

X

THE

House of Assembly Debates

(OFFICIAL REPORT)

SESSION 1958

HOUSE OF ASSEMBLY

Wednesday, 28th May, 1958.

Pursuant to the adjournment, the following members of the House were present in their Chamber at 2.45 p.m.

PRESENT

Mr. K. N. R. HUSBANDS, (*Speaker-elect*); Hon. Dr. H. G. H. CUMMINS, M.D., C.M., C.B.E. (*Premier*); Mr. W. A. CRAWFORD, Mr. J. E. T. BRANCKER, (*Leader of the Opposition*); Mr. L. E. SMITH, J.P., (*Deputy Speaker*); Mr. F. L. WALCOTT, O.B.E., Mr. E. D. MOTTLEY, Hon. R. G. MAPP, (*Minister of Communications, Works and Housing*); Mr. T. O. BRYAN, Mr. F. C. GODDARD, Hon. F. E. MILLER, (*Minister of Social Services*); Mr. C. E. TALMA, Mr. J. C. TUDOR, M.A., Mr. C. B. SEARLES, Mr. L. St. A. THORNE, Hon. D. D. GARNER (*Minister of Agriculture, Lands and Fisheries*); Mr. H. A. DOWDING, M.B.E., Mr. T. W. MILLER, and Mr. F. G. SMITH.

APPROVAL OF THE SPEAKER

Mr. SPEAKER-ELECT: (*Sitting in the Chair*) Gentlemen, I will call upon the hon. Mover and Seconder of the nomination of Speaker to repair to the Council Chamber and inform His Excellency the Governor that the House has elected its Speaker and is desirous of presenting him for His Excellency's approval.

Hon. Dr. H. G. H. CUMMINS and Hon. F. E. MILLER proceeded to the Council Chamber.

On their return,

Hon. Dr. H. G. H. CUMMINS: Mr. Speaker-elect, the hon. junior member for St. George and I waited on His Excellency in the Council Chamber and reported to him that the House has made choice of its Speaker and is desirous of presenting him to His Excellency for his approval. His Excellency has expressed his willingness to accept Your Honour's selection by the House as Speaker and awaits the coming of the House.

Mr. SPEAKER-ELECT: Gentlemen, His Excellency awaits the Honourable House in the Council Chamber.

Mr. Speaker-elect and the House, preceded by the Marshal bearing the Mace, proceeded to the Council Chamber.

On their arrival,

Mr. SPEAKER-ELECT: Your Excellency, I have the honour to inform you that the House of Assembly acting on your request that they should proceed to elect a Speaker have elected me as their Speaker for the remainder of the Session, and I humbly present myself for Your Excellency's approval.

His EXCELLENCY: I approve your election as Speaker.

Mr. SPEAKER Your Excellency, with all humility I ask that should the House inadvertently fall into any error the blame may be imparted to me alone and not

to its members.

His EXCELLENCY: I grant your request.

Mr. SPEAKER and the House preceded by the by the Marshal carrying the Mace returned to the Assembly Chamber.

Prayers were read.

MINUTES

Mr. SPEAKER: I have the honour to inform the House that the Minutes of the meetings of the 13th and 18th March, 1958, respectively, have been printed and circulated among hon. members and unless there be any objection, those Minutes will be taken as read and confirmed. (*After a pause*)

There being no objection, those minutes are taken as read and confirmed.

DOCUMENTS

Mr. SPEAKER: I have the honour to inform the House that I have received from the Clerk of the Executive Committee the following Documents:

To: ERROL WALTON BARROW; ESQUIRE

I hereby certify that you have been declared duly elected as a member to serve in the General Assembly of the Island for the constituency of St. John and that, in accordance with the provisions of section 86 of the Representation of the People Act, 1957, you took on the 27th day of May, 1958, before the Governor and Executive Committee, the oath of allegiance in accordance with the provisions of the Promissory Oaths Act, 1870.

SGD. F. M. BALCKMAN
Clerk, Executive Committee.

To: GLENROY ESTCOURT STRATHMORE STRAUGHN; ESQUIRE

I hereby certify that you have been declared duly elected as a member to serve in the General Assembly of the Island for the constituency of St. Joseph and that, in accordance with the provisions of section 86 of the Representation of the People Act, 1957, you took on the 27th day of May, 1958, before the Governor and Executive Committee, the oath of allegiance in accordance with the provisions of the Promissory Oaths Act, 1870.

SGD. F. M. BLACKMAN
Clerk, Executive Committee.

NEW MEMBERS TAKE THEIR SEATS

Accompanied by the Hon. Premier and the Hon. R. G. MAPP, Mr. STRAUGHN entered the House and took his seat amidst cheers.

Accompanied by the Hon. Leader of the Opposition, Messrs. CRAWFORD and TUDOR, Mr. BARROW entered the House and took his seat amidst loud and prolonged cheers.

DOCUMENTS

Mr. SPEAKER: I have the honour to inform the House that I have received the Statement of Revenue and Expenditure from the Highway Commissioners for the Parish of St. James for the half year ended 31st March, 1958.

Also, the Statement of Revenue and Expenditure from the Highway Commissioners for the Parish of St. George for the half year ended 31st March, 1958.

Also, a similar statement from the parish of St. George in connection with Tenantry Roads.

Also, a Statement of Revenue and Expenditure from the Highway Commissioners for the parish of St. Philip for the half year ended the 31st March, 1958.

Also, a similar statement from the parish of St. Philip in connection with tenantry Roads.

Also, The Report of the Accountant General for the month ended 28th February, 1958.

MESSAGES FROM THE OTHER PLACE

Mr. SPEAKER: I also have the honour to inform the House that I have received Messages from the Honourable the Legislative Council returning with amendments the following Bills:-

The Customs Tariff (Amendment) (No. 2) Bill, 1958.

The Statistics Bill, 1958.

The Larceny (Amendment) Bill, 1958.

The Markets and Slaughterhouses Bill, 1958.

2.50 p.m.

Mr. SPEAKER: I have the honour to inform the House that I have received the following from the Clerk of the House of Representatives of the Federal Legislature.

House of Representatives,
Port-of-Spain,
Trinidad,
7th May, 1958.

"Sir,

I am directed to inform you that the House of Representatives at its sitting on 30th April, 1958, unanimously passed a Resolution of thanks and appreciation to the House of Assembly of Barbados for its telegram extending congratulations and good wishes to the Federal Legislature of the West Indies on the occasion of its inauguration.

I have the honour to be, Sir,
Your obedient servant,
G. E. L. LA FOREST.
Clerk, House of Representatives."

The Clerk of the House of Assembly,
Barbados.

I have the honour to inform the House that I have received the following from the Senate.

House of Representatives,
Port-of-Spain,
Trinidad,
13th May, 1958.

"Sir,

I am directed to inform you that the Resolution of the House of Assembly of Barbados extending congratulations and best wishes to both Houses of the Federal Legislature was read at the second meeting of the Senate held on 30th April, 1958.

The Senate has placed on record its appreciation and thanks and requested that the House of Assembly be informed accordingly.

I have the honour to be, Sir,
Your obedient servant,
D. F. MAYERS,
Clerk of the Senate."

The Clerk of the House of Assembly,
Barbados.

I have the honour to inform the House that I have received the following:

Plantations' Building,
P. O. Box 261,
Bridgetown, B. W. I.
12th May, 1958.

H. O. St.C. Cumberbatch, Esqr.,
Clerk,
The House of Assembly,
BARBADOS.

"Dear Sir,

SUGAR INDUSTRY AGRICULTURAL BANK

I would refer you to a letter dated 18th July, 1957 in which Mr. J. F. Gormly offered himself for reappointment as Auditor of the Sugar Industry Agricultural Bank for the year commencing 1st July, 1957, under Section 4 (7) (i) of the Act - 1943-15.

Mr. Gormly is now out of the Island on long leave and will not be returning to the Firm of Fitzpatrick, Graham and Co. I have taken over the affairs of the Firm as Resident Partner and I now offer myself for the appointment as Auditor in place of Mr. Gormly.

I am dear Sir,
Yours faithfully,
A. B. WAY."

PAPERS LAID

Hon. Dr. H. G. CUMMINS: Mr. Speaker, I am commanded to lay the following:

Message No.11/1958 informing the Honourable the House of Assembly of the appointment of the Premier and re-appointment of the Ministers.

The Civil Establishment (General) (Amendment) No. 5 Order, 1958.

The Civil Establishment (General) (Amendment) No. 6 Order, 1958.

The Civil Establishment (General) (Amendment) No. 7 Order, 1958.

The Civil Establishment (General) (Amendment) No. 8 Order, 1958.

The Public Officers Loan and Travelling Allowances Regulations, 1958.

The Public Officers Loan and Travelling Allowances (Scheduled Officers) Regulations, 1958.

Barbados Statistical Service - Selected Monthly Indicators - March, 1958.

Barbados Statistical Service - Selected Monthly Indicators - April, 1958.

Barbados Statistical Service - Quarterly Digest of Statistics, No. 5 - March, 1958.

The West Indies Estimates of Revenue and Expenditure for the year 1958.

Statement of sums of money paid over to the Accountant General by the Commissioner of Police during the quarter ended 31st December, 1957.

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

Post Office Advances for the payment of Money Orders to the 28th February, 1958.

Post Offices Advances for the payment of Money Orders to the 31st March 1958.

Hon. D. D. GARNER: Mr. Speaker, I am commanded to lay the following:

Statement from the B'dos General Agricultural Society regarding the appropriation of the Legislative Grant for the year 1957.

Statement on Flying Fish Research.

Also on behalf of the Minister of Trade, Industry and Labour, I am commanded to lay the following:

Report of the Public Utilities Board for the year 1957.

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

Resolution to approve the Order entitled "The Civil Establishment (General) (Amendment) No. 5 Order, 1958.

Resolution to approve the Order entitled "The Civil Establishment (General) (Amendment) No. 6 Order, 1958.

Resolution to approve the Order entitled "The Civil Establishment (General) (Amendment) No. 7 Order, 1958.

Resolution to approve the Order entitled "The Civil Establishment (General) (Amendment) No. 8 Order, 1958.

Hon. D. D. GARNER: Mr. Speaker, on behalf of the Minister of Trade, Industry and Labour, I beg to give notice of the following:

Resolution to place the sum of \$1,200 at the disposal of the Governor-in-Executive Committee to supplement the Estimates 1958-59, Part I, Current, as shown in the Supplementary Estimate 1958-59, No. 2 which forms the Schedule to the Resolution.

Resolution to approve the Regulations entitled "The Customs (Amendment) Regulations, 1958".

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

Resolution to approve the sale by the Governor-in-Executive Committee of a parcel of land situated at Grazettes in the parish of Saint Michael to the Barbados Development Board.

