
THE

House of Assembly Debates

(OFFICIAL REPORT)

SESSION 1959

HOUSE OF ASSEMBLY

Tuesday, 14th July, 1959.

Pursuant to the adjournment the House of Assembly met at 12 o'clock noon today.

PRESENT

His Honour Mr K N R HUSBANDS, (*Speaker*); Mr J E T BRANCKER, (*Leader of the Opposition*); Hon Dr H G H CUMMINS, C B E, M D, C M, (*Premier*); Hon R G MAPP, (*Minister of Communications, Works and Housing*); Mr T O BRYAN, (*Chairman of Committees*); Mr F C GODDARD; Hon F E MILLER, (*Minister of Social Services*); Mr E ST A HOLDER; Hon D D GARNER, (*Minister of Agriculture, Lands and Fisheries*); Mr C B SEARLES; Hon L ST A THORNE, (*Minister of Education*); Mr E W BARROW, B Sc and Mr J W CORBIN.

Prayers were read.

Mr. SMITH entered the House and took his seat.

MINUTES

Mr. SPEAKER: I have the honour to inform the House that the Minutes of the last meeting are not yet ready for confirmation.

PAPERS LAID

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

Statement of sums of money paid over to the Accountant General by the Commissioner of Police during the quarter ending 31st March, 1959, (Schedule to the Police Act 1908-2).

Statement showing gross Customs and Excise Receipts for two months ended 31st May, 1959.

GOVERNMENT NOTICES

Government Notices were given as follows:-

Hon. Dr. H. G. H. CUMMINS: Resolution to authorise the Governor-in-Executive Committee to raise the sum of \$700,000 under Public Loan Act, 1957 and relend to the Natural Gas Corporation.

Hon. L. ST. A. THORNE: Resolution to approve compulsory acquisition of land at Gall Hill, Christ Church.

Hon. R. G. MAPP: Mr. Speaker, in view of the fact that at 2. p.m. we have to meet the Other Place at a meet-

ing of the Commonwealth Parliamentary Association, I beg to move the suspension of Standing Order No. 5 which provides that we assemble after lunch at 2.30 p.m.

I beg to move that Standing Order No. 5 be now suspended.

Hon. L. St. A. THORNE: I beg to second that.

Mr. BRANCKER: Mr. Speaker, while I am not opposing that, I think it should be intimated to the Other Place that, in accordance with our Rules, we adjourn at that hour for our luncheon interval which was previously 2.30 p.m., but which was put to that earlier hour for our convenience. I find whenever we are invited to the Other Place, they fix the time that we should meet at 2. p.m.; and we are expected to fall into line which means that we have to revert to 2.30 p.m. or after for our luncheon interval. Two o'clock for the meeting of the Commonwealth Parliamentary Association is an hour which puts us in a position of great inconvenience; particularly if that meeting has anything controversial. It interferes with our luncheon interval.

This is not the first time it has happened. It is obvious that on the first occasion it passed unnoticed by hon. members. I hope in the future the Other Place would make arrangements for a time which would be more suitable to ourselves and to them.

Mr. BARROW: Mr. Speaker, I would like to know under what Rule the Hon. Minister is asking for the suspension of Rule 5. Your Honour is aware of hon. members' difficulty; the Rules of this House are not printed and circulated, and we have to depend on the Rules which were circulated before they were passed by this Place.

Under Standing Order No. 5, we have provision for the suspension of the sitting of the House during the luncheon interval.
12.25 p.m.

For the guidance of hon. members, I would really like to know why the motion is being put by the Minister of Communications and Works so that we will know in future what procedure we should adopt in matters of this kind. There is a specific Rule dealing with the postponement of the regular date for adjournment.....

Mr. SPEAKER: If the hon. member would look at Standing Order No. 19, he will see that it reads as follows:-

"Unless the Standing Orders otherwise direct, notice shall be given of any motion which it is proposed to move with the exception of the following:" The various exceptions are given and then we have ---

"a motion for the suspension of a Standing Order put with leave of the Speaker."

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The Hon. Minister need not give notice in this case; he simply makes the motion.

Mr. BARROW: I appreciate that, Your Honour, and I assume that the Minister had Your Honour's permission to put this motion before he put it. That is all I wanted to find out.

Mr. SPEAKER: My permission was sought.

The question that the provisions of Standing Order No. 5 be waived for the reasons given by the Hon. Minister was put and resolved in the affirmative without division.

COMMITTEE OF SUPPLY

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

Hon. R. G. MAPP: I beg to move that Your Honour do now leave the Chair and the House go into Committee of Supply.

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

The question was put and agreed to.

Mr. SPEAKER left the Chair, and the House went into Committee of Supply, Mr. BRYAN being in the Chair.

SUPPLEMENTARY ESTIMATES 1959-60 No. 11 PART II CAPITAL

HEAD IV - WATER SUPPLIES

Head IV - Water Supplies - was called.

Hon. Dr. H. G. H. CUMMINS: Mr. Chairman, the first Head of this Resolution for \$158,993 is Head IV - Water Supplies - and the Item is "Development of Water Resources". With regard to this Head, the position is that there has been recently discovered that there is an increasing demand for water supplies in the area around Hampton, St. Philip. A portion of land has been acquired there for the purpose of establishing a pumping station which will tap the sheet water located in that district.

The Note to this Item sets out that, during the past two dry seasons, water shortage has been most acute in the parish of St. Philip and in the Southern and Eastern parts of Christ Church; these districts are dependent for water on the gravitational supply from the springs at Newcastle and Codrington. As the erection and equipping of this pumping station will take about three years, it has been decided that it would be wise to accelerate the Hampton scheme by sinking the well and placing orders for pipes immediately. This amount of \$140,000 under this Item is required for this purpose.

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

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

The question that Head IV stand part of the Schedule was put and resolved in the affirmative without division.

HEAD VI - EDUCATION

Head VI - Education - was called.

Hon. Dr. H. G. H. CUMMINS: Under this Head, Mr. Chairman, these are mainly revotes of amounts in connection with schools. In the case of the Alleyne School, the sum of \$44,000 was voted in the Estimates for 1958-59; and only \$38,594 was spent up to the 31st March this year. There is a balance of \$5,406 to be revoted in order to carry out the work at this school.

The sum of \$90,250 was provided for the purpose of providing additional class rooms at primary schools

where accommodation was inadequate; that amount was voted in the 1958-59 Estimates. In the case of St. Bernards the sum of \$9,700 was earmarked for extensions but only \$4,998 was spent up to the 31st March, 1959. A revote of \$4,702 is needed to complete the work.

The next school is the Lodge School. In this case there is also a revote. The sum of \$24,000 was provided in 1958-59 for the purposes of carrying out extensions to the laboratory and to provide equipment at this school. The work of extension was completed at a cost of \$21,846 but the equipment was not received before the end of the financial year; the amount of \$2,154 therefore lapsed. A revote of \$500 is now being asked for to meet the cost and installation of the equipment. I beg to move that Head VI stand part of the Schedule.

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

The question that Head VI stand part of the Schedule was put and resolved in the affirmative without division.

HEAD VIII - COMMUNICATIONS

Head VIII - Communications - was called.

Hon. Dr. H. G. H. CUMMINS: Again, Mr. Chairman, this is a revote. The sum of \$1,300 was provided in last year's Estimates to meet the cost of an extension to the remote receiver building at Seawell Airport. For one reason or another it was not possible to complete the work before the end of the financial year, so the sum of \$771.00 lapsed. This Resolution seeks to have that amount revoted. I beg to move that Head VIII stand part of the Schedule.

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

The question that Head VIII stand part of the Schedule was put and resolved in the affirmative without division.

12.35 p.m.

HEAD IX - MISCELLANEOUS

Head IX - Miscellaneous - was called.

Hon. Dr. H. G. H. CUMMINS: Again, Sir, this is a revote. In the 1958-59 Estimates, a sum of \$90,000 was provided for the erection of Fire Stations in Christ Church and St. James. A sum of \$10,000 was released to commence the construction of the station in Christ Church, but only \$7,680 was spent to the end of the financial year. A revote of the balance of \$2,320 is needed to complete the work.

It goes on to say that furthermore a sum of \$38,000 was included in the 1958-59 provision for the purchase of two fire appliances. The accounts for the two appliances have been received. It has been shown that, as a result of increases in the basic costs of the equipment and increased freight rates, the total costs of the appliances has amounted to \$41,720. A further \$3,720 is therefore required to complete payment for the appliances.

Under Item 6 - Education Department, by a Resolution 93/58 of 1958-59 a sum of \$8,480 was voted to complete work on the buildings and grounds of the Education Department. This work was not completed at the end of the last financial year, and a sum of \$3,934 lapsed. Of this amount \$2,480 has already been revoted in the current Capital Estimates and a revote of the remaining balance of \$1,454 is now requested.

Under Item 10 - Post Office, a sum of \$33,000 was voted in last year's Estimates to erect a Post Office and Library at St. George. The building was completed at a cost of \$31,425 leaving an unexpended balance of \$1,575. A revote of \$120 of this amount is now needed to meet the cost and installation of certain equipment which was not received before the end of the financial year.

I beg to move that Head IX - Miscellaneous stand part.

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

Mr. GODDARD: Mr. Chairman, under Head IX - Post Office, for as much as this is Capital Works, I would ask the Premier if he would bear in mind the establishment of a Post Office in the Hastings area. It has been drawn to our attention, not today, but for quite a few years, that the hotel development in that area is such that two Banks have found it necessary to establish two branches in that area. If two Banks can find it necessary to establish branches in that area, it is doubly necessary that a Post Office should be in that area. That community is serviced from the St. Lawrence Post Office and the one in Bridgetown, which are too far apart.

