land here in Barbados. I also said that if the Hon. Premier and the four Ministers were interested in these planes coming here, they have never denied that the British Government had said that the time was not ripe for P.A.A. to come here. [A VOICE: That is the point.]

Hon. R. G. MAPP: I will get around to what he has said in time; but I was dealing with the remarks of Mr. Probst. It is significant that Mr. Probst made his remarks after the debate on the admission of P.A.A. and the making of Seawell an open Air port had taken place in this House. He went on to say that recently, a short time before that, negotiations had been going on at a high level between the

United States and the United Kingdom; but unfortunately, no application had been made in Barbados for P.A.A. to operate this service. [Mr. LEWIS: Why in Barbados?] He, as the representative of P.A.A., has said that no application has been made here on behalf of P.A.A.; and we have been given the reason why. It is because of being tied up in bilateral agreement made between these two metropolitan Governments.

Now, the hon. junior member for St. James has said: "Oh no; that kind of talk is absolute subterfuge, you can do something about it. If you pressed for it everything would be all right." I will show, in a moment, what it is true to say. The last hon. member who spoke has said that there are things which the Government does not know and which they should know. Are we a Committee? That is a particularly naive statement, especially proceeding from the hon. member who should know his constitutional law. Why should we pretend, in such matters, that we are a dominion? Of course, things do happen. The very purpose of self-government is that we should know these things.

I say again that we are not here to represent special interests. We are not here to tell the British Government that we do not know what is or what is not as regards other companies, but that they must let P.A.A. come to Barbados. [Mr. LEWIS: You should let all come]. Hon. members opposite are just crying: "We want an open airport". I want one too. Before I am finished speaking I am going to repeat what the Hon. Minister said, every word of which was taken down by an official stenographer in the Government Service, so that we could quote word for word, what the British Delegation said. That exactly puts the case for the Colonial Office, not for one airline but that we should have an open air port. [Mr. CRAWFORD: Therefore, they should not stop there.] If the hon. member doubts that, he is wrong. [Mr. F. L. WALCOTT: You are agreeing with them.] Just to show how these things are worked on the international level, I am going to refer to Mr. Probst's speech in which he said that the British Delegation at that Conference in America attempted to say or admitted that they did not know what the position was in regard to these colonies. Now, as I said not long ago, this was after the debate in this House. Do you really think that the United Kingdom did not know our position in regard to this Colony? How can we believe everything we hear about these conferences? We do not know what goes on over these international tables. [A VOICE: You should try to find out for us.] And that is why we are fighting for self-government so that we would not have to go to the Colonial Office in order to say, as we are saying now, for instance, that we want P.A.A. to come here. We are fighting for self-government so that we, ourselves, would be able, around an international table, to enter into international arrangements, and thus avoid Barbados being used as a pawn in any international affairs.

Hon. members have referred to British Guiana and Jamaica. [Mr. CRAWFORD: They have self-government?] Hon. members know very well that with the Bermuda Agreement, so far as those colonies were concerned, they had P.A.A. long before. Jamaica managed to get P.A.A., not because Jamaica said: I want it; but because negotiations went on internationally. It is only about a year ago that, in spite of the fact that the Bahamas depend to such a great extent on the tourist traffic with the United States, and in spite of the fact that for years they have been building up their economy, Pan-American went to the Bahamas. And the delay was due to the fact that it was considered a matter that should be

settled by international agreement. It will be remembered that some hon. member on the opposite side of the table hinted at the position with Bermuda. But it must be remembered that Bermuda is a crown colony. [A VOICE: Bermuda is not a crown colony. It has a representative government.] It has great Crown Colony interests; but it is certainly not a self-governing island. If the public knew all those facts, (and the public must be told those facts) I am sure they would see that this is not a matter in which we can simply say: "We want a free airport", and that any airline must be able to enter. So far as the Government is concerned, we are not prepared to ask for P.A.A. [A VOICE: Oh, so that is it.] or any one particular company to come to this Island. [Mr. WALCOTT: I see, that is how the thing goes.] [Mr. LEWIS: Tell them to let all come.] If hon. members want us to pull their feet out of the fire, let them change up this Address and mention the particular airline they want. But we are not going to say: Let P.A.A. come here.

Mr. E. D. MOTTLEY: *rose.*

Mr. SPEAKER: Has the honourable member finished speaking?

Hon. R. G. MAPP: Mr. Speaker, I am yielding to the honourable senior member for the City who is speaking on a point of Order.