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

Bill to amend the Income Tax Act, 1921.

Bill to amend the Registration Office Act, 1903.

Hon. D. D. GARNER: Mr. Speaker, on behalf of the Minister of Trade, Industry and Labour, I beg to give notice of the following:

Bill to amend the Customs Tariff Act, 1921.

Bill to amend the Trade Act, 1910.

Hon. R. G. MAPP: Mr. Speaker, I beg to give notice of my intention to move the House of Committee of Supply to deal with the Resolution for \$1200 of which notice has just been given.

PETITIONS

Mr. MOTTLEY: Mr. Speaker, I beg to present a petition from the Vestry of the parish of St. Michael. The petition is respectfully worded and has been advertised, and it is a petition praying that the House will grant permission to amend the Parochial Employees Pension Act so that persons who have retired from the parochial service of the Vestry of St. Michael can get an increase in cost of living bonus or consolidate the cost of living bonus in the future.

The petition is respectfully worded and I beg that it be taken as read.

Sir, I beg also to present a petition from the parish of St. Michael under the same Parochial Pension Act in respect also of Parochial Employees.

This has also been advertised and is respectfully worded and I beg that it be taken as read.

Sir, I beg also to present a petition on behalf of the Vestry of St. Michael amending the Education Act to grant an increased number of exhibitions to Harrison College, Queens College and Combermere School.

The petition is respectfully worded, and I beg that it be taken as read.

PRIVATE MEMBERS' NOTICES.

Mr. MOTTLEY: Mr. Speaker, I beg to give notice of the following: A Bill to amend the Parochial Employees Pension Act, 1944. Also another Bill to amend the Parochial Employees Pension Act, 1944. Also a Bill to amend the Education Act, 1890.

Mr. CRAWFORD: Mr. Speaker, I beg to give notice of the following Addresses to His Excellency the Governor:

THE HOUSE OF ASSEMBLY

To

HIS EXCELLENCY THE GOVERNOR

The House desires to draw to the attention of Your Excellency the unjust treatment being meted out to peasant farmers and small cane growers in respect of the prices paid for canes by the manufacturers.

2 The House is of the opinion that this section of the sugar industry is entitled to redress for their grievances and that immediate steps should be taken. to ensure.

(a) that these cane producers receive their appropriate share of the extraordinary profits made last year by the sugar industrialists.

(b) that the prices paid for the 1958 crop bear a more equitable relationship to the value of the sugar produced.

3.00 p.m.

THE HOUSE OF ASSEMBLY

To

HIS EXCELLENCY THE GOVERNOR

The House is of the opinion that the financial position of the Colony warrants the introduction of a system of social security in Barbados and respectfully requests that appropriate steps be taken to establish a Joint Contributory Provident Fund to which employers and workers would make weekly contributions in order to make provision for old age and invalidity - two of the main causes of poverty and destitution in Barbados.

THE HOUSE OF ASSEMBLY

To

HIS EXCELLENCY THE GOVERNOR

The House desires to draw to the attention of Your Excellency that there is an acute shortage of agricultural labour in Dutch Guiana (Surinam) and that foreign labour shall be required to assist in reaping the crop which is scheduled to begin in August.

2. The House would point out that so urgent is the necessity to increase the country's agricultural labour force that last year prisoners from the jail were hired by the authorities to assist in cane harvesting and respectfully requests that adequate steps be taken to meet the demand from the surplus labour force in Barbados.

BILLS READ A FIRST TIME

On motion of Hon. Dr. CUMMINS seconded by Hon. D. D. GARNER, the Bill to amend the Income Tax Act, 1921, was read a first time.

On motion of Hon. Dr. H. G. H. CUMMINS, seconded by Hon. D. D. GARNER the Bill to amend the Registration Office Act, 1903, was read a first time.

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

On motion of Hon. D. D. GARNER, seconded by Hon. R. G. MAPP, the Bill to amend the Trade Act, 1910, was read a first time.

On motions of Mr. MOTTLEY, seconded by Mr. GODDARD, the Bill to amend the Parochial Employees Act, 1944, was read a first time.

On motion of Mr. MOTTLEY, seconded by Mr. GODDARD, the Bill to amend the Parochial Employees Pension Act, 1944, was read a first time.

On motion of Mr. MOTTLEY, seconded by Mr. GODDARD, the Bill to amend the Education Act, 1890, was read a first time.

APPOINTMENT OF CHAIRMAN OF COMMITTEES

Hon. Dr. H. G. H. CUMMINS: Mr. Speaker, before we go on with the Business of the day, I think we should appoint a Chairman of Committees. I have much pleasure in proposing for that office the hon. junior member for St. Michael. The hon. junior member for St. Michael has been for some years a member of this House and has become acquainted with the procedure and all that is necessary to be acquainted with in connection with an office of this sort. I may say that at times the tempers of hon. members may be aroused and I am quite sure in the inimitable way he has he would be able to subdue those tempers when they are aroused. I have much pleasure in proposing the hon. junior member for St. Michael as Chairman of Committees.

Hon. F. E. MILLER: I beg to second the nomination of the Hon. junior member for St. Michael as Chairman of Committees.

Mr. MOTTLEY: Look, Mr. Speaker, the Government has started off today on the wrong foot and I will just issue a word of warning to the Hon. Premier. I have just enquired from the Hon. Leader of the Opposition if the Hon. Premier had the decency to tell him anything about this matter, and he has answered in the negative. I have no intention of opposing the nomination of the hon. junior member for St. Michael as Chairman of Committees, but out of common decency it is the duty of the Hon. Premier to say to the Hon. Leader of the Opposition: "We propose to nominate X as Chairman of Committees."

If you adopt the attitude which you have just adopted, nobody over here is going to keep their tongue in their cheeks. I say this to you: if you are starting off this way, look out for a row all the time. You will never get things working properly this way. If you are neglecting to be decent enough to tell the Hon. Leader of the Opposition - you do not have to tell everybody - you are going to have a lot of trouble. We should have known once and for all if you were appointing somebody today to this Office. If you had somebody for this office you should have told the Hon. Leader of the Opposition about it. You get over

there in your long jackets and high heels and say nothing about it. Sir, I have always referred to the Hon. Premier as genial and I hope this is a slip on his part. Out of common decency you should say that you are nominating the hon. junior member for St. Michael as Chairman of Committees. It is not a Party issue. It looks official when you do that. It is not right that you only get up and propose him without telling anyone and for the Hon. Minister of Social Services to get up afterwards and say "I rise to second that." Do you not reckon with anybody over here? I say, this is a wrong way to start off; it is not right and I think Your Honour will agree with me and every thinking member who wants to see harmony exist. What the Hon. Premier should have done was to go to the Hon. Leader of the Opposition and say to him: "We propose today to move that the hon. junior member for St. Michael be appointed Chairman of Committees." I say again, do not try to do things this way. You know that this is not the right way to do things. I only hope that it is a slip on the part of the Hon. Premier and he will not do it again.

The question that the hon. junior member for St. Michael be appointed Chairman of Committees was put and resolved in the affirmative without division.

APPOINTMENT OF MR. THORNE AS MEMBER OF PRINTING AND DEBATES COMMITTEE.

Hon. Dr. H. G. H. CUMMINS: Mr. Speaker, we have a few other vacancies to fill on Committees. I propose that the hon. senior member for St. John be appointed a Member of the Printing and Debates Committee.

Hon. R. G. MAPP: I beg to second that.
3.10 p.m.

Mr. MOTTLEY: In this matter, I feel that a member of the Opposition should be a member of this Committee. I am therefore going to move that the hon. senior member for Christ Church be a member of the Printing Committee. The hon. member has served on this Committee already and he has experience of the work there. I think that members of the Opposition should be given the opportunity of serving on the various Committees and seeing how they work.

Sir, I beg to move that the hon. senior member for Christ Church be appointed a member of the Printing Committee in place of the hon. junior member for St. John who has been elected to serve in the Federal Parliament.

Mr. BRANCKER: Mr. Speaker, in supporting that motion, I should like to say that from the time I have known the hon. senior member for Christ Church to be a member of the Printing Committee, he has pulled his weight as he has always done on any Committee of which he has been a member. I feel that with his experience and his enthusiasm for Committee work, which equals his ardour in respect of his duties in this House, the hon. senior member for Christ Church would be an admirable choice for membership of this Committee. As you know, Mr. Speaker, he was formerly a member of the Executive Committee of this island and in that respect too, he must have gained some experience which would be helpful to him if he is once again chosen to serve on the Printing Committee of this House. That is all the more so, because the printing has now become principally the task of the Government; the private printer has almost faded out of the scene, and I feel that the hon. senior member for Christ Church would be able to do a lot in connection with the printing of this House. I am sure that from his position on that Committee, the Government Printing would attain a better standard. It certainly is of a better quality than what the private printer used to turn out.

As you know, Sir, what we are suffering from today is delays through the printers and I feel that we need a member of this Chamber as active and as enterprising and as resourceful as the hon. senior member for Christ Church in order to encourage our present printing to get into high gear. They are taking too long about the printing and it may be that there are some misfits up

there. Something is happening and we are not getting the work done as expeditiously as we are entitled to have it done by the Government Printer who is concerned about doing our work and ours alone and not as in the case of the private printery where our work was not given precedence.

Up to now, in respect of Order No. 1 on the Order Paper, I have not received a copy of the amended Regulations which are referred to and I am not unique in that; therefore, something needs to be done, and I think that the experience of a comparatively young member like the hon. senior member for Christ Church should be placed at the disposal of this Committee at this stage. That is why I am happy in seconding the motion which the hon. senior member for the City has just so well anticipated me in moving.

Mr. CRAWFORD: In the past although the Government Party gave a pledge on the introduction of Ministerial Status that the procedure to be adopted in running the Government would approximate that which exists in the United Kingdom, we know that these promises have been fulfilled rather in the breach than in the observance. We have seen in this Chamber the presence of every constitutional convention which obtains in the House of Commons being flouted by the Government in office. Now that the Government has been changed, so to speak, or it has a new leader, we look forward to the Government paying more than lip service to Parliamentary conventions, and in the selection of members for Standing Committees, the practice which obtains in the House of Commons should be followed. On no Standing Committee in the House of Commons would you find merely members of the Government. According to May's which is the supreme authority in these matters, in nominating members to Standing Committees like this -

Mr. SPEAKER: Will the hon. member name the edition of May's to which he is referring?

Mr. CRAWFORD: It is the sixteenth edition at page 646 and Chapter 22. In the nomination of members of Committees like this, the nomination is done having regard to the approximation of the balance of parties in the Committee to that in the whole House. Similarly, Sir, with regard to the other Standing Committees; there is the definite appointment of members to such Committees having regard to the composition of the House. In other words, the members of all the Parties in the House should be reflected in the Committees. It is dictatorial, it is arbitrary, it is contrary to establish conventions, it is unorthodox, it is everything except what it should be for the Government Party to continue to nominate members drawn exclusively from their own Party to these Committees. We claim the right to have our representation on these Standing Committees.
3.20 p.m.