This has been gone into by the Postmaster who has just been seconded somewhere else. He told me that, three years ago, he requested under Capital Works a Post Office branch in Hastings because it was necessary. The number of residents in that area use quite a lot of mail. In the tourist season there are thousands of visitors to this island who frequently use the Post Office. A site has been selected on Government land at the far end of Hastings Rocks, next to the Royal Hotel; that is a suitable spot at no cost to Government, and an ideal position to have one. I am throwing it out to the Government that some note should be made of this; and, when Capital Funds are available, the request of the Postmaster General should be adhered to.

Now Fire Stations: We know that that is progressing quite well in Worthing View; and I had the assurance of the Premier that they had gone into the question of acquiring land to widen that street which would be necessary and essential, if a large Fire apparatus is to get out into the St. Lawrence area in quick time. I would like to ask him how far advanced are such plans, if he has acquired the land, and if the road will be widened in the near future at the same time as the completion of this building?

Mr. BRANCKER: Mr. Chairman, just as the hon. member for Christ Church reminded the Government of the necessity for a Post Office in Hastings, may I again remind them of their assurance that they had plans to remove the Post Office in St. Lucy to a more central site? You know that matter has been brought up here time and time again; and I recall that Government, within the last year or two, gave the assurance that the present site which is most unsuitable and most uncentral would be abandoned and a new and centrally located site would be substituted. Before Government's attention is diverted to this new proposed Hastings Post Office of which I am hearing for the first time, I will remind them of their assurance and their guarantee of a central site for the St. Lucy Post Office which should be provided without further delay.

Mr. SMITH: Mr. Chairman, at the same time that the other two hon. members are reminding Government about Branch Post Offices in their respective parishes, I may also remind them about a promise that was made to us in this House relative to a Branch Post Office at the lower end of St. Joseph where it could accommodate the upper part of St. Andrew and the upper part of St. Thomas. I hope that while the Government is now going through considering these Branch Post Offices they will consider the one that was promised to us in St. Joseph.

Hon. Dr. H. G. H. CUMMINS: On the question of Post Offices, Sir, I want to correct the last hon. member. The Government is not going through to build Post Offices. Hon. members raised the question, but Government has not given any assurance yet. I want to remind him of that.

With regard to the Fire Station, as raised by the hon. junior member for Christ Church, I am not aware that I gave the hon. member any assurance that the land would be purchased. I assured him that it would be investigated. I want to take this opportunity of assuring him that it is still under investigation; no concrete answer can be given at this moment.

Hon. R. G. MAPP: Mr. Chairman, on this matter of Post Offices, I would just like to say that we are examin-

ing the needs of the entire island in the next Five Year Plan, and it is a matter of priorities. We have to balance the pressing needs of one year against the pressing needs of another. I can assure hon. members that we are bearing all the respective constituencies and areas in mind and giving them all the importance that they deserve. St. Lucy is pressing, and we have that in mind. St. Joseph is pressing, and I believe there are other constituencies as well that are pressing.
12.45 p.m.

What I may also remind the Committee is this: The need for a new Central General Post Office is also very pressing. The present arrangements are very inadequate; they do not allow for any administrative convenience - having the Parcel Post on the Wharf and another section of the Post Office in another wing of the Public Buildings. That does not lend itself for convenience and overall supervision. But we have to bear in mind the matter of capital cost and all these things are being considered in the next Five Year Plan. We will weigh the claims of hon. members according to priority.

Mr. BRANCKER: Mr. Chairman, just one word. The Hon. Minister spoke of priority. If he will check the records, he will find that a definite answer is given; and it is with respect to the removal of the St. Lucy's Post Office to a more central site. Therefore, I am contending that that is priority number one in respect of rural Post Offices. There has been no undertaking which takes preference to that.

Perhaps the Hon. Minister let the cat out of the bag when he spoke of constituencies. We need think of the Public Works Department and what it can do, not in respect of the lot of constituencies and what hon. members need. When we think of constituencies, we find that, instead of our thinking of the needs of the people, it is the needs of the representatives which comes first from the standpoint of political prestige and political kudos. Let us not look at it from the point of view of constituencies but from the standpoint of the needs of the parishes and the needs of the people in those districts no matter whose constituency it may happen to be. Do you not agree with me, Mr. Chairman?

The question that Head IX Miscellaneous stand part was put and resolved in the affirmative without division.

Hon. Dr. H. G. H. CUMMINS: I beg to move that the Resolution for the sum of \$158,993 do now pass.

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

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

SUPPLEMENTARY ESTIMATES 1959-60, No. 10 HEAD XX - EDUCATION

Head XX - Education - was called.

Hon. Dr. H. G. H. CUMMINS: Mr. Chairman, this is another Supplementary Resolution. Head XX deals with Education. The sum of \$4,580 is to be voted under the Head to supplement Item 66- Cleaning. As the note points out, with effect from 1st April, 1958, the remuneration payable to Janitors Cleaners in Government Schools has been increased from three cents to four cents per square foot. Supplementary provision of \$2,175 is required to meet the arrears of payment for the financial year 1958-59 under this Item. Also, consequent on this approved increase, the amount of \$15,300 voted for cleaning in the current financial year needs to be supplemented by \$2,399 to effect payment of the new rates.

Going to Item 75 - U. C. W. I. Exhibitions - for which the sum of \$975 is to be voted, as the note points out, owing to the prospective increase to take effect in October, 1959, in the fees for residents and the guild fees of the University College of the West Indies, it is necessary to supplement by \$480 the provision for ten exhibitors in the current Estimates.

It further says that under this item an amount of \$2,195.20 was allocated to be paid into the Exhibition Fund to meet allowances for two terms (from October, 1959 to March 1960) for U.C.W.I. Exhibitions to be awarded this year. The Barbados Scholarships and Exhibitions (Amendment) Act, 1954, however, requires that an amount of \$2,688 be paid annually into the Exhibition Fund for this purpose. The supplementary provision of \$492.80 is therefore necessary to bring the amount payable into the Fund to the legal figure of \$2,688.

In short, Sir, the amount of \$480 is needed to pay for the arrears of the ten exhibitors; and the balance is needed to increase the amount that was paid by this Government to the Barbados Scholars under the Exhibition Fund.

I beg to move that Head XX stand part.

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

Mr. BRANCKER: Mr. Chairman, in connection with this proposed increase for remuneration of Janitors Cleaners, I trust that the Hon. Minister of Finance is bearing similarly in mind an increase to Janitors Cleaners in Government Buildings other than these schools. I have in mind the Janitors Cleaners to the Courts. Considering how low the remuneration is now - it only works out to \$2.30 a month and that is not Canadian or U.S.A. dollars but B.W.I. Dollars-

I think that this is one case in which 100% increase would be fully justified. It is increased now from three cents to four cents per square foot, but I think that the increase should have been from three cents to five cents.

Of course, we support this because it is an increase; but, bearing in mind how low the present rate is, there should have been a 100% increase. I do hope that this is to be applicable to all Janitors and Cleaners in respect of Government Buildings.

The question that Head XX stand part was put and resolved in the affirmative without division.

HEAD XXI - SCIENCE AND AGRICULTURE

Head XXI - Science and Agriculture - was called.

Hon. Dr. H. G. H. CUMMINS: Under this Head, the sum of \$2,889 is needed to supplement the amount under Item 52, Unestablished Staff. According to the Note, permission was granted in May, 1957, for the attachment to the Marine Mechanic Service of the Fisheries Section, Department of Science and Agriculture, of four apprentices under the Apprenticeship Bursaries Act for training in the maintenance of marine diesel engines.

It is usual for apprentices in training under the Apprenticeship Bursaries Act and attached to Government Departments to be paid wages on an approved apprentices scale, in addition to the monthly allowance of \$3.00 paid to them under the Act.

I beg to move that Head XXI stand part.

Hon. D. D. GARNER: I beg to second that.
12.55 p.m.

Mr. GODDARD: We quite agree that these apprentices should be paid adequate wages, but what I want to draw to the Minister's attention is this: is he aware that there is a great dissatisfaction existing among the owners of fishing boats with regard to the insurance policies to cover their boats? We employ mechanics to service these engines; and this matter has a very close bearing on the hazards at sea. (Hon. D. D. GARNER: This is nothing to do with that.) I am asking the Minister if he is aware that the present insurance coverage is inadequate and is causing great distress among the owners of these boats.

Mr. CHAIRMAN: The question of insurance does not arise here.

Mr. GODDARD: I only hope that the Minister has heard what I said.

Mr. CHAIRMAN: This is now a question of the appointment of Apprenticeship Bursaries.

Mr. GODDARD: I feel this matter of insurance coverage is so wrapped up with the entire matter that the Minister should not turn away from, or give a deaf ear to, complaints which we are getting all the time; he should get up and tell us that something is being done about the matter; it is very vital to the industry which has a great bearing on this Department as a whole.

I do hope even at this late stage that the Minister will get up and reply to the question of the Bursaries apprentices, how they are getting on, and if he does not think that we should have more on them. The risk at sea may not be so great if the premiums can be lowered or subsidised by the Government.

Mr. BRANCKER: Mr. Chairman, in connection with this service I am satisfied that a good job is being done; that these Apprentices are entitled to be paid. As a matter of fact, they are under a most enthusiastic, active and energetic Marine Engineer. His enthusiasm and energy seems to be contagious.

I certainly appreciate the laudable purpose of this Resolution to provide these appointments, but let the Hon. Minister bear in mind that we are expecting something more than this Resolution. We are expecting a Resolution which is much broader than this one to ensure that it provides an adequate number of mechanics and apprentices to man our workshop for the purpose of repairing and keeping in order the engines of the private fishing launches. The Hon. Minister must realise how much the private firms are charging for repairing these launches, which charges are above the means of these owners.