Mr. E. D. MOTTLEY: Mr. Speaker, the Hon. Minister is suggesting in reference to this Address that we want the Government to pull our feet out of the fire; and that if that is the case we should mention P.A.A. I have not said anything about P.A.A.

Mr. F. L. WALCOTT: Mr. Speaker, I am rising on a point of explanation. The Hon. Minister has said, in reference to the honourable members on this side of the Table who have already spoken, that we want the Government to pull our feet out of the fire.

Hon. R. G. MAPP: Mr. Speaker, I was not referring to the honourable junior member for St. Peter.

Mr. F. L. WALCOTT: Mr. Speaker, I want to say that specific mention was made by me to P.A.A. so as to indicate to the Government that the time is ripe for asking P.A.A. —

Mr. SPEAKER: The honourable member is not making any reference to you.
1.10 a.m.

Hon. R. G. MAPP: When I said that no mention was made of any particular body and that we were not making any representations for any body, the hon. member nearly jumped into the air. [A VOICE: P.A.A. is not in the Address.] All that I am saying is that we will stick to the terms of the Address; I am not saying that we will fight P.A.A.'s battle.

Mr. E. K. WALCOTT: Let the hon. member just allow me to explain. Mr. Speaker, I understand that P.A.A. is the designated American flag bearing airline that has applied for landing rights at Barbados.

Hon. R. G. MAPP: Mr. Speaker, as Minister of Trade, I am quite aware of the value of tourism to the island and that is the reason why I am speaking now on this matter. I have already said in this House (and I know that the hon. junior member for St. Peter will support me when I say this) that so long as we have certain safeguards, tourism would be the second string to our economy. We hold to that view and I have received deputations from the tourist industry and have gone into the matter with them. I have already increased the grant for advertising Barbados abroad. Of course, we could not go to the extent of Jamaica. It is just a matter of the revenue which we receive out of the same tourist industry. We cannot spend

as much as Jamaica. It is absolutely untrue for some hon. members to suggest that this Government is not doing anything to push the economy of the island and that all we are doing is being a stooge of Colonial Office. I do not think our worst enemy would say that. [A VOICE: That is a statement of fact.] That can be a very simple charge to refute because members who are pleading the case of P.A.A. can be accused of being stooges of P.A.A. [A VOICE: That is so childish.] Hon members who are pleading the case of P.A.A. can be classified as stooges for P.A.A.

Mr. E. D. MOTTLEY: All I want to impress on his childish mind is that the same remark he used can apply to him. Many years ago P.A.A. was designated as an air carrier to Barbados.

Mr. SPEAKER: Is the hon. member talking on a point of order?

Hon. R. G. MAPP: Mr. Speaker, I say again, it is a silly charge to say that this Government is a stooge of Colonial Office because it can be thrown at members who are pleading the case of P.A.A. that they are stooges for P.A.A. I am not saying that I support the charge; I am saying that that charge can be laid at them with greater force. As I was saying we believe that tourism should be assisted. Mr. Speaker, I expect to be in London in the near future and I intend to put the attitude of this House very strongly to the Colonial Office about this matter in respect of an open airport.
1.20 a.m.

I say again: I am going to put our attitude towards Seawell Airport being an open airport to encourage as many airlines as possible to come here. The delegation which met us was told that by the Premier, and the Colonial Office was also told that. If honourable members persist in accusing us of making false statements, we cannot be responsible for honourable members' lack of appreciation of the finer things of life. We are not departing from any position which we held previously; the position is the same as it was yesterday, the day before, or before June last year or June this year when the matter was discussed. We are agreed that Seawell Airport should be an open Airport, but we refuse to be ambassadors, envoys, or special pleaders for any particular Airline or any particular Company. That, in a nut-shell, is our attitude.

Mr. E. D. MOTTLEY: Mr. Speaker, I know that my attitude will surprise some honourable members. As far as I am concerned, I would rather feel accused of being a stooge for Pan American Airways than for the Colonial Office. As far as I am concerned, as honourable members will have seen, I have been calm in this entire matter. I want to say that the poorest showing on the part of the Government I have ever seen has been shown here tonight; yet we will hold the Hon. Minister of Labour to his promises that when he goes to England he will put to the Colonial Office the attitude of this House towards Seawell Airport.