We are not going so far as to suggest that the Committee should be completely new, but certainly when a vacancy occurs, the opportunity presents itself to ensure that the Opposition Parties are nominated to serve on the particular Committee. If we are going to have British Constitutional conventions observed, they have to be observed, and the Opposition is going to demand also, Mr. Speaker, that in nominating member to the Other Place, the Opposition should be reflected in the membership. There is a vacancy in the Other Place now, and it is our intention to inform His Excellency the Governor of what we regard as our rights in this particular matter. As you are aware, Sir, although it is a time process, the members of the House of Lords reflect to some extent the Opposition of the House of Commons, but in this case we want to begin to ensure that in the elected Chamber the rights of the Opposition are respected. As I said, incidentally we are going further and insisting that the House be reflected in regard to the composition of Other Place. To me there can be no excuse at all for the Government's failure to follow the practice laid down by May's in this issue, and I suggest that if the Government wants the respect of the Opposition during the Session, wants matters to proceed harmoniously and wants to impress us and the public that now they are bereft of the

wrong influence they are willing to proceed in the right direction, the correct thing to do would be to withdraw the proposal for the nomination of the hon. senior member for St. John in favour of the proposal made by the hon. senior member for the City. We cannot make them do it; we are merely saying that if as a Government Party they set the example of flouting conventions, they can expect anything to happen. We are not going to regard ourselves as the sole repository for conventions when the Government flouts them at every corner.

I therefore, Sir, suggest to hon. members that the motion by the hon. senior member for the City be supported and the motion that the hon. senior member for St. John be appointed be withdrawn. That is a commonly accepted Parliamentary practice.

Hon. Dr. G. H. CUMMINS: Mr. Speaker, at the beginning of this Session in December, Mr. Vaughan was elected as a member of this Committee. Again, after Prorogation, he was elected as a member to the Committee. Mr. Vaughan is no longer with us; he has gone to the Federal Parliament, and as you know, Sir, he was a member of this Party, and if we seek to replace one member of the Party who has gone by another member of the Party, where is the wrong? Mr. Vaughn was a member of this Party and elected as a member of this Committee, and now that he has gone, the Government Party is seeking to replace Mr. Vaughan by another member of the Party. That is all.

Mr. TUDOR: Mr. Speaker, it is difficult to follow the logic of the Hon. Premier who argued that because Mr. Vaughan was a member of this Committee and is now no longer a member of the House, therefore the hon. senior member for St. John should take his place. We reject that line of thought. The hon. member who was here on that Committee up to a month or so is now no longer here, and since then there has been a bye-election which has moved that seat away from the Government Party. If they are arguing that it is party representation alone which entitles them to put the hon. senior member for St. John in place of the hon. junior member, that argument is rebutted by the fact that they no longer have the seat and cannot exchange the place on the Committee. We are not arguing along those lines at all. Our argument is simpler and more to the point. As this Committee was constituted, there were on it Mr. Speaker, the hon. junior member for Christ Church, the hon. senior member for St. Thomas, the hon. junior member for St. Philip, the recent hon. junior member for St. John and the hon. junior member for St. Lucy. The Government therefore had four members, the Democratic Labour Party had one and the Barbados National Party had one. What the Premier wants to do, but has not the courage to argue for it, is to keep a four-two majority. We are arguing differently; we are arguing that the proportions in view of the changed members should be 3-2-1, and it is for that reason that we urge the election of the hon. senior member for Christ Church, for on a 3-2-1 basis it would reflect the strength of the Parties in the House.

Hon. D. D. GARNER: Mr. Speaker, the hon. member saw me reading from the Minutes and then he twisted things a bit to give the House a real true picture of what has really happened.

Mr. TUDOR: Mr. Speaker, on a point of order. I object to the use of the words by the hon. member. I did not know that the hon. member was reading.

Hon. D. D. GARNER: Sir, the last Committee as appointed are as follows: the hon. junior member for St. Lucy, the hon. junior member for Christ Church, and that in itself shows that every Party is represented and the only Party which is not represented is the Party of Independents; so when one hears that the Government wants a monopoly, there is no monopoly; the other parties are represented and can air their views.

Mr. CRAWFORD: On a point of order. We have not contended that there is no representation by the Opposition; we say that the strength of the Opposition must bear some relation to the members of the Committee.

Hon. D. D. GARNER: Sir, we are of the opinion over here that they are well represented there as constituted here and therefore we have no hesitancy in saying that we cannot withdraw that proposal, because every Party is represented except the Party of Independents. I think they want to make a noise now because they are not represented.

Mr. SPEAKER: According to custom, the first proposition will be put first.

The question that the hon. senior member for St. John be appointed as a member of the Printing Committee was put and resolved in the affirmative, the House dividing as follows:

AYES: Mr. L. E. SMITH; Hon. Dr. H. G. CUMMINS; Hon. R. G. MAPP; Hon. F. E. MILLER; Mr. HOLDER; Mr. THORNE; Mr. SEARLES; Mr. STRAUGHN; Mr. T. W. MILLER; Mr. BRYAN and Mr. DOWDING - 12.

NOES: Mr. F. G. SMITH; Mr. WALCOTT; Mr. MOTTLEY; Mr. GODDARD; Mr. TUDOR; Mr. TALMA; Mr. BARROW; Mr. CRAWFORD and Mr. BRANCKER - 9. 3.30 p.m.

APPOINTMENTS TO RULES COMMITTEE

Mr. SPEAKER: Owing to a vacancy occurring on the Rules Committee, I am asking the Hon. Premier to serve in the place of the former Premier and I have the honour to associate myself with that Committee.

MR. A. B. WAY APPOINTED AUDITOR FOR SUGAR INDUSTRY AGRICULTURAL BANK

Hon. Dr. H. G. H. CUMMINS: Mr. Speaker, in connection with the Sugar Industry Agricultural Bank, Mr. Gormley who was the Auditor, has left the Island and there is a request that Mr. A. B. Way should be appointed Auditor in his place; therefore, I beg to move that Mr. A. B. Way be appointed Auditor of the Sugar Industry Agricultural Bank to the end of the year.

Hon. D. D. GARNER: I beg to second that.

The question was put and resolved in the affirmative without division.

MR. TUDOR DRAWS ATTENTION OF MR. SPEAKER TO ANOTHER VACANCY ON RULES COMMITTEE

Mr. TUDOR: Mr. Speaker, before the Orders of the Day are entered upon, I would just like to draw to Your Honour's attention that there is still another vacancy, as I see it, on the Rules Committee. Your Honour made mention of yourself and the Hon. Premier filling the vacancies not long ago but I notice that there is still another one which because of Mr. Vaughan's disappearance from the House has to be filled.

Mr. SPEAKER: The hon. member will appreciate that the Rules Committee have almost finished their deliberations and it will serve no useful purpose if both places are filled. That is the position.

Mr. TUDOR: As Your Honour pleases. I think the hon. junior member for St. James may do well to serve in that capacity.

RESOLUTION TO APPROVE THE MOTOR VEHICLES AND ROAD TRAFFIC (AMENDMENT) NO. 2 REGULATIONS, 1957

Mr. SPEAKER: The first Order of the Day stands in the name of the Hon. Minister of Works, Housing and Communications: Resolution to approve "The Motor Vehicles and Road Traffic (Amendment) No. 2 Regulations, 1957."

Hon. R. G. MAPP: Mr. Speaker, this is a simple matter sent down for the approval of the House in order to facilitate the movement of traffic around Trafalgar Square. It has been decided to abolish the parking of private cars on the south side of the Fountain Gardens. It has become difficult, so to speak, since the introduction of the large diesel buses for the buses to operate that way. It was recommended that this parking place should be abolished and this Resolution is to give effect to that recommendation. I beg to move that this Resolution do now pass.

Hon. D. D. GARNER: I beg to second that.

Mr. BRANCKER: Mr. Speaker, I observed earlier today when you were discussing the filling of vacancies that up to now, I have not received a copy of these Regulations - I am not unique; I am not the only one without a copy - which have been laid and certainly there has been ample time for us to have got them. Many of us are still waiting on them although I observe that some hon. members have received theirs. I am not saying that there is discrimination but having made the remark earlier, I am throwing out to the honourable Mover who certainly should be au fait with these Regulations that now he has heard that some of us have no copies that he let the passing of this Resolution stand over until we have received copies of the Regulations.

Mr. WALCOTT: Sir, I have a copy of the Regulations but there is the Addendum to this Resolution. It is not so worded to make you aware of what these Regulations are or to what they pertain.

What the Regulations say is just this:-

"The Fifth Schedule to the Motor Vehicles and Road Traffic (Amendment) Regulations, 1952, is hereby amended as follows:-

(1) by deleting the following words, figure and symbols appearing therein opposite the name of parking place "Trafalgar Square" -

(a) "(2) South side of fountain Gardens" under the Heading "Description of Parking Place",

Sir, you need an explanation when you come to deal with a thing of this sort. I want to know precisely what it is that we are amending because if it is buses with which you are dealing, you are dealing with traffic.

I do think that it is time to stop this nonsense of your parking buses for long periods in the centre of your city. If the same thing were done in London, you certainly would take up valuable space. What you now need to do is to revamp your whole idea of parking so that traffic will better be able to circulate in the City. 3.40 p.m.

What you really want a man to know is that he is going to get a bus at four o'clock instead of having, as it now is, so much space being used to allow buses to circulate. In London the buses circulate, but they park at the terminus at the other end. The country buses have to wait, but where buses circulate and are moving out every 15 minutes, you do not have to run them as you are running them now; let them go in and come back out. If parking is a problem, then you must utilise some of the space which you have for parking. The time has come when you will have to revamp your whole idea of this matter. If you are going to have all diesel buses, then you will have to go over by the Wharf as a parking stand. I think you will have to regulate your system of traffic on a different basis, in order to prevent the congestion which you now have; but the time has come when you should go into the matter and have your Regulations for buses worked on a different basis from what we have now, because the system as it is now, does not help the public.

This Resolution has not got any clear Addendum to

it, and therefore, we are not clear as to what is being done in these Regulations.