There should be established a Government workshop with apprentices. I am speaking now in relation to the fisherman whose livelihood is from the sea, and who obtains it from the service of his launch; he should not have to pay a private engineering firm for the repairs of his engine because the shareholders of these private firms expect to receive dividends at the end of every year. The quicker the Hon. Minister comes down to this Legislature to provide for the erection and equipment of a thoroughly efficient workshop for the repair of the fishing launches of the fishermen, the better service he will be doing to the Ministry, the Fisheries Department and the island as a whole. This Government will charge not what the private firms charge, but what it actually cost for repairing the engines of these private fishing boats. If the owners of the private launches want to have their launches repaired well, let them pay for them on the basis of what the Central Foundry or one of these other places will charge.

Even if these bills from the firms are not regarded as being extravagant from the point of view of the firm which is doing the repairs, yet if the Government does these repairs they will be done more cheaply because of the margin of profit which is inseparable from the activities of any private business enterprise.

Mr. DOWDING: Mr. Chairman, when one listens to the hon. and learned junior member for St. Lucy, one sincerely hopes that he will never be in charge of the Treasury of this Island. After having so much experience with the Government buses and then to suggest the setting up of a Department to repair the fishing boats, I honestly hope that he will never have control of the Treasury.

Now, Sir, I would like to get this clear from the Minister: I would like to know exactly what his plans are. All of these boats, as far as I know, have engines in them which the agents here represent. I think that the economics

of this fishing industry must also be fully appreciated by the Hon. Minister; and I can assure hon. members that if they take up the figures and study the situation they will see that the majority of these loans will never be repaid. If I have to prove that fact I am willing to produce figures to prove it.

I feel that the taxpayers must be considered; and while we are quite in agreement with the expenditure of money for the carrying on of these bursaries, I am wondering exactly how these mechanics will eventually operate. There is no doubt that if these engines are represented by local firms, the parts of these engines will also have to be obtained from local firms. If the Department of Science and Agriculture is going to set up its own workshop it will also have to set up its own Parts Department. A Parts Department is a very difficult and expensive thing to run; parts have the knack of departing without being paid for (*Laughter*) and it is a very serious thing to run.

If it is proposed to set up a workshop such as the Central Foundry, the Barbados Foundry, the Courtesy Garage, Eckstein's Garage or any other garage which is at present the agent for these particular engines, that are in these boats, I would like to hear from the Minister because it will cost the taxpayers a large amount of money. 1.05 p.m.

Unlike the hon. and learned hon. member for St. Lucy, I am not in agreement that the Government can save money by putting up their own Department. He is living in the days of nationalisation, which days are long gone and over; they do not even worry to talk the word too loudly in England today where it was started off; so I would like to hear the Minister's plans on this.

If we can give a certain amount of service to these boats, all well and good; but is it intended that a particular service department be set up with the spares, the large dies and machinery necessary, or is it that at the present moment they have machinery for this purpose? What exactly is going to be the outcome of the money expended on these bursaries?

Unlike the hon. and learned member for St. Lucy, I am not at all in favour of allowing this fishing question to go to a point where the taxpayers are going to have constantly to pay without any hope of in the end regaining the revolving loan. I think it is a good step, and a step which has been taken for the benefit of the island; but I think the Minister himself knows that even from his close advisers there are certain things which will need to be pulled in in this matter. I would like to hear from him.

Hon. D. D. GARNER: Mr. Chairman, I am glad that hon. members have seen that this is a forward step in making available to these apprentices some sort of remuneration apart from the amount they get under the Bursaries Act which was started in 1957. We are now asking for the full amount to pay these apprentices. I think that is all I should say on that matter. As regards the overall picture, I do not think that this is really the appropriate time to give it, but at least I would allay hon. members' fears about anything they have in mind against the fishing fleet.

Everybody in this island knows that this Government has done a lot for fishermen and people who own boats; they all share in the pie; but it is a sad commentary that so many disinterested people who do not go out to sea earn a livelihood by investing money from time to time and expect fishermen to go out and give 100% satisfaction. Fishermen being normal human beings do not like that; and that is where most of the trouble is springing. They have to go out to sea and work very hard on somebody else's boat - people who are not fishermen but are engaged in other occupations - and when they come back the division of the spoil is a business which is a ticklish question.

So far as our plans for repairs to boats and all that are concerned, we are doing quite a lot. We inspect boats,

and help fishermen in minor repairs; sometimes they turn out to be major repairs. I had an inspection of a boat quite recently which, at first, we thought needed only a few things to be done, but it turned out to be a major job. Once we have touched it we have to carry it through. Some time ago we even had to give somebody some parts for a boat. I think I brought the Resolution here and we had to pay, I think, \$200 or \$300 to the owner of the boat.

We do a lot of inspections all around the place. We help with engines as everybody knows. We have to see that they are properly installed. We teach fishermen how to change the oil, and if they have any minor repairs, we do them. But you must remember that sometimes some of the fishermen are very careless when it comes to the oil; they do not put in enough oil when going out to sea because, like everything else, it is new to some of them and they do not remember these points. As a result of this they break up the crank case or engine and all sorts of things; and such cases cannot be considered as minor.

In some cases, parts are involved, or the whole engine is seized up. We do not undertake that; that is a job for the agents or, failing that, for somebody else; but very often we have helped them on a big job. We do not invite these big jobs such as I have just mentioned, but if the person is hard-up and he makes a plea we might help him. All and sundry get help, even private people. So long as you have a fishing boat and go to sea and bring in fish, we help.

As regards what the hon. junior member for St. Lucy said about bringing down this money and doing this and that, we are training these boys. We have a fairly good staff there; we have two senior mechanics and some juniors; now we have the bursary boys who are working every day. There is always something for them to do, and I do not think that anybody can complain for what we are doing up to now - except in those cases where there is a big break-down and parts have to be brought, because we do not touch them.

As time goes on, and when we have the Cold Storage Plant and all those things, according to our needs then we might have to make provision for more mechanics; but, up to now, I can say that we are doing a very good service so far as the fishermen are concerned.

Mr. CORBIN: Mr. Chairman, with reference to the fishing industry, I think this is one of the greatest industries we have in Barbados. If we can subsidise the Transport Board for buses, we can subsidise the fishing industry also; it is for the upkeep of the inhabitants of Barbados. When we are lying in our beds at night with our blankets over us, these poor fishermen have to risk their lives in the deep parts of the sea to bring in food for our consumption; so we should count ourselves most happy and blessed, and be ready to help these fishermen who risk their lives in the sea for food for us. There should be no argument on this at all, Sir. 1.15 p.m.

If their boats are out of order, whether Government subsidise them or not, the inhabitants of Barbados should contribute and help them to repair their boats so that they can go out and get fish. Therefore, I would agree for any help given them, whether it is from Government or from civilians, for the upkeep of their boats. Mr. Chairman, I thank you for your patient listening and hope that there will be no further argument on this.

The question that Head XXI stand part was put and resolved in the affirmative without division.

HEAD XXV - PUBLIC WORKS

Head XXV - Public Works - was called.

Hon. Dr. H. G. H. CUMMINS: Under Item 62, Upkeep of Trucks, the sum of \$7,000 is to be voted; and under

Item 85, the sum of \$25,600 is to be voted for the Purchase of two new trucks.

According to the Note, by Supplementary Estimate No. 25 of 1958-59 the sum of \$18,200 was provided to meet the cost and running expenses of two lorries for the Public Works Department. This amount lapsed at the end of the last financial year, as the lorries were ordered through the Crown Agents. It is therefore necessary to revote the capital cost of these vehicles amounting to \$14,000. The running expenses of the two lorries are provided in the Current Estimates.

It has also been decided that the transportation of the nutrition supplies of the Department of Education should be undertaken by the Public Works Department. For this purpose funds are needed to meet the capital cost and running expenses of two additional lorries estimated at \$18,600.

Sir, this vote for the purchase of these two trucks is for the purpose of transporting milk and biscuits under the nutrition scheme for the Education Department to the various elementary schools.

I beg to move that Head XXV stand part.

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

Mr. GODDARD: Mr. Chairman, I raise this point of why buy everything from the Crown Agents. We have local agencies. We have garages with agencies for recognised trucks and cars. The Government does not buy cars and trucks which are not represented here because they would not be able to obtain the parts for them. It would be folly to buy something other than that.

This Government has a habit of buying everything through the Crown Agents when they can buy some of the things from the local agents; and that, to me, is absolutely wrong. If you want to buy two motor lorries or four motor lorries, just as you call for tenders for other things, why not ask for tenders for that? Let the various agencies send in their specifications and then you select what you think is the best. Why not buy these trucks locally even if the agents make a couple hundred dollars off you? It is the policy of the Government to buy everything through the Crown Agents, but it certainly would not be mine.

You are purchasing two trucks for the Public Works Department for the purpose of hauling nutritional supplies for the Department of Education. That service was put out on tender. I would like to know what are the difficulties that have caused you to do this thing yourself. It is going to cost you more money by buying these two trucks for \$18,600; also, you will have to spend on their upkeep and pay your drivers and assistants more than what you pay out on tender for doing the job. They are "umpteens" truck drivers in this island who are glad for a job. A Labour Government should see that these people are given some sort of work from Departments of Government; you do it now in the Department of Highways and Transport.

I ask again, why resort to the Crown Agents for things such as this which can easily be bought through the local agents and, perhaps, can be bought cheaper? Very often when you buy through the Crown Agents, local agents still get their commission. Instead of supporting local business ventures from whom you are getting income tax, you are ignoring them. When you talk of capitalists here, that is counted as a bad word, but they are finding work for the people. When you talk of the capitalists in England, you are saying that he is a good man because he employs Englishmen, but a capitalist in Barbados is someone who is to be crucified. All you want him for is to take taxes from him.

Mr. DOWDING: Mr. Chairman, I must support the hon. junior member for Christ Church on both of those matters on which he spoke. I would also like to get a little information.