Before I got into this Chamber I enjoyed fighting the Premier face to face; I enjoy fighting people face to face. We did not go all out in this debate tonight because the Premier was not here. I want an open Airport because I would like to see an Airline carrying an American flag come to Barbados. I know how I feel in my conscience about the whole affair; but not withstanding how I feel about it, I will still be charitable in relation to it. I say, let us be together in this matter: if we want. Two years ago honourable members were prepared to say that we wanted an open Airport anyhow this Address will be passed.

I want to say that this double talk, if it is not hypocrisy, is only the means to an end; and I say this quite seriously and with the fullest sense of my responsibility that we want an open Airport and we want Pan American. They know about international agreement and we know about it too. If they want Moscow, it would not matter me. They can fly a Moscow flag; at one time they said that Stalin was the greatest man in the world. Anyhow for the sake of the passing of this Address I will sit down; but I do say that there has been a lot of hypocrisy in this matter and confusing double dealing as a means to an end. There are no two ways about it.

Mr. SPEAKER: The question is that this Address do now pass. Honourable members in favour of that will please say "Aye", those against will please say "No". I think the "Ayes" have it. I will ask the honourable senior member for the City and the honourable junior member for St. Lucy to present this Address.

Mr. E. D. MOTTLEY: As Your Honour pleases.

Mr. TUDOR: As Your Honour pleases.
1.30 a.m.

Hon. Dr. H. G. H. CUMMINS: Mr. Speaker, it has been intimated to me that honourable members are desirous of dealing with the amendments by the Other Place to the Representation of the People Act, 1955. It is very important that these amendments be dealt with as soon as possible. I also draw the attention of honourable members to the fact that these amendments should be agreed to by this Chamber before the 31st December, 1955. I am wondering if honourable members would agree for the House to meet on Thursday next for the purpose of dealing with these amendments. [VOICES: No; Tuesday. Let us decide to meet on Tuesday next at 10 o'clock a.m. for that purpose.] [Mr. E. D. MOTTLEY: Let us come on Tuesday next prepared to do the Local Government Bill and the Representation of the People Act, 1955.]

The Order Paper having been fixed.

ST. JOHN LOAN BILL

Mr. ALLDER: Mr. Speaker, before the adjournment is moved, I am asking leave to deal with Order No. one on the Order Paper standing in my name: Second reading of a Bill to amend the St. John Parish Loan Act, 1952.

Mr. SPEAKER: The honourable member is asking leave to deal with Order No. 1 under "Private" Members' Business; and unless there be any objection, leave will be granted.

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

Order No. I was called:—

Bill intituled an Act to amend the Saint John's Parish Loan Act, 1952 so as to permit the Vestry of the said parish to apply part of the moneys borrowed under the said Act in erecting a Communal Bath and Latrine for the use of the general public on lands of the said Vestry situate at Villa Nova in the said parish of Saint John.

Mr. ALLDER: Mr. Speaker, it is one of those regular Vestry Bills seeking permission to utilise the remaining part of the loan which this Chamber gave the Vestry of St. John permission to raise in 1952, for the purpose of erecting a latrine and bath at Gall Hill, St. John. Of the total amount there is an unexpended balance of \$4,854.60 which the Sanitary Commissioners of the parish would like to utilise for the erection of a latrine and bath in another part of the parish: viz: Villa Nova.

I beg to move that this Bill be now read a second time.

Mr. E. D. MOTTLEY: I beg to second that.

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

Mr. ALLDER. I beg to move that the honourable junior member for St. Michael be appointed to act as Chairman of Committees, in the absence of the Chairman of Committees.

Mr. E. D. MOTTLEY. I beg to second that.

The question that the honourable junior member for St. Michael be appointed to act as Chairman of Committees in the absence of the Chairman of Committees, was put and resolved in the affirmative without division.

Mr. ALLDER. Mr. Speaker, I beg to move that Your Honour do now leave the Chair and the House go into Committee on this Bill.

Mr. E. D. MOTTLEY. I beg to second that.

The question that Mr. Speaker do now leave the Chair and the House go into Committee on this Bill was put and resolved in the affirmative without division.

Mr. Speaker left the Chair and the House went into Committee, Mr. Bryan being in the Chair.

On motion of Mr. Alder, seconded by Mr. E. D. Mottley, the Preamble was postponed.

Clauses one (1) to three (3) inclusive were called and passed.

On motion of Mr. Alder, seconded by Mr. E. D. Mottley, the preamble was passed.

Mr. ALLDER: Mr. Chairman, I beg to move that you do now report the passing of the Bill in Committee.