Hon. R. G. MAPP: I do not know why the hon. member has not got his Copy of the Regulations, but other hon. members have theirs all right. I enquired on the last occasion, and I was told that the Regulations were printed and circulated. I think that the last hon. member who spoke has drawn attention to a very real problem which does exist not only in this Island, of course, but in other Islands such as Trinidad, for instance, where the problem of parking space is a difficult one as it is in Barbados. This is a matter which I am going into very closely. I was hoping that we would have had provision for a Town and Country planner in the Estimates, but it is a very difficult matter to obtain the services of anybody. I will bear what the hon. member has said in mind and I will tell him that the parking space for buses in Marhill Street will soon be removed and we will make other changes. I do realise the serious problem which exists in this Island; I do not know if the hon. member has not had the time to follow the changes which are proposed in the Schedule, but we are going to abolish that stand which is on the South side of the Fountain Gardens, because it interferes with the buses. If the hon. member will follow the fixed Schedule and see where it is proposed to amend it, he will see that the amendment is a very simple one.

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

ORDERS POSTPONED

Hon. Dr. H. G. CUMMINS: Mr. Speaker, I am asking leave to postpone Orders Nos. 2, 3, 4 & 5 and to take Order No. 6 as the next Order of the Day.

There being no objection leave was granted the Hon. Premier.

Mr. SPEAKER: The next Order of the Day stands in the name of the Hon. Minister of Communications, Works and Housing:—To move the passing of the following Resolution: Resolution to approve the acquisition of an area of land for the purpose of providing an access road in connection with the construction of the Deep Water Harbour for the use of the public.

Hon. R. G. MAPP: Mr. Speaker, the Hon. Premier understood that we were going on with Order No. 6 today. However, I am asking leave that the consideration of this Order be postponed as well. We will take that Order as the first Order of the Day next week.

There being no objection, leave was granted the Hon. Minister.

GOVERNMENT BUSINESS CONCLUDED

Hon. R. G. MAPP: Mr. Speaker, that concludes the consideration of Government Business.

PRIVATE MEMBERS' BUSINESS

Mr. SPEAKER: Government Business having been concluded, the House will now proceed with the consideration of Private Members' Business.

ADDRESS RE REVISION OF BUS FARES

Mr. CRAWFORD: Mr. Speaker, with the concurrence of the hon. senior member for St. Lucy, I am requesting that Order No. 3 under this Head, be taken as the first Order of the Day.

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

Mr. CRAWFORD: This Address is in connection with the very highly - discussed issue of bus fares, and it reads as follows:—

THE HOUSE OF ASSEMBLY

To

HIS EXCELLENCY THE GOVERNOR

The House desire to express its dissatisfaction over the rates imposed after the recent revisions of omnibus fares in Barbados in consequence of the fact that such fares are calculated to impose an intolerable burden on persons of moderate and small incomes and respectfully request that there be a further revision with the view to making any essential increases more reasonable.

Hon. R. G. MAPP: Mr. Speaker, On a point of order. I believe I am correct in saying that the hon. member has already put this matter forward to His Excellency the Governor. I believe that he accompanied other members of a delegation to His Excellency the Governor and this matter formed a part of a series of motions which he has put before His Excellency. This matter has been referred to me. I do not know if the hon. member wants to put this matter again along with a similar matter before the Head of the Administration. I do not know what the object is. If he really desires that something should be done in the matter, he has already gone to Government House and interviewed His Excellency the Governor in connection with it, he has already passed a Resolution in a public place and that Resolution was duly presented to the Head of the Administration. I repeat; I do not know what is the hon. member's object; the matter has been put before me and we are now going into the question of where certain stages are placed, and, in fact, the matter is being considered.
3.50 p.m.

It seems to me that it would be a waste of time for the hon. member to go all over this matter again after having already put this matter before the Head of the Administration. The matter is being considered.

Mr. CRAWFORD: Sir, the hon. member, I am sure appreciates the distinction in what he has said. He said that we have approached His Excellency the Governor already as a result of a Resolution passed at a public meeting. That was a public meeting and we went to the Governor with the Resolution merely in our capacity as members of the delegation appointed by that public meeting to interview the Governor. Now, Sir, I propose to take advantage of my other capacity as a member of the House and to get an expression of opinion from the Assembly on this matter.

What I will inform the Hon. Minister of is this: that his statement just now that the matter is being considered is the first intimation that we have had that the matter is under consideration either in our capacities as members of the delegation to which he referred, or in our capacities as members of the House. In other words, Mr. Speaker, if either the Government or the Ministry had been courteous enough to the public in view of their responsibility, a statement would have been published to the effect that in so far as revision of bus fares are concerned, the Government is actually considering the matter with a view to a revision in the desired direction.

I was quite prepared, Mr. Speaker, not to pursue the passing of the Address if he had given the undertaking that the matter was being considered; but we have had no intimation at all from the Government. This is a matter that does not concern the Minister or ourselves exclusively; this is a matter which concerns the travelling public every day and the issues underlying it were explained at length in the recent bye-elections. I make so bold as to say that the wide dissatisfaction over this matter played no small part in the result of the bye-election; so that having heard nothing at all from the

Government, I am fully justified in coming here and taking advantage of my privileges as a member of the House further to ventilate the issue and to get some statement from the Government with regard to its policy on this issue, because we merely want to make it clear that we are not prepared, having pledged ourselves to the public to demand a revision, merely to go to Government House with a Resolution and to sit back and allow the Government to dilly-dally for a year and do nothing in this matter. The Minister's statement was very brief and not at all illuminating. As a matter of fact, I would also say that it was characteristically vague and that he has not gone far enough. Merely to say that the matter is under consideration might mean that they are possibly considering revising the rates upwards. We want from the Government a categorical statement that the Government is making every possible effort to remove all the anomalies in the recently published rates, to secure a reduction wherever possible, and in the final analysis to see that the rates when finalised bear some true proportion to the incomes earned by the travelling public.

At the moment we contend that these rates impose an intolerable burden and are entirely out of proportion to what people earn in being called upon to pay for specific mileages or distances which are contained in the schedules. I am therefore proceeding with these remarks in spite of the statement by the hon. member, because we want a more precise statement from him as to what the Ministry is doing in this matter. We want to be told how soon they expect to reach finality on it, and, in other words, how soon the travelling public can expect some relief in this matter of unduly high bus fares. Every day longer the Government waits means every day of further suffering by the travelling public. There are people whom I know in my own constituency, employees of Government, who are working for \$13.20 a week as cantonniers and paying \$3.60 a week for bus fares; 30 cents in the morning to get to town to work and 30 cents in the afternoon to go back home, which means that they are left with \$9.60 for food, clothes, house rent, education of children, etc. etc. We have already signified our determination to do something in the matter of wages being paid to certain categories of Government employees; but as the first step to assisting them, we propose to reduce the cost of living wherever possible, and a reduction in the cost of transport would necessarily mean a reduction in the cost of living.

There is no point, Mr. Speaker, in paying sugar workers or anybody a few cents more in wages, if simultaneously with getting the increase, the cost of living from the point of view of all essentials, food, transport and clothing go up. I feel, Sir, that the Minister must understand that this is not a matter which appertains exclusively to himself and his colleagues. This is a matter of interest to a wide section of the public, and since these high rates have been in force and have been maintained over an unnecessarily long period, it is high time that they make some statement explaining what has been done so far, what point in the reconsideration of the rates has been reached and more important, Sir, to what extent does he expect the new rates can be reduced. 4.00 p.m.

It is, of course, I admit, to some extent heartening to hear that the matter has been considered; but, Mr. Speaker, while the fact that the matter is under consideration might sound heartening, you cannot balance your budget with that. Therefore I think we must give further expression of our views on this matter in order that insistence should be made that the Government make a more definite statement on the matter.

Mr. BRANCKER: Sir, in seconding the motion for the passing of this Address, I will say that the Government is not treating this as a matter of urgency, because certainly the interim statement is overdue in respect of the revision which has been asked for and which has been asked for and which has been promised. As a matter of fact, it seems to me that there is obvious complacency. The Ministers themselves having received an increase in their travelling allowance from \$50 to \$90

a month, they probably think that these people have received such an increase; therefore, that is the cause of their treating this matter with that calmness and equanimity. We have this usual, formal, orthodox, stereotyped, tedious reply that the matter has received consideration and attention. What is that? Do you mean that the prospects of getting any reduction or revision are certainly as remote as in 1949? What the hon. Mover feels is that the Minister must really interest himself in coming to grips with this matter. Let us hear by the end of this week that we can look forward to an interim statement in connection with the consideration and attention which the collective wisdom of the Cabinet has been devoting

to this matter because it seems from the statement of the Minister as if they have lost the common touch and lost contact with the people in the economic class of whom this increase in bus fares means so much.

There are people who formerly paid four cents who are now called upon to pay ten cents because of the introduction of these stage routes and in respect of two trips a day for a family of about three who are travelling, you well imagine what that amount would mean in respect of their small budget. We have this rigid method which has been adopted whereby it is a question of so many miles for so much money. It is of course reasonable in a way, but that method can be followed too rigidly and too stupidly because sometimes a stage ends in a place in the middle of a canefield.

If you take the one at Sandy Lane - there are many like that. I say, let it stop at your five-mile limit, but let it stop where the houses end or where they begin; do not let it stop where the people will have to walk 100 yards or where they will be far from shelter from sun and rain. When stages are erected on places so remote, you should have some thought and consideration for the people who have to walk the distances to these stages and in the event of rain there should be somewhere for them to shelter. Simultaneously with the post erected to mark the stage, there should be erected some sort of place for shelter from rain and even the sun. Of course, if your stage was opposite or close to a shop, then you could well rely on the hospitality and good nature of the shopkeeper on the premises.

So, Sir, one is looking forward to hearing a statement however brief, from the Hon. Minister, who is in charge of the particular activity, as to when we can expect the interim statement and what it is proposed to do in respect of shelters adjacent to those stages which are remote from houses. It is absolutely important that some shelter should be erected where one can go to and shelter from the rain. That is the reason why I second the motion of the proposer of this Address. Sir, we do not expect the Government to move too fast or efficiently, but we expect them to move sometimes. We should have nothing less than an interim statement as to how far they have gone as to what we characterise in this Address and what we regard as an intolerable burden on small persons of small incomes as a result of the recent revision of these stages.

Mr. TALMA: Mr. Speaker, as one who happened to be a member of the delegation that sought an interview with His Excellency the Governor on this issue, it is very encouraging to hear that the Hon. Minister of Communications though he was not present at that interview has the matter under consideration and intends to give to the House in the not distant future a statement. I wish to say that it is certainly beside the point, in view of the fact that the Address is on the Order Paper, for the Hon. Minister to say to you what should be raised in here or what should not be raised. That is the duty of the Speaker. I do know that the hon. member is attempting to assist you, or may be, he wants to save time, but the fact remains that this Address is on the Order Paper of the House and whether this matter is under consideration or not, the members of the delegation have not received any intimation or reply from the Government or appropriate Minister on this particular issue; therefore it can be debated.