I am in full agreement that it is Government's policy to always deal with the Crown Agents, but it does seem to me that there can be a departure from the principle when it comes to buying things like lorries which are easily and readily available from a number of firms in this island. Availability is one point, and the next point is this: What are the types of these lorries which you are purchasing? Is it some type of lorry which no agent in this island can produce? If so, where is the Government going to get the spare parts for it? Is Government going to set up its own spare parts Department for this purpose?

I cannot see this Government resorting to supporting the Crown Agents in this respect when this island is in such vast need of giving its people occupation. I am positive in a number of cases, unless it is a very large order, that if these trucks or lorries were purchased through the local agents, Government would have them already. It would only be a matter of the agents getting his commission, and in any circumstances he will get it, because I fail to see any agent representing any manufacturer in any part of the world who would be doing all the work and then the Crown Agents collecting the money for the deal. If these trucks are ordered through the Crown Agents, so long as there is an agency in Barbados for them, the agents here would be paid a commission; therefore, I am wondering what are the makes of these trucks and why is it necessary for the Government to get them through the Crown Agents.

1.25 p.m.

I am also wondering if the Government can tell us if the Crown Agents' costs are less than those of the local firms. I would be grateful to be told the cost of this particular type of lorry, the name of it, and how much cheaper it can be obtained through the Crown Agents than through local agents.

Again, as to the second part of the remarks of the hon. junior member for Christ Church, I would like to say that I cannot see why this Government cannot employ local lorry owners, and, in many other cases local contractors for all types of its business and frankly get better results. At a later stage I am going to deal very severely with the type of person who is in the Government Service today, particularly in the lower grades of the Service, who does not give this Government an honest day's work for an honest day's pay. I think that the time has come for conscientious members of this House, regardless of their Party affiliations, to speak on the matter.

It is very simple to observe money being wasted at any time of the day if you just go and look in one of these Departments, particularly at such things as the roads and so forth. I do not think that it is fair to the Government, to the taxpayers or to the man himself because, in my opinion, it is degrading for this island to create a lot of people whose only idea is that money is being provided for them and they get it, but when it comes to doing work, there is a different story.

In my humble opinion, this proposal is only encouraging further things like that. You have lorry owners in this island who have worked and slaved in order to collect sufficient money so as to own their lorries and run them themselves. But we must use the Government's trucks which will cost the taxpayers more money.

Will the hon. member give us the information as to what would be the cost of doing this particular job by contract in relation to what it is going to cost the Government to purchase and upkeep these lorries and pay labour on them? I have elected to mention these points in the interest of this island. I feel that we have got to supply as much locally through local people as possible in order that this island can flourish. I feel that with encouragement given to contractors and local individuals, with private enterprise either at the bottom or at the top of the ladder, better results can be obtained. I say seriously that this attitude, which is very prevalent in this island today - of going to work with the Government and not giving a

proper day's work - could be stopped by showing a proper initiative on the other side.

Hon. Dr. H. G. H. CUMMINS: First of all, Mr. Chairman, hon. members want to know why we should purchase through the Crown Agents. Obviously, the answer is that it is cheaper (Mr. DOWDING: How much cheaper?) I am speaking generally now. The Hon. Minister of Communications and Works will supply the figures.

I remember that last year or it may be early this year, the Governments in the area were visited by a representative, a gentleman who is well known in this community, and who is now representing the Crown Agents; and we were amazed at the cost, as quoted by him, of goods supplied by the Crown Agents as against prices quoted locally. That is one valid reason for purchasing through the Crown Agents.

The Hon. Minister of Communications will supply the figures in connection with this particular case, but I will say that the reason why the Government is reverting to getting its own lorries to carry these supplies to the schools and not doing this work by contract is because the work was very inadequately done by the other system. I do not know if the hon. senior member for St. John will be able to give us some instances, but we have been told that the contractors - of course they had other things to do - when the time was up or when arrangement was made as to the time for the delivery of these supplies, it did not suit the contractors to get there on time. The supplies arrived at a late hour, and it was reported that some schools had to go as long as a week without nutrition which is generally sent to them. In short, that is the history and the reason why the work is now being done by the Government instead of by the contractors as formerly.

The hon. junior member for Christ Church made a lot of noise about unemployment. I should like to say that these lorries do not load themselves; they do not run by themselves. The Government has to engage drivers to drive these lorries, and people to load them; and the lorries have to go to the garages to be serviced. This proposal does not put anybody out of work; it is only that the Government is getting the first cost of these lorries at a cheaper rate than through the local agents.

The Hon. Minister of Communications and Works who is properly able to give this information will soon get it; he has not got it to hand but he will get it. What I am saying is in reply to remarks made by hon. members. Firstly, the lorries will cost less; secondly, the work was done very inefficiently by contract; and, thirdly, the Government will employ the same labour as the contractor employed to get these supplies out to the schools.

Mr. DOWDING: Mr. Chairman, I am sorry that I have to get up again, but the genial Premier is somewhat in a genial paradise. Let us face up to the facts of the situation with regard to the Crown Agents. Why is it necessary that in recent years they have to send out to canvass for orders from these particular colonies? Do you know why, Sir? This is now a department of employment which the English Government has to supply for retiring Governors and Governors who cannot get any posts because the colonies are not their own self-governing colonies. There is absolutely no truth in the general remark made by the Premier.

Hon. Dr. H. G. H. CUMMINS: I resent that remark. I am speaking from facts and figures which were shown to me - figures in black and white.
1.35 p.m.

Mr. DOWDING: Mr. Chairman, I take back the word "truth". There is absolutely no fact in the general statement made that you can get all these things cheaper from the Crown Agents.

Now what are the facts of the case? These firms that the Crown Agents buy from are the same firms that

have agents all over the world; and the Crown Agents now would only be doing what agents themselves do to get one agency from the next. They cut across one another, but the day will come when they will put their prices back up.

They have got to find jobs for ex-Governors; but when you think of unemployment, let us think of it locally, because when you have in this island a truck ordered through the local agent, it would employ at least one dozen more persons than when you order through the Crown Agents. Is it really the policy that this Government wants to carry out to support the influx of this type of Governor who is no longer kept because of age or for some other reason, or because there are not so many Governorships left today and work must be found for this type of person. That is all the Crown Agents are. It cannot compete, never could or never will be able to compete with private enterprise.

When the Hon. Premier refers to these general facts, I wish he would show us what the facts are. I am perfectly certain if they have facts they will prove that when "A" is ordered from the Crown Agents we get it at 10 cents cheaper while the local agents will be able to tell you that they can give you at 20 cents cheaper. Again I am generalising, but would like to find out the facts. Why should this colony support a whole lot of Governors? Let us support our people locally in jobs.

I should be very grateful if the Hon. and genial Premier who is rather willing to listen to some good sales talk would release the facts of the case and go into it more thoroughly. I know that this particular person came here on sales talk to promote the Crown Agents, to keep others who are constantly in need of jobs. As I said, if a truck is ordered for \$X through the Crown Agents, I should like to know what the local agents can supply it at. Let the local agents not be put out in competition with the Crown Agents; let local people be employed and not Governors for whom they have find work.

Hon. D. D. GARNER: Before you put the question, Sir, I think I should tell the hon. member who has just sat down that I happened to have met the gentleman who came from the Crown Agents' office and we had a long discussion. The hon. member would be surprised to know that, from the lists we saw, some of the things which the Crown Agents send here are infinitely cheaper than what we buy at here. It is not so in every case; but it is surprising how many things we do get from them which are really much cheaper than what the agents here quote. (Mr. DOWDING: Give me an example.) Come to my office at the Ministerial Buildings and I will give it to you; I am not exposing anybody's business here.

It is a fact that we have seen the figures. If I wanted to make a noise or a row, I could tell the hon. member what the facts are. Some of the figures charged by local agents are fantastic as against those supplied by the Crown Agents; in some cases we break even and, in others, it is higher; but we do not buy from them because we want to; they have to quote prices.

We have always made a point to find out if we can buy the goods locally. I do want you to believe me when I tell you that in some branches of business you will be surprised - it would sound like a racket - to see the comparative prices. We are not out to expose anybody but you can rest assured that we do not just go to them and say "sell us so and so". They have to compete; and, in many cases when they cannot give us the prices, we turn locally. The saving may be very small in some cases. If we do not care to buy from them, we do not.

One of the complaints which the gentleman made was that our business had fallen off, but that is because we have been trying to give business to local firms; but there is not everything that we can buy from local people, nor is there everything that you can get from the Crown Agents. This Government does not want to keep any ex-Governors in employment. We are part of a Federation, we have become nationals, and we intend to carry out that policy; so do not

let anybody throw that at us; it is not our policy at all; but, coming from the hon. member, one would think that it is true.

I am not going into any debate now, because I think it is better to reserve that for the platform. We are always very mindful of the people of Barbados, but, as a Government, we have got to assess things in their true perspective. We sit there as a Cabinet, exchange views, have discussions and find out what is best for the people of Barbados and the Government of Barbados. Do not think that we are helping any ex-Governors or ex-Officials from anywhere. And besides, when you see me there you ought to know that it does not predominate. I have never changed and never will.

I do not know if the Hon. Minister has the information which was asked for. He need have no fear. Sometimes we buy from the Crown Agents when they are cheaper, but if prices are even we do not buy; or if the saving is small we do not consider it. As you said, you met the gentleman who was here seeking business; that is one of the reasons why he came here; because the business we gave was depreciating through the fact that we are spending more locally in Barbados.

Mr. DOWDING: Mr. Chairman, I am grateful to the Minister of Agriculture for his very clear reply. To summarise, I think it is important that the public should know that a member of the Crown Agents has come to Barbados to get business, as far as I know for the first time in the history of this colony. It is therefore obvious that the Crown Agents are now in business competitively; and it is not a matter of just ordering "A" from the Crown Agents; that the Crown Agents are now coming here to tell us that our trade is falling off and that they want us to order more from them. I am grateful to learn from him that there are some things which are the same through other agents, some higher and some things that are lower. 1.45 p.m.