Mr. LEWIS: Mr. Chairman, I am telling this opportunity just to get a little information, having heard the honourable introducer say that this is an unexpended balance of the money that has already been raised by loan. If this is an unexpended balance, then you must have been paying interest on it. [Mr. E. D. MOTTLEY. Yes.] That is not the best procedure.

The question that the Chairman do now report the passing of the Bill in Committee was put and resolved in the affirmative without division.

The Chairman reported the passing of the Bill in Committee and Mr. Speaker resumed the Chair and reported accordingly.

On motion of Mr. ALLDER, seconded by Mr. E. D. MOTTLEY, the Bill was read a third time.

On motion of Mr. ALLDER, seconded by Mr. TUDOR, the Bill was passed and the title agreed to.

EMERGENCY ORDERS

Hon. Dr. CUMMINS: Mr. Speaker, before the House is adjourned, I should like to say that there is a Resolution for the continuance of certain Orders, relative to Control of Rents Customs and Tariffs. The Addendum to this Resolution reads as follows:—

This Resolution seeks the approval of the House of Assembly to the continuance in force of the Emergency Powers (Hurricane) (Control of Rents) Order No. 3, 1955, and the Emergency Powers (Hurricane) (Customs Tariff Amendment) Order No. 3, 1955, made by the Governor-in-Executive Committee on the 25th day of November, 1955, under section 3 of the Emergency Powers Act 1939—3, during the continuation of a state of emergency declared to exist by a Proclamation made by His Excellency the Governor on the 19th of November, 1955.

These two Orders have been laid in the Legislature and replace two similar Orders which were made as a result of the hurricane on the 22nd of September and which have now expired. In the opinion of the Governor-in-Executive Committee it is necessary to

retain these particular powers in connection with the work of rehabilitation.

All of the Emergency Powers (Hurricane) Orders made on the 22nd of September and the 20th October as a result of the hurricane have expired.

Mr. Speaker, I beg to move that this Resolution do now pass.

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

1.40 a.m.

Mr. GODDARD: I want to draw to the attention of the Government that these Emergency Orders with respect to Control of Rents will have to be amended because there is an anomaly. It was pointed out that there are certain buildings which are rented in the off season at what might be called summer rates, but when the winter comes around, they are rented at higher rates. As the Order stands, it is working adversely on those owners of what can be called "better class" houses which are rented out at lower rates in the off season and at higher rates in the winter season.

Mr. LEWIS: Mr. Speaker, there are just two things which I want to draw to the attention of the Hon. Minister. The law says that in declaring a state of emergency, the proclamation must be enacted forthwith in the Legislature.

The next thing is that the Orders are merely continuance of Orders already made and they could have been laid with the proclamation. It was done on the previous occasion. Let me say that the proclamation was made by His Excellency the Governor on the 19th November, 1955 and an Order was made by the Governor-in-Executive Committee on the 25th November; I do not wish any slackness to come about in matters of this sort because the Act itself says that the Legislature must know about this thing. There is provision made for summoning the Legislature for this thing.

The next thing is that I think the Government should realise that they were ill-advised to take the Hurricane and Earthquake Emergency Act and re-

peal it and have a General Emergency Act. It must be obvious to them by now if they had that Act on the Statute Book they would not have had to come here every month with these Emergency Orders. It is known that provision for emergency might be for a few days in case we have suffered from lack of communications, and that is why five days and seven days are mentioned in the Act. So far the Hurricane Emergency Orders are concerned, it seems as if they will continue for a long time; so it does seem as if the Government was ill-advised to put the Hurricane and Earthquake Emergency Act into one General Emergency Act. It is known that other emergencies last for a few days and it seems unfortunate that the Government will have to do this every month. They should take some stock of that. They have had two sets of Emergency Orders — one on a short term and one on a long term — put into one Act and the moment they did it, the hurricane came along to show that they were wrong. That is why they have to do this thing every month.

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

ADJOURNMENT

Mr. HOLDER: Mr. Speaker, I am asking leave that Order No. 35 of Private Members' Business be Order No. 1 on the Order Paper for the next meeting.

There being no objection leave was granted the honourable member.

Hon. Dr. H. G. H. CUMMINS: In view of what honourable members have agreed to, I beg to move that this House do now stand adjourned until Tuesday next 6th December, 1955 at 12 o'clock (noon).

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

The question was put and resolved in the affirmative without division and Mr. SPEAKER adjourned the House accordingly.

2.00 a.m.