This is a burning question and is causing wide-scale grievance and hardship since the delegation from the Democratic Labour Party has had the interview with His Excellency. I think you should make it quite clear that it was a delegation of the D. L. P. If the Government in its wisdom has seen fit to take some action on it and if the Minister has said that the matter is under consideration and they have found out that certain things are wrong and certain revisions are necessary, well then, it is only necessary that we bring the matter to the attention of Your Honour the Speaker and this House.

4.10 p.m.

When we think of the Premier's attitude in this issue - I do not mean the present Premier, I mean the former Premier - and the nonsensical statement, to put it mildly, which he made that only over his dead body would bus fares be increased, and we compare the increase which has taken place and the increase which was asked for by the concessionaires - the concessionaires were only asking for an increase of one cent on each route, and now you have an increase of 50% or 100% on any particular route or stage. If you review these things properly, you will see that there have been increases of about 50% in some cases and 100% in other cases. Take for example, the route along the Christ Church main highway; I happen to know that, because it is in my constituency. I will prove conclusively to the Minister that the persons who can afford to pay increased bus fares are now being relieved. In other words, the first stage from Bridgetown to Blue Waters Terrace is now fixed at five cents and it was formerly six cents; therefore, those persons who live in the bungalows along Hastings Road, Blue Waters Terrace, on that route, they pay one cent less whereas they used to pay one cent more - and they have their motor cars! With regard to the second stage from Blue Waters Terrace to Welches, they pay another five cents. The majority of artisans, dressmakers, clerks and clerkesses cannot afford to live in the bungalows in Blue Waters Terrace; they must live above there and on that third stage they are asked to pay 30 cents every day - and they work for \$5 a week and get a little accommodation. That is the position. Whereas the class of workers which I have the honour to represent used to pay 12 cents or 16 cents a day, nowadays, they pay 30 cents and they still have to walk very far.

Another burning grievance is this: the stages have been badly marked. Imagine one stage ending at Welches, whereas, normally, the average stage should end at Oistins and not another 200 yards or a quarter of a mile from Oistins. I want the Hon. Minister to get this matter very clearly; the average mother or father who is taking her or his child to Dr. Ward from Oistins, which is a distance of under a mile, she or he must pay 10 cents. I am just pointing out that if the stages were properly fixed, some of the hardships of which we are complaining would not exist; but the stages are fixed in a manner which causes confusion and the greatest hardships. The second stage ends just before Oistins, and the Government insists that you have to pay 10 cents for travelling less than a mile! How can you expect every worker to pay 10 cents for less than a mile? I am asking the Hon. Minister to see that the stages are reviewed and that a certain amount of commonsense is used in the fixing of these stages. What I have said applies not only to the Christ Church route, but it applies island-wide; whether you go on Highway No. 1, No. 2, No. 3 or No. 4, there is that burning grievance. This matter might look very slight in the eyes of a Minister, but people of certain classes have to borrow the bus fare in many instances. If the Hon. Minister were to be as astute in this matter as he is in the transactions affecting himself, he will see that these bus fares are revised and that something more reasonable is introduced. Let him not attempt to impose any great hardships on the people who have to travel by the buses in asking for much more than what the concessionaires have asked for. The concessionaires asked for an increase of one cent and now the Government has increased the bus fares not by one cent but by more than a cent on each stage; the Government has increased the fares by at least 100% in some cases. I am hoping that the Hon. Minister will

look into the matter and see that the undertaking which he has given us today, has been given us in a categorical manner and that the bus fares which the artisans and the workers are expected to pay from day to day are reasonable.

Mr. WALCOTT: Mr. Speaker, I hope that when I have finished speaking one of the new members will enter this debate. I want to point out something to the Government for the benefit of this country. I can afford to give the Government ideas. (laughter). Being a non-Party man, you do not have to be afraid of anything. I do not want to take over the Government alone; (laughter) I hope that at least for the term during which they have to live they will make use of it. I am taking the opportunity to show to the Government that in the public interest, when you come to utilisation of money, you have to utilise it to the best advantage of the community. What I would like to draw to the attention of the Minister is this: it is not a question of bus fares alone, but it is a question of the whole transport authority. I have taken the trouble to go into the matter and I find that the Government is not running the transport in Barbados; they are running a part of the transport system. There is Mr. Alleyne who is on the Federal Route - the Cave Hill, Bank Hall, Codrington and Jackson districts; there is Mrs. Weatherhead who runs the Belmont, Brittons Hill, Villa Road and Rockley route; there is Mr. Birch and Mr. Coward and then you have the Blades Hill route in St. Philip.

4.20 p.m.

Now when you take all of these bus concessionaires and you utilize the mileage, you will find that the coverage of the Barbados transport system is not covered by the Barbados Transport Board. What Government has unfortunately done is to capitalise at one single swoop the bus system to such an extent that it has made deep financial inroads into our finances: and what has taken place is that the net result from the Government's capitalisation of these expensive buses is that it has depleted the finances of this island for more positive development programmes. I will explain what I mean. If you take an analysis of what Government had to spend to provide compensation to the owners and then to capitalise these buses and to build places for them as well as to have a repair service, you will find that this has run into millions of dollars as compared with what the other concessionaires are doing, and the people in Barbados still have to travel by these people. If a man wants to get to Blades Hill, he cannot get into one of the Government Transport buses running to Bush Hall and say he likes these new buses because they are 'moving sweet', and expect it will take him to Blades Hill; he has to go by the buses provided by the private concessionaires which the Minister described as toast racks. They still have to use the toast racks; therefore from the Barbadian point of view you have to think seriously of the economy of the island.

When you realise that we have a \$20 million economy and that the whole national income of Barbados is something like \$70 million to \$80 million, you cannot afford to use that extravagant amount of money in a system which you are not entirely controlling, and your recurring charges are too heavy for the net results which you are getting from it. Government has taken these buses over, as the hon. member for Christ Church has indicated, at great cost; you have raised the bus fares and you still have the baby of a high capital charge to carry with the retention and recurring charges. The time has come when you want a Corporation to deal with buses, and to run it like a Department in which people who have money in Barbados can get down to business. If you are running a transport system which you are not entirely controlling, you should not take up public funds to do it. You do not know what the people who run the Blades Hill buses, Mrs. Weatherhead and Mr. Alleyne are putting in, they are running with a subsidy from you. What I am saying is that if it has reached such a stage, you should come out and say 'this is our policy; we are going to have a national corporation for transport, and Government is going to put up so much capital and allow anybody who has money to put it in, as a concessionaire

would do." When you are thinking of a concessionaire you do not think of an agricultural worker, a mason or a carpenter; so do not let us take this in the context of poor people, because they have no money to invest. Poor people are wage earners; but when you reach the stage where you can invest capital you are no longer poor, because you have enough savings on which you do not depend to eat, and can therefore use that money for investment purposes. If you realise that the bus business is a business for investing capital, you cannot talk of carpenters or agricultural workers; you have to go into the highways and hedges for people who have money to invest, and I am saying that you could have a corporation, as in Puerto Rico, in order to save the Government expense for other matters and for creating wealth in this community.

Buses are important because transport is the life-line of any community; but remember that in a small community like Barbados where you are not creating wealth as quickly as the population is growing, you cannot expend money on services to the extent to which you have done in the bus service and are now asking for more bus fares. If you take an analysis of the amount of money expended on transport in this island, you will find that it will add up to the substantial capital investment in some of the factories. I was amazed on the last occasion when I came to this House to hear that the deficit was \$750,000 which is a startling figure for a small community like Barbados with the sort of income which we have. You cannot look at that and feel it is like a mosquito on the rump of a rhinoceros. It does matter to the economy of this island and I am seriously suggesting that you should revamp on the question of bus fare stages. In so far as the present context is concerned this is where Government made the mistake on that occasion. If you had not examined it carefully, you should not have undertaken the task. I do not subscribe to the views expressed by the people that you can freeze prices in 1958 in order to have a higher standard of living. I do not subscribe to the view that you could have bus fares remaining the same in Barbados when other things are going up; and with increased concessions you will realise that it would require something more to do it. I am one of the people who after the crisis said that you should own them, because it was Hobson's choice. Now you have owned some and given some to other people. I am asking you to examine what the others are doing - because they are still transporting people in Barbados - and revise your capital policy in this matter. If the other people can still make profits like the big buses, let them make them; but relieve the nation of this expense. If you deprive a man of making what can be regarded as a legitimate profit, you are not asking him to do business. You cannot run a business unprofitably and expect to carry it on; therefore the Government must watch it. You are running a business because you are in competition with other people who are not running a public service for the sake of the people; they are running a service on the basis of profit, and if they can do that it needs an examination, because their methods must be good methods or better than yours if you are running yours at a loss.

I would like this examination, Mr. Speaker. I am one who may be old fashioned, but I do say that while these new buses look very nicely, I am old fashioned enough to say that when you are making a capital investment, you must make a capital investment in accordance with what your current needs are. No man should go and build a house for himself if the recurrent charges of that house are going to be greater than what his current income can afford because he will find that the house will sooner or later be no longer his. Similarly, if the Government is owning buses and by owning them, they are losing money every year, while other people who own buses far from losing money, can put some more capital in the business, then I say that the Government should get rid of its buses and spend some of that money on the people in a different way.

I say to the Government: never be afraid of changing your policy if you find that your policy is not in the interest of the community. If you have a policy in a mat-

ter whether it is right or wrong, do not say that it is your policy and you are like the Medes and Persians who never change. If you were forced to take over the buses, well, you took them over. If there was a bluff and you did not accept the bluff, therefore you took them over; now that you are called upon to show your hand, and you find a deuce, do not say that because you did so, you are going to keep to it. Human beings are subject to change and so long as you are dealing with human beings, you are subject to change. In the interest of the community, I do not consider that the Government of this country is so well off and has so much money at its disposal to be spending money in the manner as it is spending on the transport service. The discipline which is required in private business cannot be carried on in the way you are running the transport service. You are dealing with people who are not under your eye when you are dealing with buses. The attitude of people to Government is that the Government is everybody's but it is nobody's when it comes to responsibility or seeing things executed in their right form. When you are running a service which can be run on half the money you are running it on, then the community is losing something on the other services which you should undertake. As you know, nobody is going to undertake to build a hospital or build roads or take on any of the national services which all states must provide; therefore the running of buses and things of that sort can be left to people who have to invest and who are likely to invest in them and take the risk. Of course, the greater the risk, the greater the profit should be to the person who took the risk. When you are running a service, you must run it in the interest of the community as a whole. You were forced to increase bus fares after you had all these high charges, and that is why I ask the Hon. Minister to re-examine this thing on the premise of discontinuing on the present basis. You should re-examine it in order to see if the present investors in the other part of the service, those to whom you were kind enough to give concessions, would be willing to take a bigger slice.