Now, Sir, this is a very, very clear picture and a picture which the public also should be clearly made to understand.

Mr. SMITH: Mr. Chairman, I do not want what I am going to say now and how I look at this matter to be taken as a criticism. I would just like to know what are the reasons for the Government changing this system of supplying the various elementary schools with these commodities. The Hon. Premier did say that one of the reasons was because the terms of the contract were not carried out satisfactorily. I just want to say that what the Hon. Premier may have lost sight of, or more particularly the Head of the very Department is this: On the terms of any contract, the contractor has to sign an agreement stating the time in which he is called upon to do a particular job. Now if these elementary schools ran out of milk and biscuits for such a length of time, as was pointed out, that contractor should be punished; a penalty is attached to a contract if the contractor breaks it.

I do feel that if that contractor was punished he would not have done it again; no other contractor would break it in that direction again; but if the Head of the Department or whoever else was responsible agreed to encourage such a thing, a contractor would not care what he does so long as he draws his money or his voucher for the contract whenever the time comes.

If that is one of the reasons, Government has it in their hands to make every contractor to understand and to realise that he or she would have to keep to the terms of the contract or they would be punished for it. Why did you not get another contractor?

I do believe in your doing these things by way of a job or contract, because I am sure you will get them done cheaper. If the contractor realises that if he does not keep to the terms of the contract that he will have to pay away more than he earned, then I am sure as the old lady says, he will keep his feet in his boots. As I have said, if

what the Premier says is one of the reasons, I feel that we have it in our hands to make any contractor an example. I will blame the particular Head of the Department.

I wonder if this matter was drawn to the attention of the Hon. Minister in charge. I do not think so; I do not think a Minister would sit and allow such things to go ahead to such a bad state where you would have to shoulder the responsibility of resorting to your own transport. Because of that, I think it is something else wrong somewhere.

Mr. GODDARD: Mr. Chairman, I agree with the hon. senior member for St. Joseph. Because one contractor fails to do a job properly, it does not mean that all the other contractors who may have tendered for the same job, and who were not permitted to show their worth, should be excluded. In all contracts there is a penalty clause. If the contractor did not carry out a given order, the department could have ordered a truck to do the job and charge it to the contractor.

I do repeat that the Government will find it twice as expensive to carry out this job than if they had given it out on contract. There are hundreds of people who would be glad for this job. There is a penalty clause attached and if the contractor falls down on it, bring in someone else and have the job fixed and take the cost of it from his pay. Is the contractor the only one in the island? I repeat, as soon as he had fallen down on the job, you should have brushed him off and got someone else, but do not say that you will buy two trucks.

Mr. CORBIN: Mr. Chairman, there are two points which I would like to speak on in this debate. One is with respect to the transportation of this nutrition scheme, and the next concerns the ordering of things through the Crown Agents. I, too, thought to myself that a Crown Agent coming into this country should be in a position to get in contact with the local agencies and not with the Government. As far as local agencies are concerned we should realise that the local agents are Barbadians; they also have to be maintained; and if they get a contract and they make a dollar or two - and when I say a dollar or two, I mean it may be \$200 - it will be of no harm to us.

Sir, I will not rush to the conclusion of saying that the Government should have taken the responsibility of these contracts as concerning the transportation of nutrition supplies for the Department of Education. We have had contractors in former days. I know that they are some contractors who sometimes are very negligent, and whenever they have other work to do, they forget the contract to which they have signed. I have heard the last hon. member who spoke to say that in every contract there is a binding clause and if you fail to carry out the terms of the contract you can be punished. These nutritional supplies should get to the school children in time because they are in need of them.

What I would ask the Government on the whole to do is to see to it that, in future, they call on the local agents and give them a chance to undertake some of these things. We must realise that these local agents have to be sustained and they must be fed. If we do not give it to them one way we will have to give it to them through another door. I will therefore ask the Government in future to allow local agents the chance of ordering down these spare parts and so on. The Government should get in contact with the local agents to purchase these vehicles which they stand in need of and I hope in the future we will see the better from it.

Hon. F. E. MILLER: Mr. Chairman, I did not intend to say anything on this matter, but all I intend to say now is supplementary to what the other Ministers have said and to support the Government. I am sure that hon. members are quite aware of the service which Crown Agents render to the several Governments in these parts, and to this country. First of all, it is a non-profit organisation and, as a matter of fact, when it was discovered that out of a profit of 1 1/2% they were accumulating money, the money accumulated was re-distributed to the colonies in ratio to the money spent by the particular colony.

Among other things, Crown Agents provide you with a panel of experts in every department. They have a panel of engineers. Let us say that Government was concerned in the buying of a steam-roller. They would have a panel of experts to say whether a particular firm's steam roller would suit the tropics. If it is unsuitable they will order from another source.
1.55 p.m.

If you are in search, Sir, of an airplane which may be a Jet, and it can be bought in Russia, they will probably, through their panel, get the necessary information and advise you on the purchase. I can think of two items. As the Hon. Minister of Agriculture has said, one item is bought in large quantities for the Hospital and the medical services; the price offered locally was something like 300% of the other price. This is no exaggeration by any means; it was a difference of 300% and it was a question of cotton and lint.

I think I am correct in saying that I have had a chat with an agent in the island who was selling to an institution of Government this item, cotton, and he admits that he could not cope with the Crown Agents' prices. The Crown Agents are in a position to offer cotton at prices at which you cannot buy through any commission agent in this island. It is a question of saving the taxpayers' money and buying in the best possible market; I know that hon. members on the other side will quite agree with this.

Mr. DOWDING: Mr. Chairman, I have not yet heard the price of these particular trucks. We have heard another bright story painted. In these days when we are going forward to Federation, we are saying that the Crown Agents are the people with whom we want to do our business in this particular part of the world. That is a remarkable action to me. As far as I know, this is just another business which we are going to support in Barbados and then, if I take it federally, another business outside the Federation. Now, Sir, I am willing to hear the price of these trucks.

At this stage, it now being 2p.m., of the clock.

Hon. R. G. MAPP: Mr. Chairman, I beg to move that you now report progress and ask for leave for the Committee to sit again.

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

The question was put and agreed to.

The CHAIRMAN reported and Mr. SPEAKER resumed the Chair and reported accordingly.

Hon. R. G. MAPP: I beg to move, Mr. Speaker, that this sitting be now suspended until 3 p.m., of the clock.

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

The question that this sitting be now suspended until 3 p.m., of the clock was put and resolved in the affirmative without division, and Mr. SPEAKER suspended the sitting accordingly.

2.00 p.m.

On re-assembling,

Hon. Dr. H. G. H. CUMMINS: Mr. Speaker, there is no quorum present, and I ask that the bell be rung.

On the bell being rung a quorum was obtained.

Mr. SPEAKER: It is now Question Time. (After a Pause.) There being no questions ready, the House will now proceed to Private Members' Business.

LEAVE OF ABSENCE FOR MR. TALMA

Mr. CRAWFORD: Mr. Speaker, before we proceed to Private Members' Business, I would like to crave your

indulgence to ask for six months' leave of absence as from next Tuesday on behalf of the hon. senior member for Christ Church.

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

PRIVATE MEMBERS' BUSINESS

Mr. SPEAKER: The first Order of the Day under Private Members' Business stands in the name of the hon. junior member for Christ Church: To move the the House into Committee on a Bill to authorise Caribbee Hotels Ltd., to construct groins with or without seawalls at Hastings, Christ Church. I observe that the hon. member is not now in his place.

RESOLUTION re STATEMENT OF MINISTER OF COMMUNICATIONS

Mr. SPEAKER: The next Order of the Day under Private Members' Business is to resume debate on the passing of a Resolution Re the Statement of the Hon. Minister of Communications and Works on the 21st April, 1959. On the last occasion the hon. senior member for St. Philip was speaking.

Mr. CRAWFORD: This Order is the highly interesting and even more highly controversial Sandy Lane issue. On the last occasion when this matter was before the House, I was endeavouring to point out that a solution to a problem such as this rests on two main decisions. Those of us who are concerned with finding the correct solution to this problem have to consider all along two main lines. The first is: what would this Sandy Lane project mean to the economy of this country; and the second is: What impact will it have on the normal living conditions of the people of this country? We might also consider this question on the ground of what an expanded tourist industry might mean to the colony.

Many people in Barbados are opposed to the conversion of this country into a major tourist centre on two main grounds. Firstly, they feel that the cost of living will rise out of all proportion to the inhabitants of the country; and, secondly, they feel that some of the ugliest features of racialism which are rampant in many of the so-called tourist paradises may take place in Barbados. Let me begin by saying that, personally, I have always been in favour of extending tourist trade in this country.
3.05 p.m.

I fought for special concessions to hoteliers and to people interested in expanding the tourist industry in the face of the most strenuous opposition on the part of the Party which now comprises the Government. I feel that, in so far as the impact in expanding the tourist industry on the economy of the island was concerned, if people were going to be called upon perhaps, to pay more for certain things because there may be a rise in the cost of living, so long as more people were employed, it would mean that more people were in a better position to face the burden of an increase in the cost of living. In other words, there is no point in saying that you are keeping the cost of living down when a major proportion of the population is unemployed. It is far better to find work for people even if in so doing there is a slight rise in the cost of living, because, if a man is working, he is better able to cope with the increased cost of living than if he is not working at all. If he is not working at all he can neither live under low living costs nor high living costs. So long as you are going to prove that more people are going to be employed, that there will be more money in circulation, and expansion in the international economy, then these things will take care of any slight rise in living costs provided that every effort is exercised to keep living costs down to a normal level.

In so far as the allegation that the influx of large numbers of, more especially, Americans from the Southern States or people who are generally antagonistic to coloured people is concerned, I have always conceded that since non-Nordic people control the wealth of this colony - and

to all extents and purposes will for a long time to come - there is no reason why legislation cannot be enacted where necessary, in order to ensure that people with these tendencies would not be able to bring into this country some of the uglier features of racialism which, so far, we have been spared in this country.