Let me ask you this question. Have you taken into account the expenses which you have undertaken in Roebuck Street, such as what you laid out in Combermere School yard to accommodate the buses? Such things should go into the charges against the service; but I know that is one of the things in Government Service which you do not take into account. You do not put in the cost of running the service. You regard such things in the same manner as a needleworker who makes a dress for herself. She does not charge herself for the cost of making the dress. If you took such charges into account, what would be the net result?

Sir, if you were to take a close watch on the Puerto Rico scheme and that of India, you would see that they work on a system. Recently in Burma, the Burmese Government sent out a call to an international organisation to send them an expert to advise them on their transport system from the administration of it right down to the working of the very workshop. You do not have ten people here with any knowledge of repairing diesel engines, and the amount of time spent on repairing these diesel bus engines is only part of the cost which this community must pay towards the transport service. If you have nobody with any particular knowledge of repairing these engines, then it is going to cost the community more. It is for that reason that I say that the Government was never geared for operating this service. Therefore, I think the time has come when the whole system of the transport service should be reviewed - and with a view of allowing people to undertake the running of it. Let them come in even if they make a big profit out of it. I hope that there are no members of the Government who would resent the idea of people coming in and making a profit. I do know that there is an idea among socialists that for someone to make a profit in business is something wrong. Some socialists believe that you should only make money when you are a Minister or some big public official; but if you are running a business and making money, you are a rogue and a thief. Let me be quite frank. I am a socialist and I say that an unprofitable business man is a menace to the community. I do

not subscribe to the view that a man running a business and losing money is something golden and divine and one who is running a business and making money is a rogue and a vagabond. When you have men who run businesses to make money, you can go to them and get something more for the workers they employ, and by so doing you distribute some more money among the community. Sir, what I am throwing out here is not for the good of the Minister but for the good of the country. I feel, if you revise your thinking about the transport service, that it would be for the good of the community. I hope now that there is a new Premier that we will see a change. I do not think that he is as pigheaded as his predecessor in that I do not believe that he is one whom, if somebody who does not belong to his party offers him a suggestion, would say: "I have already examined that and it is something of which I thought about ten years ago," which means to say that you are suggesting something wrong. That sort of attitude would prevent the community from getting the best at a given time. I will therefore ask the Hon. Premier to never attempt to do things on the basis of the political effectiveness that is going to reflect on the Government. Even if it is going to reflect on somebody other than yourself, so long as it is a good idea, you should say so. Even if it is going to mean something good for the Opposition, so long as it is for the good of the country, you should take that into consideration. If what I suggest is a sound idea, you should think on it.

Sir, when I see these new buses on the road, I know that Barbados cannot afford the capitalisation of them out of the Treasury. Not one single person who is in the business could have done it. When you put such capitalisation into buses, where are you going to get money to capitalise other industrial projects? This expenditure on buses is depleting your agricultural development. When I see this drought, I think that what the Government ought to be capitalising on is a project for bringing the water we have from under the earth. Millions of gallons of water are under the earth and we should be spending money on bringing it to the surface in order to produce wealth for us. That is the type of thing on which you should be spending money. The policy of the Government at this stage should be not to spend on any project in which the community can join, but to spend on such projects in which the community cannot join. That is the best means of increasing your capital. If you can give a man a bit of land so that he can build a factory on it to benefit the community, do so. If you can provide that much and he can put something more to it, you should do so. By that you will increase the wealth of the country and far beyond what you are thinking of.

4.40 p.m.

If you do that with this bus business, you will create such a climate in Barbados that people with small savings will issue bonds; let us get to the root of an industrial vitality which the people of Barbados have never seen before. I hope that the Hon. Minister will take these things in good faith. It is unfortunate that the Ministers are motivated with so much spite and malice that there is the idea of driving out people. I think that if you try to drive in people, it will be better for this country and they will realise that it will be better for the Government. I am very disturbed about this bus business; I say that it has been a threat to the economic development of the country in other respects, because it is taking up too much money. You have spent a lot of money and you still have to increase the bus fares; therefore, you should revamp your policy. If you go against this suggestion in the light of what I have said, then I think you are going against commonsense.

Mr. TUDOR: Mr. Speaker, the trend of argument which has been taken in the speeches which we have heard so far has, I think, served to emphasise to the Government how serious this matter is. We look upon it seriously for a lot of reasons, the chief of which is that, if the Transport Board of this Island were not, to a large extent, a public monopoly, we should have to pursue our quarrel with those who owned and operated it to the largest extent; but the circumstances which obtain in the matter of transport are that the Government

of Barbados through the Transport Board is by far the largest owner and operator of the transport system. That being the case, the taxpayers of this Island are at a disadvantage when the Transport Board loses money and when at the same time they are called upon to meet the deficit through their taxes and from the Treasury in addition to paying higher bus fares. You can bring a lot of theoretical arguments to show that bus fares should never have gone up, or if they did go up, they should not have gone up so steeply. This Government must bear no little responsibility for the present situation in which it finds itself. This situation is highlighted by the individual experiences which we can bring into the argument in order to show how very difficult it is, at a time like this, to meet these increased costs.

I sometimes wonder from the silence of hon. members on the Other Side whether they do not represent constituencies which have poor people in them just as ours have. There must be in the parishes which are represented by other hon. members people who complain to them, as our constituents do to us, about the difficulties which they suffer in this matter. I have in my mind two illustrations particularly. There is a person in my own constituency, I think my colleague will remember him, who is a cantonnier from Pie Corner and his name is Mr. Griffith; he has two children who come from Pie Corner to the Modern High School. This cantonnier's salary must be about \$13.00 per week and he has to pay 60 cents a day for the transportation of each of his children to school; that is \$1.20 per day which makes a maximum of \$6 a week. How he does it and how his wife helps to do it, I do not know; I know that it has to be done and it is being done under great strain. It is not now a question as to whether the Government has taken over the buses or not, but it is a question of Mr. Griffith's children who have to go to school at a cost of \$6 a week for transportation. That case could be multiplied one hundred times in various constituencies. It is easy to bring to mind several examples of hardships in other constituencies; therefore, if we ask for a revision of these bus fares, we are not scoring any political victories. Hon. members on the other side are not so formidable that each of us with one hand behind our backs could not beat them provided the circumstances are fair; we do not have to look for an issue like this so as to score victories over them; we feel confident that when we are speaking of our own people, we are also speaking for those who live in St. Thomas or St. James and the hon. member on my right (Mr. Mottley) says, the City, and also for the people of St. Joseph. Fortunately, for all the members of this House, they can bring supporting facts for their contentions. I am saying that in respect of the members over there, the discipline of their party forbids them from speaking out of turn if the Hon. Minister has taken a certain line, and that is the only reason why they are not speaking.

In order to explain what the Government should do in this matter, one has to go back for three years. It was on the 24th June, 1955, when a Committee was set up by the Government of Barbados to go into the whole question of bus fares, and that Committee enjoyed the confidence of the members opposite. That Committee was a Government Committee which reported on the whole question of bus fares and it made its recommendations in a very sensible manner. It recommended first of all that a minimum increase in bus fares should be granted and that the new total fare over each entire route should be calculated on the basis of a half cent increase per stage.

4.50 p.m.

That was the recommendation made then which the then bus owners and bus concessionaires accepted, but because of a short-sightedness which then existed on the part of the Government of the day and especially in the mind of the then Leader of the Government, political capital was sought out of this Report; and without thinking, and entirely against the dictates of commonsense, the then Leader of the Government said that bus fares would only be increased over his dead body. He is alive and so far as we know he is not even in hospital.

Now because of that shortsightedness and because of an attempt to score a cheap political victory the general election was just a few months away - the Government allowed itself to be jockeyed into the situation into which it had to take over the buses, and the person - I regret to say this - by whom they allowed themselves to be rushed into that situation is none other than the hon. senior member for the City. He was the cause of their taking over the buses.

Mr. MOTTLEY: On a point of order, I would like to give my friend an opportunity to breathe with what authority he can make this statement that I am the cause of Government taking over the buses. I have never been a Minister and I never had an opportunity of owning buses; so I must correct him on the floor of the House for the purpose of the record. What I did say was that I did not see why Government was playing ducks and drakes with the situation.

Mr. TUDOR: I am glad that the hon. member has challenged me. I wonder if he remembers the debate which took place on the floor of the House on a Resolution to provide \$30,000 for something in connection with the Transport Board, and also a previous debate which took place on the adjournment of the House in which he attacked or appeared to attack the concessionaires and the bus owners so bitterly that the then Hon. Premier entirely miscalculated the hon. member's mood and intention and took him more seriously than he intended to be taken, and allowed himself and the Government to be frightened into threatening the concessionaires and adopting a stiffening attitude towards them.

That is what I mean when I said that it had not been on the ground of principle but by a rousing speech made on the floor of this House by the hon. senior member for the City which frightened them into that situation. On the grounds of principle, we supported the taking over of the buses, but they have not done it in the way we suggested; and when the Bill for the setting up of the Transport Board was before this House, all members on this side warned them that while we supported public ownership of the buses in principle, we wanted them to have special attention paid to two matters, the administration of the Board and the financing of the Board. What have they done with the respect to both of these problems? The administration of the Transport Board has from its inception become the playground of Ministers and political manoeuvring in this island. The former Minister of Communications, Works and Housing - I am sorry he is not in his place - and the present Minister have, in my opinion dabbled too much in personnel matters of the Transport Board; and while the present Minister has not gone so far as his predecessor, he has not found enough courage to make a complete change from what used to go on there. It is still possible in the Transport Board for a person to be put out of a job or to be denied one if in common parlance "he en wid we", meaning that he is not a member or a supporter of that particular Party; and it is still possible nowadays, in seeking employment or retaining employment, for one's political association and affiliation to be carefully gone into, and if it is found that you are not a fervent supporter of that Party, and worse of all, if you are found to be a supporter or hailer of the Democratic Labour Party, 'out goes you.' That is what happens in the Transport Board nowadays. If the administration is to be the battle ground of politics, you are not likely to get as much efficiency as you would otherwise have got, because people will feel they are holding on to a job merely because of the reward of that political party.

We have always complained that the one thing that needs to be put right is that people should be employed there on the sole basis of their efficiency, their willingness to do a job thoroughly, and not because they happen to be supporters of the Hon. Minister of Trade, Industry and Labour or the Minister of Communications and Works or indeed of the Government Party as such. The administration is still riddled with these defects because people who would often use their ability to express them-

selves critically on certain functions of the management are afraid to do so, because it would be felt that they are criticising the Government. That is what is wrong with the administration.