Your Honour will recall that - I think you were in this Chamber then - fully fifteen years ago I proposed legislation which would have made it impossible for coloured people in this island to be discriminated against or penalised in any way on account of their colour. I remember in 1944 proposing on the floor of this House that all commercial concerns in the country should be compelled by law to employ a certain percentage of coloured people on their staff; I also remember suggesting that Colonial officials, including the Governor himself, should not be allowed to take part or participate in the activities of Clubs, hotels or social organisations of any kind which imposed a colour bar. Legislation along those lines would have prohibited the position of racial bars both by commercial concerns as well as social clubs.

I remember very well that the Acting Governor at the time actually convened special meetings to which he invited a few members of the House of Assembly and myself to discuss the proposed legislation. He was non-committal with regard to the principle of the legislation proposed, but he certainly wanted the matter ventilated; he certainly wanted to know how far the House intended to go with legislation along these lines. Opinion inclined to the view at the time that it was better, perhaps, to allow the impulse for implementation of these suggestions to spring voluntarily rather than to be induced or compelled by law.

It is true that, within years since then, a large number of the commercial concerns in the country has adopted the principle of employing some percentage of coloured help on their staff. In so far as racial prohibitions on the part of clubs, hotels and what not are concerned, hon. members are fully aware of what the position now is; and even despite the fact that a certain type of legislation has been enacted, everybody knows that it is still very easy for proprietors of clubs and tourist resorts to get around the existing legal prohibition. There is still the necessity for the enactment of legislation along these two lines: the compulsion to employ coloured people in all commercial concerns, and the prevention from participating in the activities of organisations, clubs, hotels and what not of any official from Governor back down, whose name occurs on the Civil List of the country.

Well, now, Sir, having disposed even partially of the possibilities for racial discrimination becoming more rampant as the tourist industry expands, there is left, Mr. Speaker, the question of the impact of the proposal contained in the Statement by the Minister of Communications, Works and Housing on the question of the economy of the country. The Statement is rather lengthy. It has been before this House for some time, and I am sure that hon. members are fully aware of all the points contained therein. Having said that in principle I favour to some extent an expansion in the tourist industry, I should like to go as far as to say that, even although I am fully aware of the advantages to the country of an expanding tourist industry, I should like at this stage to warn Government and the people in this country against the desire to put all their eggs in one basket.

3.15 p.m.

There is the feeling, I know, in this country that our future lies more along the line of tourism than along the present lines of agriculture or along the lines urged on the side of industrial development. There are people in this island who feel that in another fifty years or less the major portion of our economy would be derived from tourism. I am not a prophet, and I am not inclined to prophesy one way or the other; but I do want to warn the country at this stage against an over optimistic view of tourism from the long range point of view.

I have seen in my time - and Your Honour has also

seen it too - that a number of so-called tourist paradises have sprung up almost overnight like mushrooms, to disappear as other places gain a certain amount of fame and notoriety in the public tourist favour. Not so many years ago the South Sea Islands in the Pacific - Hawaii, Tahiti and Bali - were supposed to be paradises on earth. You may recall, and other members too will recall, the enormous amount of ballyhoo that preceded the discovery of Tahiti as a tourist paradise. There were many investments in hotels and what not, and then as anything else Tahiti failed to some extent from the tourist trade point of view. Hawaii and to a certain extent Bali were the Mecca for tourists 25 years ago.

Although there is this lure for tourists and this island is supposed to be a exotic tropical paradise to which thousands and tens of thousands of Americans would come from time to time, there is also the possibility that other islands of equal tropical charm will be discovered; and the attractions which we now possess will fail in comparison with those other islands, and those people who invested all their eggs in the tourist basket would find themselves - using a common expression - holding the bag. That is why, Mr. Speaker, although in principle I am in favour of an expanding tourist industry, I view with a certain amount of apprehension the decision to utilise an entire plantation in this island for tourist attraction.

Every thing should be in its place. If the proposed hotel site at Sandy Lane offers extraordinary tourist attractions, by all means utilise some of this land in that direction; but, certainly, a plantation which has been worked for centuries as a sugar plantation must possess simultaneously outstanding agricultural advantages. These possibilities exist today. The plantation had provided food and sugar, and certainly the major portion of the acreage of the plantation has more agricultural possibilities than tourist possibilities. Therefore, even if that part of the plantation which has tourist potentialities is utilised for tourism, it seems to me that there is no reason at all that the entire acreage of a plantation - arable and non-arable land - should be given over to this purpose.

In my opinion, the Government would only be absurd to promote the wholesale utilisation of an agricultural plantation for tourism. Sir, you cannot feed this country on tourism. Even as it is now, there should be some curb in which good arable land is being utilised for various purposes. There are many estates which I can think of, both small and large, the land of which has been cut up entirely for residential purposes and the country deprived of a certain amount of revenue from the agricultural production which those lands hitherto sustained. In the case of a plantation devoted exclusively to agriculture, it seems to me to be the very negation of statesmanship to permit its entire utilisation for development along lines exclusive of agriculture.

Let me begin by saying, Mr. Speaker, that I for one am opposed in principle to the agreement to divert the Sandy Lane Road. I am opposed to it on several grounds. A hotel does not have to be on the beach. Eastry House which is perhaps the most elegant hotel in this island is not on the beach. Colleton House is not on the beach. In both cases you have to traverse a long distance and then cross the highway to get to the sea; and, since both the highway bordering the shore as well as the bulk of land of Sandy Lane is owned by Sandy Lane, the fact that this Hotel may or may not be sited on the seashore or across the road is relatively unimportant.

I am not suggesting, Mr. Speaker, that we should go as far as what is being done in Spain and in Portugal which I am told - I am not speaking with authority - have prohibited the construction of any building whatsoever - hotel or private residence - along the seashore. There you can only build on the land side. The seascape is there to be enjoyed by passersby rather than being blocked by the erection of buildings on it. I am not suggesting that we need go as far as that, but I do feel that on two major grounds, one on the grounds of aesthetics, that we need not debar in *perpetuum* passerby along this district from

enjoying the beauty of the Sandy Lane seascape. I do feel on that score we are establishing a very dangerous precedent.
3.25 p.m.

Sandy Lane is a million dollar project, and you are going to divert the highway because of this million dollar project. If somebody comes along with a project of lesser value, something like \$100,000 and wants a road way diverted - perhaps on equal grounds to those of Sandy Lane - the first thing you will hear is that because that person has not got a million dollars, as in the case of Sandy Lane project, the highway cannot be diverted. It is a question of precedent; having once committed yourself to the principle of allowing a hotel development project locally to divert a main highway, you are not going too easily to be able to turn down other and similar requests without giving very good reasons for doing it. As I have already said, it is a very dangerous precedent to establish; I cannot think of anything similar to this in my time and I do not profess to be aware of what has happened before, although I think I know a little about this country.

Even although the Statement by the Minister does claim that attention is being paid to the question of visibility from the new line of highway 1, I think that there must be general agreement that the diversion of the Highway will interfere with the general enjoyment of travelling through this district which the public now enjoys and that in itself would be just as important as the question of creating a dangerous precedent. I have noted that a lot has been made of the proposal to provide access to the beach and I would like to say that the Government is living in a fool's paradise if it deludes itself with the belief that this access to the beach is going to interfere with or exist on the part of, the hotel development itself. At the moment there is access to the beach at Sandy Lane at the two extreme ends. You can enter the sea at either extremity and swim to your heart's content along the length of Sandy Lane to anywhere you want to swim. I am sure you will not have any access to the beach in the development proper; all you will have is what you have now. You enter the sea either to the left or to the right of the development proper and if you feel like swimming to the hotel, that is your business. The provision of access to the beach is mentioned in this Statement but that is definitely no excuse for permission to divert the Highway or deprive the public of its use. It is not quite plain what is meant in the Statement by the use of the words "visibility from the new line of Highway 1", but I am sure that if you climb Shop Hill you can see one half of Bridgetown; and if this visibility means that we are going to enjoy the sea-shore from some point of the hinterland, then nothing much has been done.

On the question of the economy or the impact of this project on the economy of this colony, Sandy Lane, I am sure, comprises about three hundred acres approximately; and between 50 and 60 people are employed on the plantation during the crop season and about thirty out of crop season; and around 100 in the factory during the crop time. I am not expert on sugar planting, but I can hardly imagine this estate and factory grossing more than 30,000 pounds a year if so much. The utilisation of the acreage proposed as a hotel and tourist project will probably gross ten times this amount, but as I said, Mr. Speaker, nobody can be given any permanent assurance that within five years or ten years or even fifteen years from now this country will still be engaged in this tourist movement.
3.35 p.m.

I am therefore completely opposed to the utilisation of this entire plantation in the manner proposed in this Statement before the House.

The Statement said that in arriving at its decision, the Government has given special consideration to the benefits likely to accrue to the economy of the island with special reference to the tourist industry. It sets out these benefits: among the benefits are improved opportunity for all-the-year-round employment of personnel

presently employed on the agricultural land which will form part of the project. Indeed it is envisaged that the project will offer direct employment to some five hundred people when it is completed.

Now the Government has given permission to divert the highway, the most important thing with which they were concerned, but in so doing they rendered the sale of the estate possible. And the Government said that they have done it on the grounds of its importance to the tourist industry. I was at pains to point out half an hour ago that none of us in any part of the world, and least of all the Barbados Government, can have any assurance that the tourist industry can, or forever will be a permanent feature of our economy. As I have said, we have had the example of so many tourist paradises blooming for five or ten years and then falling, that we cannot afford to risk the destruction of our major industry in this matter. Make no mistake about it, if you allow one plantation to be sold, the entire thing to be developed into tourism, you are setting a precedent to be followed by all who will in future.