With respect to the financing of the Board - and this has great bearing on the problems we are now discussing - there are grave mistakes which have been made. You must lose money if you do not set a Board up with its own finances. We have argued that so long as you had set up a Board to run transport in this island, you had a right to see to it that it was properly financed from the beginning, and the \$1 1/2 million which we have thrown away, with a little more foresight could have been used four years ago as capital for the Board. We argued that; they argued against us with the result that the House has had to provide time and time again additional money to keep the Transport Board going. The wicked part about all of it is this. If you take taxpayers' money and put it in a venture which is not properly administered, and on the strength of that ask the taxpayers in their individual capacities to pay more bus fares, you are milking them twice, and it is unfair to them to get the Transport Board going through their taxes and making up the losses incurred through bad management by asking them to pay more bus fares. Mr. Griffith at Pie Corner, being a taxpayer, I have no doubt is willing to pay taxes, but you have no right to ask him to pay more bus fares for his children.

Mr. Speaker, we feel that this matter is so important that we hope the Minister can tell us categorically about when we can expect a favourable action on the part of Government. I can well understand how before the bye-election took place Government might not have wanted to act in the matter lest it might seem as though they were giving way to the Opposition, because I would have wanted relief to have come quicker than it is coming; but now that the heat of the campaign is more and now that all the arguments have been used, we want the Minister to tell us quite clearly and firmly when we might expect this reduction.

It is a very terrible thing, Mr. Speaker, to talk about the cost of living and to have to talk about it so often, but this is something which really affects the people; and the parents of children of whom I am thinking particularly who have to provide bus fares for two or three children every day are feeling it most. If Your Honour was still on the floor of this House, you could give numerous complaints about this matter.
5.00 p.m.

There is another aspect of it on which I feel very strongly. Again, the example drawn comes from my constituency. St. Swithins had an excursion last Saturday. They arranged for the buses long before it was announced that the fares would be raised; therefore the arrangement was made in good faith and the promise for the supply of the buses was also made in good faith. Would you imagine that after the bus fares had gone up, the people who paid down their money for the buses on solid contract were called in and told that they would have to pay \$15 and \$16 more on the buses? That is the most reprehensible thing of which I have ever heard. The Transport Board entered into a contract and without warning the people beforehand that they may have to pay more for the buses suddenly called them in and told them, just because bus fares were raised that they would have to pay more for the buses they had engaged on contract. That is not good enough. The working people are undergoing real hardships due to these increases. Because of that, you should see that the Minister give some definite information of the Government's intention to this House.

Mr. MOTTLEY: Sir, I have great pleasure in supporting this Address. It has been said that I have caused the Government to take over these buses. Let me say at the outset that I opposed nationalisation of the transport service. As a matter of fact, it was always my policy to oppose nationalisation. I always felt that private fin-

ance should carry it on. I feel that where you get businesses carried on by private enterprise that the Government can sit by as a silent partner and take one-third of the profits.

Sir, I did say that I was at a loss to understand how it was being done. I agree with the hon. senior member for St. Philip. They have created this hardship by imposing the increased bus fares as they are. I do not think that it is necessary to remind this House and the general public of the statement made about increased bus fares at the time. Knowing that it was election time, you could not expect anything different. I want to say now that I am no party with any person who was in control of the buses and on my part, I am not convinced that what they did was right. It may be that I see every week and year after year the returns put in by concessionaires and that is why I am not satisfied about it. As a matter of fact, the way how I feel about it now is that even though the Government has taken over some of the routes and is running them, they have acted quite hastily in granting the increases. I feel quite strongly upon that because I still find that there are concessionaires who before the increases were granted were showing a profit - although I am not saying that they showed a handsome profit. Although the Government appointed a Committee to go into the whole transport system and the Committee's Report said to increase bus fares, the Government said: "Oh no! over my dead body I would increase," but without having set up another Committee to report on the circumstances and the condition of the transport service, the Government themselves increased the bus fares. To me, it looks frightfully unfair.

The Committee which was set up in 1955-56 in its Report said that from the figures there should be an increase but actually in fact that was not so. What they said was: "I think you should increase because we cannot get the evidence from the concessionaires as to really what they are making." The Committee stated that the concessionaires only told them that they were making so and so but they did not show any evidence. The Government said - and I agree with the Government: "No increase in bus fares." If the Hon. Minister would reflect a bit, he would recall that the people thought that they were bluffing somebody but they bluffed themselves. They were playing ball. The concessionaires had many friends at Court with the Government at the time. All was not above board. They were not like Caesar's wife. What has happened? It is an open secret that men were promised concessions long before they were taken from other people. If you go in the Solicitor's office, you will find that some have not signed and they are still running buses. In answer to the Opposition, the Government cannot say how much you sold it for, how much you got. Is public business done like that? You took public money and you bought buses. Then you gave concessions out to people and you cannot tell the public that you bought it for X dollars and you sold it for so much and they owe X dollars. You get all this hush hush thing about the buses. The Hon. Minister will be surprised to know some of the things which we know about the service and all is not rumour.

Sir, I am still of the opinion today that you should have appointed a Committee to report before you increased the bus fares. You come along without appointing a Committee and increase bus fares! You are all powerful! You say: "We feel that they should be increased." One must be suspicious. If you did that in another country, it might have ended up in the Law Courts. Just fancy, not one person said anything about it. You took buses over; you gave some to some people; you lent some out to other people; you repaired some and sold them to other people; now you have raised bus fares.
5.10 p.m.

It is a difficult thing to increase your bus fares. What I said here, and the hon. senior member for St. John backed me very strongly in it, was this: you were going to advertise for your concessionaires to carry on. You advertised for concessionaires but offered no other conditions to what existed. You did not try to hammer out things, but you decided to run these buses and you would give better service. Everybody began to instance what happens in New York and in London. We asked,

whether you took over the buses or not, whether you gave them to private concessionaires or not, will there be a stipulation that school children be allowed half price? All over the world that consideration is given. I am surprised myself to hear that school children coming from St. Lucy and going to the Alexandra School, Harrison College or anywhere else must pay the same bus fare as anybody else. I think it was the hon. senior member for St. John who backed me very strongly on that matter. The Government had it in their power to say that children going to and from school should be allowed half fare. I should like to ask; who signed the Federal Bus concession, how much was paid for it and how much is owed for it? Is any Minister of the Government interested in it? The Government should say: "We will give this concession to you, but school children must be allowed half price, or you must go out." I want to ask the Government a simple question: How am I to be convinced in this matter? The former Minister of Communications made a speech over the radio and in that speech he said that he wanted to thank Mrs. Weatherhead for holding on during the period for them. Mrs. Weatherhead had refused to give up the service and we see Mrs. Weatherhead buying buses. I hold this seat for the people of the City and nobody else. The Hon. Minister thanked Mrs. Weatherhead for carrying on the service and not putting the public in any difficulty. Mrs. Weatherhead and Mr. Trotman carried on their service and Mr. Coward too. He is a fool, because if I were the Churchwarden in St. Joseph, nobody could beat me in running a bus service (Laughter). Mr. Coward left our party and he was bribed to change his political outlook. They bribed with a concession and all sorts of things. They told him they would give him a concession and he would run with their party, but when the time came they kicked him in his pants. Mr. Coward has not stopped his concession; he has continued to run it. He says: "Give me another one and I will run it at the same price," and they gave him another one. Has that concession been signed yet? All along the Government could not raise bus fares and not only did Mr. Coward continue to run his concession but he was given another route; as soon as he became their party member, he is given another route! All along, Mr. Trotman was able to run his concession and what do we see? The Government said "Let us get back the duty on these Mercedes Benz and Leylands." If the Transport Board is a separate and distinct entity, we said that it was hardly fair not to give back the concessionaires their duty as well. If you are competing with private concessionaires and you are getting back duty on your buses then they should also be allowed to get back duty on theirs. What do you find? Mrs. Weatherhead, Mr. Coward and Mr. Trotman were able to get in new buses with the bus fares at the same rate. I would never be pitched forked into any \$800 a month like that; I cannot just take money easily like that. When I saw that people were willing to carry on the bus service, what else could I do but to take the stand which I took? I still say that I would prefer to see the transport service of this Island run by private enterprise and the Socialists will soon find out that you must get something to nationalise before you talk all this nonsense, all this "hooy," about nationalisation. I heard some youngsters criticising the Government and others pleasing them and I asked them to look back and see what the Socialists said about nationalisation.
5.20 p.m.

I remember the ex-Premier of this House saying - and confession is good for the soul - that he shuddered at the things I say. I said that you should nationalise the land and plantations, and the member for St. George said we should nationalise every sugar factory. When these young boys say something like that, you have to give them a chance, I have always felt that wherever there is an opportunity for private enterprise you should let them carry on. I was glad to hear the Trade Unionist, the hon. senior member for St. Peter, say that there are some people who feel that if you run a business and make money you are considered a rogue or a vagabond. I will say it a little differently. If a man runs a business and he goes bankrupt, his friends look at him and say he is a fool; but if he runs a business and makes money, they

say he is a smart fellow, he is a crook. Which would you rather be called? Of course, I do not want you to answer me now. Who wants to be a fool? The Government feels it is their duty to run the transport system; that is their baby. I never intended to support it; but I am supporting this Address today because I feel now that you have taken it over you could do better than private enterprise. You felt that all along private enterprise was making money; but now you have come along and cannot do it and must increase bus fares.

There was a letter in the Press a few days ago about the Paynes Bay route; people who formerly used to travel on that route for four cents have to pay ten cents, and the eight cents that children used to pay to come to school in St. Michael has been increased to twenty cents. This is working a hardship on the average man who has more than one child, and the first step in remedying that is to say that in your own service children to and from school should pay half price. I am not talking about children who are going on a spree; I am thinking in terms of education. That seems to be fair to me.

I support the Address, Sir, but I still feel that like Trinidad and Jamaica, if you are in power long enough, you are going to ask private enterprise to take back over the transport of the colony, because believe it or not, the tendency is that if you are working for Government you drive a bus and then put it down; you do not have to see that it is kept in order. On the other hand, if you are working with private enterprise, you have to see that everything is done right. You are spending the people's taxes, so you cannot allow their money to go down the drain. I do not agree with the Democratic Party on this side of the Table. They are even more left when it comes to the nationalisation of the transport service of the island, but I would appeal to them to look at it as realists. I would ask any man to tell me what fault can be found with Mrs. Weatherhead's or Mr. Trotman's service. As far as Mr. Trotman is concerned, I said that for his kindness and humanity he can have all the concessions. He has allowed his bus to bring children from St. Barnabas to Queen's Park to get a hot meal, but other concessionaires say that you must have money to get into their buses. During the time when you had the complaints, you did not find them sitting back; then you had Mr. Birch asking back for his buses.