I see in this Chamber here a gentleman who is willing to bet me that in less than fifty years nearly all, if not all of the plantations in this island will be utilised for tourism; and he did not say it in any careless or stupid manner either. I know that there are members of this House and people in this island who are intimately connected with the tourist trade who have told me, and will tell anybody else, that they visualise in the not too distant future a number of plantations will be converted into centres for tourism, not only those with beach land because as I mentioned earlier, there are others not near the beach like Colleton House and Eastray House. I say, Mr. Speaker, that we are penny wise and pound foolish any time in our existence to permit such unbridled utilisation of agricultural land for tourist facilities. If you are going to devote agricultural land to subsidiary industries, all well and good; but not to a project which by its very nature may be of such temporary importance to the economy of the country.

When war is on, where are the tourists? If we had had the major part of our agricultural land developed for tourists during the last War, what would we have eaten? The sand on the sea-shore? The Government, in this instance in giving sanction to this scheme, should have laid it down as an essential prerequisite that the entire acreage should not be devoted to this project. If there are 380 acres comprising the estate now, at least one-quarter or one-fifth should still have been reserved for agricultural use. As a matter of fact, one of the prerequisites for any Government with its responsibilities to the country would have been to insist that 60 or 70 acres be reserved for agricultural use and be utilised for the most intensive agricultural production in order to compensate for the loss of the remainder of the estate as an agricultural unit.

An essential prerequisite should have been this: "We are willing to meet you half way, we do not mind the beach land, the grassland and even some portion of the arable land to be utilised in this direction, but not the entire 380 arable acres to be devoted to beach cabins, bungalows, hotels, residential houses and what not," because all this Statement by the Minister talks about is the approximate location of the hotel and ancillary buildings, any other proposed buildings and land which it is proposed to use for other purposes, e.g. golf course, sale or lease for building development, residential and otherwise. In other words, the value of this land will appreciate considerably the moment this hotel project goes down. The moment you put up your Sandy Lane Beach hotel here, beach cabins and what not, the entire acreage of Sandy Lane from being land which is sold by the acre will now become land to be sold by the square foot for building purposes, and as businessmen ourselves we readily understand the position.

As a matter of fact, it would be an easy matter for the promoters of the Sandy Lane Hotel project to get back the million dollars which they will expend on the

erection of the hotel from the sale of the land they do not want for residential purposes. They are buying the estate by the acre. I do not know what price they are paying for it, but the moment they put down even half million dollars in hotel and other ancillary buildings, golf course and what not, they have got their investment back immediately from sale of a few dozen acres as building sites, because land worth about £400 or £500 an acre is going to be worth them 50 cents a square foot.

I say, Mr. Speaker, that in the interest of the long term economy of this country, and in the interest of discharging responsibility which has accrued to the Government the moment it assumes the reins of Government, in the national interest it should not permit the entire utilisation of the plantation with hundreds of acres of good arable land for this purpose exclusively.
3.35 p.m.

In my opinion, even if this Government agrees to this scheme *in toto*, it should insist on 75 acres of this land being divided, either by lease or some other purpose, between a number of efficient farmers in St James with the understanding that they are going to concern themselves with intensified development of agriculture on that 75 acres. There should be also diversified farming there. Our aim should be that this 75 acres of this land earmarked for this purpose would profit us as much as from intensified and diversified agriculture as what we would get from the whole sugar plantation. There should be dairy farming, poultry farming and vegetable farming as well. Indeed, all the milk, all the vegetables, all the eggs and all the food products which will be needed by this project should be produced there and the service should be available for the public otherwise. There should really be a Sandy Lane marketing project in conjunction with this scheme so as to provide agricultural work for a similar number of people as were employed on cane growing; because, the number of people which is needed for a sugar plantation would, of course, be very much less than those needed for intensified agricultural development.

For dairy, poultry or vegetable farming, you need five times as many people as for cane farming; so if 75 acres of this land were to be devoted to intensified farming it would employ the same number of people as what was devoted to cane farming on that plantation. Especially should this be so, Mr. Speaker, with the intense land hunger in this country, and with no attempt on the part of the Government to provide the land for the people who want land. Certainly this opportunity should not be missed to acquire land for the people who want to work land.

This Government has sat idly by and has seen plantation after plantation sold out; unlike every other West Indian Government in the area, they have never bought a single plantation or part of it to put it at the disposal of the people who want to work it. Every other West Indian Government has done it. Jamaica has done it with thousand of acres. St Vincent, St Kitts, Antigua, Dominica and in every other single island of the West Indies Federation there has been a land settlement scheme.

Now this Government is sitting down and allowing an entire plantation to be taken up and utilised for a hotel. I say that because nowhere in the Statement by the Hon. Minister is there one single word making reference that any portion of this estate is to be utilised for agricultural purposes. I have read the Statement very carefully. All that I have seen is that the Government has arrived at a decision to endorse this project because of its value to the tourist industry of the island. Nowhere have you been told that even one-quarter of an acre of this project would be devoted to agricultural production. The new owners will have *carte blanche* to put down their hotels, their ancillary buildings for the hotels, their golf course and then they could sell or lease for building development - residential or otherwise - the remainder of the land.

Well now, I would really like to know if any Government that hopes to establish a reputation for thinking in terms for the future of the country on a long-term basis, would agree that a scheme of this sort *in toto* should be agreed to without reservations of any sort particularly in a country like this which depends always on agriculture as the mainstay of its economy. I can never agree with you on that score. Never.

The Government in permitting a diversion of the highway along Sandy Lane in order to have the project to go through has served notice that it endorses the project as a whole. The Government has no reservations at all where Sandy Lane is concerned and its utilisation as a hotel project. All that they have done is to talk of access to the beach which is something that I have dealt with before and the provision of this alternative highway to be built to their specifications. I say that they should never agree to the diversion of the highway and if they agree to it, they should insist on having the alternative highway built to their specifications. What they have done is this: by accepting this scheme, they have agreed to the use of any plantation in this island any where else for a purpose like this.

Tomorrow morning if a Venezuelan company comes here and wants to start a project like this and they want to buy some plantation on the windward coast or if other people come here to buy other places on the southern coast, the Government cannot say "no" to them because they never raised one single reservation as regards Sandy Lane. I cannot imagine how people like them, who are supposed to have their ears to the ground and who are supposed to be in daily contact with the thousands of people who need work and need to be fed and who have passed the age of innocence, could come along and agree to a thing like that without one single reservation. Everyone of them has some actual experience of what happened in this country in 1914 and in 1945 as regards the feeding of the people of this island. They say that they are concerned in making this country more self-sufficient in food.
3.45 p.m.

Instead of insisting that some portion of these hundred acres be utilised for agricultural production, they allow themselves to be glamorised by the sweet sounds and charming speeches of some people who are concerned mainly with buttering their own bread and feathering their own nests and whose responsibilities for the future of the country are non-existent. If the Government have been gullible enough - at least I hope they have not been gullible enough as to have left no line of retreat in this matter.

The Minister came in here and laid this Statement which is now under discussion. I do not know what the Government expects. I do not know if they expect the Opposition to start a revolution to make them understand that the Opposition will have some point of view in the matter before it was finalised. They laid a Statement; then they rushed through a Bill to amend the Department of Highways and Transport Act so as to implement the Statement and the next thing you hear is that the entire project has been finalised and the cheque has been passed.

We have to assume that the responsible people who wrote in a supposedly responsible newspaper that the project has gone through and that the cheque has been passed, knew what they were talking about. However, it is an affront to the House, even before the matter is finalised here, to allow this estate to change hands and even before the debate on this matter is finalised. The Government is not the beginning and the end of the matter; as a matter of fact, we have to deplore the fact that the members opposite are in charge of the Government and hope to Heaven that they will not be there after 1961.

The least that the Government could have done would be to allow the fullest discussion in this Chamber before they allowed themselves to be utilised in this manner without proper safeguards for all aspects of the parties concerned. In the first place, there is the question of access

to the beach. I am willing to bet that access to the beach at Sandy Lane will not be any more than what we had before. The hotel starts and ends there; there will be a wall erected around it or nobody will dare pass through to go to the beach; people will do what they are doing now.

Even if you have some provision for getting to the beach, only a fool would imagine that these people will permit this highway to interfere with the project itself or to come within the project itself. If you are concerned with providing an exclusive tourist project, if you are actually going to divert the highway and what not, is it reasonable to expect that Tom, Dick and Harry, to use the words of the former Premier, will be allowed to pass through the hotel and use the swimming pool, the beach umbrellas and what not? I am saying that the same access which you had to the beach before, you will have when this project is carried out and they will provide a highway with these specifications here. You had a road before and they will give you a better road. I am quite willing to admit that there will be a little visibility because if you go up a hill, you will see the foreshore better.

We, on this side of the Table, are willing to promote the tourist industry; and we are also interested in providing living conditions, social contact and that sort of thing; but our first duty is not to think in terms of gathering a few dollars from 1960 to 1965 or 1966 and then not know what is going to happen after that. Sandy Lane is a part of the island which lends itself readily to irrigation. Both the Roddam Report and the Senn Report recommended large scale irrigation of the coastline areas of St. James, St. Peter and St. Lucy for intensive agricultural development. At least the Government should have had the imagination and the vision to say to these people: "At the moment the hotels in this island, situated as they are on beaches or on limited areas of the land like Rockley or Windsor with no land for cultivation, all of them including the beach hotels import seven-eighths of the food which is used in their kitchens". If you go to any hotel in this island you will find that a large part of the vegetable service is taken from tins. Poultry is imported, condensed and evaporated milk is imported; and at least with a project which is taking our agricultural land with hundreds of acres with which to play we should have insisted on certain conditions. You have "Miramar" and the "Ocean View" and as far as I remember Mr. Marson is the owner.