I remember when the former Minister of Trade went up to England and on his return gave us a quotation. The present Minister of Trade said that he has seen a bus that would suit Barbados, and we got a reduction in price. The present Minister said he had visited Germany and had seen a lighter bus, but the former Minister of Trade was sticking out for the Leylands, as if we did not import buses from England it would be wrong, and the ex-Premier said they were to come from England and nowhere else. It was the present Minister who said then that he had seen a smaller bus at a cheaper price called "Mercedes Benz," because the Leylands cost so much money that we could not afford to buy more than six; but I suppose when you are buying buses and making deals, you are making deals.

I end exactly where I begun. I am asking you to tell me how much you sold the old buses for. If Government has everything above board, it can tell me how much money was received. Is it fair for Government to take our money, and whether they are all Archbishops at Government House, decide to sell the old buses to Mr. X or Mr. Y without advertising and saying how much they are getting? If anybody else had done that you would see what would happen. As a matter of fact, if you had a bus broken down, the next thing you would see is Mr. D'Arcy Scott advertising and selling it by auction. If you are going to sell a bus, you tell the Queen's Solicitor how much you are going to sell it for. All is not well. There are some of us whom you cannot stop shouting. This is going to blow up, and it might blow up sooner than you think. You have offered Mr. Coward another concession which he has accepted, because you wanted to bribe him.

5.30 p.m.

I am only repeating what I saw written; I did not make the speech of the hon. senior member for St. Joseph. All I say is that some people who proclaim themselves to be Socialists and Labourites make me wonder whether I can go and put a tag on them and call them Communists. It makes me think that I can put a tag on Bobby Bryden and call him a Communist. Do you think the people in this country are foolish? It seems to me as if I can go over on that side of the Table and say to the Government: "take me, here am I." I can say just as what the prophet Jeremiah said and they would say: "I was behind the scenes." I think that the Government is really making sport. Surely you cannot fool the people of this country.

Let us be serious about this matter. You paid for buses; you bought them with our money and you have sold some. You say that you are going to nationalise the Transport service. That is your business; I am not in favour of it. What the hon. senior member for St. Peter said is correct. He said that because you nationalise a thing it does not mean that you must make money. If you take all the concessionaires whom you have now, that is, Mr. Birch, Mrs. Weatherhead, Mr. Trotman, Mrs. Rock and Mr. Coward, you will see that those who have not bought plantations have built bungalows or have bought new buses. What are the facts? Everybody knows what is happening. If I start to do certain things tomorrow, I am sure the Income Tax Commissioner is going to call me in.

Mr. Speaker, I strongly support this Address and I hope the Minister would advise the Governor to set up a Committee to go into this matter very carefully and do all that can be done to relieve the situation of those people whose bus fares have been increased by 200 per cent. It should also be stated, once and for all, that school children travelling to and from school on buses should be carried at half price.

Hon. R. G. MAPP: Mr. Speaker, I think it was the hon. senior member for St. Peter who used the expression about the Minister who was so concerned with driving people out. I do not know what he means by driving them out because I think the driving out means by this Government. The only thing which we are concerned about is to drive people out in a proper bus service and I challenge any hon. member to deny that the bus service has not improved considerably since the Government has gone into it. I am sure that it has improved and, as an hon. member said, quite correctly, we had to capitalise it to a great extent. It is only because of the fact that we have invested in \$26,000 - buses and not \$8,000 - buses that we have had to increase bus fares and change the whole fare system. That is the only reason.

The hon. member made the suggestion about having a corporation in which private individuals would be included and the Government could also have a share. I wonder if the hon. member thinks that would work satisfactorily. I do not know if it has happened elsewhere; I do not know if there are countries operating the same system which we have operating. I do know that Ceylon has just turned over to operating the whole of their transport system. Hong Kong used to operate a part. However, the hon. member knows as well as I do that it was suggested that the private concessionaires should come together and operate a single concession instead of splitting themselves up, thereby splitting up profits, and I think he knows as well as I do that we would have had the greatest difficulty in persuading them. They always want to operate on their own. I suggest to the hon. member that the system which he suggested would not work.

Mr. WALCOTT: Mr. Speaker, just for a matter of explanation, I rise to say that I was not suggesting that the private concessionaires should come together and work themselves into a unit in the way the Hon. Minister has suggested. What I suggested was a public corporation in which they become shareholders and the Government become shareholders. That is a different thing from private concessionaires merging themselves together. I hope he understands what I mean.

Hon. R. G. MAPP: If he means that Government operate the whole system and issue bonds, of course, I think he would agree that the concessionaires would have to agree to that and that would be a difficult proposition.

Mr. Speaker, the last hon. member who spoke talked a lot and referred to us as playing ball with concessionaires. He also talked of the Minister praising up Mrs. Weatherhead. I have never called Mrs. Weatherhead's name.

Mr. MOTTLEY: I said the former Minister of Communications, Works and Housing, in making a speech over Rediffusion ended with a word of praise to Mrs. Weatherhead for the way in which she carried out her route without interruption.

Hon. R. G. MAPP: I would like to tell the House and I challenge any hon. member to say (I am speaking since I have been the Minister of Communications) that we have sold one single bus before advertising it in the Press and calling for tenders.

Mr. MOTTLEY: The Minister is saying 'during his time.' That does not mean that they always called for tenders. I would ask him this.

Mr. SPEAKER: If the Hon. Minister wants to make a correction, he would be allowed, but what he said would go for what he said.

Mr. MOTTLEY: He said: "during his time" but nothing was done during his time.
5.40 p.m.

Hon. R. G. MAPP: I have seen this Board literally transformed, as far as operations are concerned, from a very shoddy affair into something which is running smoothly. When I first took over, there was chaos up there and now there is a different appearance. The Board not only advertises for tenders when it wants to sell any units but we have the policy to call for tenders in respect of whatever is required. I have laid that down as a directive and if it is not complied with, the matter will be enquired into.

Mr. MOTTLEY: On a point of explanation. The Hon. Minister is talking about the Board, but I am referring to what the Minister did before there was a Board. Of course the Board calls for tenders if it has something for sale; I am referring to the time when they bought the buses and re-sold them.

Hon. R. G. MAPP: If the hon. member wants to know what has been paid for the buses, he should ask a question and it will be answered. (Mr. MOTTLEY: We have asked before). The hon. member has never enquired about those figures. (Mr. MOTTLEY: On several occasions we asked for those figures).

Mr. SPEAKER: The Hon. Minister must not be interrupted at every stage.

Hon. R. G. MAPP: Mr. Speaker, I am not worrying any more with that, because it is a bit early in the Session to go down to that level, and if the hon. member chooses to infer that this Government is dealing with corruption, he can be answered at any time. I will now deal with those other points which have been made. The hon. member has stated that bus fares for school children should be reduced by one-half, but he knows that the fares are tied to the new coinage of five cents. There has been a reduction of 40% on bus fares for school children. The hon. member should know that; otherwise he is not living. All school tickets are sold at a reduction of 40%; all hon. members know that there has been this reduction in bus fares for school children.

In so far as the school children are concerned, the returns made are less than they were before. As far as that point is concerned, the hon. member is not in keeping with the times. I repeat, that all children who are attending school pay 40% less on their bus fare than other

people. (Mr. MOTTLEY: We are not referring to the School Buses.) I do not understand the argument of the hon. member. We have had a very long debate in this House on this new fare system. Since the new system has been introduced, we have had letters from members of the public and in most of those letters they have said that they realise that there is some justification for increased fares; that they did not mind the increased fares; but they have either appealed to the Transport Board or to myself for some adjustments here and there in the fare stages.

The hon. senior member for Christ Church has referred to one stage, and I deprecate the fact that he should have inferred that any stage has been fixed to help people in any area. The hon. member himself thought that that is only a coincidence. I agree that the position is not quite the same in every direction, but in some other areas the people have not paid any increased fare because this new system is a uniform system. It so happens that you have a village in St. Thomas where previous to the fixing of these stages, people were paying 10 cents and there has not been any increase to travel there. That illustration, therefore, defeats the hon. member's argument about fixing a particular stage in his constituency so as to serve the people who are well off. That argument is a stupid argument, because there is a uniform system which is based on mileage. Under the old system, you had one concessionaire running the Black Rock route and enjoying less fare than the concessionaire on the Hastings Route; that would not obtain today, because there is a uniform system which is based on mileage.

I repeat, that you cannot have a stage in the middle of a canefield where people are to get off the buses. In Oistins, we are making adjustments and so in St. George on the Ellerton route. We have to set down people in a village, not in a cane field, and all the necessary adjustments are being made. However, it is stupid to infer that because a particular stage ends in a district like Rockley, we are therefore saving the people up there. As I said before, this system is being run on a uniform basis, the basis of mileage, and why does the hon. member infer that we are helping people in that particular district in Christ Church?

5.50 p.m.

That was the inference which the hon. senior member for Christ Church made.

Mr. TALMA: Mr. Speaker, on a point of order, I simply explained to the Minister the folly of the present system. The system introduced was to collect more money for the running of these expensive buses, and the ones who can pay more are paying less. The people who are enjoying the first stage along the Hastings and Rockley route where the big bungalows are, pay five cents and not six cents as formerly. I am not suggesting that I am unhappy over that from the point of view of domestic servants and hotel assistants who have to go to work in this area, but I am saying that the ones who normally can pay more are paying less while the ones who cannot pay at all and find it a great hardship are being squeezed out.

Hon. R. G. MAPP: I am telling the hon. member that it is not so, and that it happens just by chance in that particular area; but in other areas they have not been called upon to pay an increase at all. This is the case with a village in St. Thomas where the rates are the same as under the old system. (A VOICE: That is not an example.) It is an example in reply to what the hon. member has said; so do not let him say that it is aimed to hit people who are not well off. You will get anomalies in any new system. You will get difficulties because as the Law reads you pay for a stage or part of a stage and therefore it is creating a hardship on people who go over the six mile stage. That is a hardship which will have to be gone into. I believe it can be overcome; but as I said already, if hon. members raised this as an election issue it will remain an election issue. If I as Minister of Trade explain these things, I do not see the sense in taking them to Government House. Taking an Address back to Government House seems to me to be

ADJOURNMENT

The Order Paper having been fixed.

Hon. R. G. MAPP: Mr. Speaker, I beg to move that this House do now adjourn until Tuesday next, 3rd June, at 3 o'clock p.m.

Hon. D. D. GARNER: I beg to second that.

Mr. BRANCKER: Mr. Speaker, before you put the question, in view of certain information which we received yesterday, I take this opportunity of wishing you many happy returns of this day which we understand is your birthday.

Hon. Dr. H. G. CUMMINS: I wish to associate myself with those remarks.

Mr. SPEAKER: I thank the House for the compliments paid to me on this my birthday.

The question that the House do now adjourn until Tuesday next was put and resolved in the affirmative without division and Mr. SPEAKER adjourned the House accordingly.

7.05 p.m.