3.55 p.m.

He, so far as I remember, has his own farm in the parish of St. Thomas which is called Highclere but used to be called Airy Cot; and there Mr. Marson provides his milk, eggs, vegetables and so on for the use of his hotels. Sandy Lane should be self-supporting in these things and should be able to provide other hotels with them also.

There can be no justification at all, Mr. Speaker, for any Government of the political complexion of this one being so dumb to the national interest as to permit this entire valuable plantation to be converted into a golf course, a hotel and residential and other sites. I have felt for some time very strongly on this matter but there has been no occasion at all for me to express my views before. It is only now that the time has come for the Opposition to debate the statement, and there could be no justification at all for the Government refusing this discussion to be ended before rushing ahead and passing consequential legislation on the decision and putting themselves in the position in which regardless of what might be said or done now there can be no turning back.

One would imagine, Mr. Speaker, that the moment this estate came on the market and the moment the Government had so much say in exchanging hands, they would have grabbed at the opportunity to say: "Well, look here, we have got hundreds of people in the district of St. James area who depend on agriculture for a living, a large number of people who are agriculturists and work on Sandy Lane, and they are not equipped for hotel work". Can you imagine that many of the agricultural people at

Sandy Lane can work on a hotel? Some are past the age but they are good farmers; can plant cabbage and eddoes and can milk a cow and you should give them the chance to go on earning a living at Sandy Lane. Let us, Mr. Speaker, take care of the tourist industry and the people who are employed there in a more practical manner. Let us have a Sandy Lane hotel, a Sandy Lane project and a Sandy Lane farm if you like, and let the Sandy Lane farm be a model for the entire island; but let people find work there and let them produce food for the hotel and other parts of the island.

I am fully convinced that history cannot decline to condemn the perpetrators of this project against the island in 1959. All over the West Indies there is this big splurge of industrial development. There is none here; they are the first people to say that Barbados cannot lend itself to industrial development; they say so but we do not agree with them. Therefore because the country does not lend itself to industrial development, you are beginning to destroy the basis of its agricultural production and putting all your eggs in one basket. If that is good sense and common sense, then God help us in this island.

Mr. DOWDING: Mr. Speaker, this particular debate reminds me of drawing red herrings over a dead cat. I would like it to be known that as far as my Party is concerned, it is whole-heartedly behind the Government in this particular effort. It also reminds me of a little child who when he shook a tree and the fruit fell on his lap wanted to cut the tree down.

Now, Sir, each day that we come here we are told - and I hope that we digest it - to put aside private interest. Now the vague speculations which has been translated into generalities are again vague; I am surprised to hear them coming from a learned member of this House, that member being the hon. learned junior member for St. Lucy. It seems to me, Sir, regrettable that the time of this House should be wasted, and it might be a good idea if we could have, I think they call it, a *prima facie* case made out before debates are allowed to come in this House. What have we heard from the hon. learned member for St. Lucy? We have heard that the gentleman concerned with this scheme is a multi-millionaire.

I do not know, Sir, what evidence the hon. member has to produce, but he certainly has not given us any that the gentleman is a multi-millionaire. We heard that he might be British or English, that he is going to lead this island into racial segregation, but all these are generalities based on no evidence of fact. It is also regrettable to say the least that in a struggling island like this such generalities should be made which can no more then deter capital from coming to this island. On the other hand, we have heard of a member of the Legislative Council whom the hon. member mentioned, Mr. C. W. W. Greenidge. We have not been told whether he is a millionaire or perhaps a multi-millionaire. We have been told nothing about that, neither have we been told when he was speaking on the Caribbee venture whether there are any multi-millionaires in that.

4.05 p.m.

Now, Sir, as far as my knowledge goes, this particular company is formed of both what we may call foreigners and locally born Barbadians. I do not know where the suggestion comes from, but to suggest that this Government or that any member of this House would be willing in this day and age of 1959 to entertain the mere idea of segregation in this island is no more than utter nonsense. Where does this particular idea come from other than out of the imaginative frame of the hon. and learned junior member for St. Lucy? Who would suggest that the Sandy Lane project could be any different from the Caribbee Hotels project, the Marine Hotel project or any other such project in its makeup? No one in my humble opinion would say so, unless he has personal reasons for saying it.

Now, if we investigate what the hon. junior member for St. Lucy has said, we will see that it does not bear

even the first glance of any fact in it. His suggestion - and it is just a red herring across the trail - that the Government should purchase the most efficient factory, Sandy Lane, is remarkable. It is one of the oldest factories in this island and it is already a dead cat because some of its machinery is all over the island and the rest is down there waiting until a boat comes for old iron. The hon. and learned member says that it is the most efficient factory.

Mr. BRANCKER: Mr. Speaker, I rise on a point of explanation. If the hon. and gallant member for St. George wants it to be understood that Sandy Lane is one of the most efficient factories in the island, I never said that. I am sure that no member other than he would say that I said so. I said that I was made to understand that Sandy Lane was one of the most efficient factories in the island. I am sorry he is reflecting on Lower Estate.

Mr. DOWDING: The hon. member must bring personalities in this. I have it recorded that the hon. member said that Sandy Lane is the most efficient factory in this island. If I had my notes with me, I would be able to say emphatically that he did say that it was the most efficient factory. However, in my humble opinion to suggest that the taxpayers of this island should purchase Sandy Lane Factory which is a factory that was put already on the list for going out - and that is not the only one - is something beyond my consideration.

This is why I say that the Government has taken a calculated risk but one which they are entitled to take. I do not know if the hon. junior member for St. Lucy knows it, but our sugar is sold in Barbados for less than what it costs to produce it; and in these days when quotas are being applied to every country in every part of the world, it is time though rather belated that we should encourage tourism and industrialisation. Way back in 1940 we were telling the Government that they should encourage tourism and industrialisation. To go today to this particular area when the price of sugar has dropped and is sold in the free market for less than what it costs to produce it, and to suggest that the Government take on the financial venture of a sugar factory, is something to which I can only say: God help the days when the hon. junior member for St. Lucy is put in charge of the Treasury. That is a foolhardy suggestion.

They go further and say that the land should be given out to peasants. I do not know, perhaps he may correct me on this, but I understood him to say that the peasants should be given the land. I cannot tell when the hon. member is serious about what he is saying but I think this debate on this matter would go on until all the hon. members of the Democratic Party are exhausted. This is done merely to hold over on the heads of the present members of the Government.

It is not startling that the hon. senior member for St. Philip should also enter this debate and throw another small red herring across the trail. He talked of intensified and diversified agriculture on 75 acres of this land in St. James. Why not in St. Philip? He said that 75 acres of this land should be set aside for the purpose of supplying this scheme with those odds and ends which I hope will be produced by small farmers throughout the island for the tourist industry as a whole and not by any particularly favoured Government project. When you get the hon. senior member for St. Philip getting up on his feet and suggesting that 75 acres of this land should be given to people in St. James and he has not said anything about St. Philip at all, I call that another red herring across the trail.

Let us face up the the facts. This Government stands long in need of a subsidiary industry to agriculture. This is an effort which I look upon as a good effort, and as I have said, it is a sound calculated risk. I am one of those who would never agree that the Government should forget the goose which lays the golden egg and that is agriculture. I would never agree that that should be forgotten, but surely it is time - and to use an argument of the hon. senior

member for St. Philip - that we do not put all of our eggs in one basket and that we should exploit our tourist propensities. Already, Jamaica has made millions from the tourist boom. Let us try and get for our people some means of income which comes into this island because if the money comes in - and I hope it will - it will be helpful to all of us.

I must say that I commend the hon. member for Christ Church for his words of wisdom and his warning. He said in speaking on this matter that we should be very careful of what we say in case we say anything which would tend to create an atmosphere that capital is not wanted in this island. Do not let us in this debate give that impression at all. That is the reason why I, personally, am speaking on this matter. It is because I want members of the Government Party and the public to know that as far as my Party goes - and by the way, we hold meetings on Monday nights - we have agreed that this matter should be supported by members of our Party. Therefore, I say it might be a good thing if the public and the prospective investors in Barbados, Canada and in other places, know that there is only one element and not even the whole of it, but part of it, which is opposed to the scheme.

As far as I can understand, the hon. senior member for Christ Church said that we should stop all this nonsense and all this talk about multi-millionaires coming to segregate themselves. I say, if you can get multi-millionaires in here, bring all you can so as to let money come to this island and let our people get some. There can be no possibility that when they come here they can treat a coloured man any differently from the white man. That is impossible. Those days are gone and gone forever. Let us face up to these facts. Those days are finished, done and gone with the wind. Therefore, let us bring multi-millionaires in here as fast as we can get them.
4.25 p.m.

Let us encourage them and do all we can to be nice to them and let us be certain that, in the Legislature, we do not make remarks which would tend to keep them from these shores. I repeat that I cannot, for one moment, see any possible chance of this venture being turned into any of the suggested results mentioned by the honourable and learned junior member for St. Lucy. I fail to see why this venture should be any different from any existing or future ventures so long as this Government's policy is laid down as far as segregation is concerned. I take it that the Government themselves will be able to get to their feet and fully develop their argument on that score. I am going on that presumption; but why should the hon. and learned junior member for St. Lucy allude to Mr. Ronald Tree and Mr. C. W. W. Greenidge; there is not much difference between them when it comes to the question of money.

I live in Paynes Bay and I know all the land which adjoins Sandy Lane. I do not want to be too personal, but if the honourable and learned junior member for St. Lucy mentions it then it must be brought out to assuage the fears of the public. Mr. C. W. W. Greenidge is a big landowner in Barbados and in Great Britain. If the hon. member wants to tell us about the multi-millionaires, then let us hear about all of them; but to pick out one man who is very good in his charity to this island and separate him for mention in this House, is entirely wrong unless the facts are brought out to prove it. I do not agree with this type of debate anyhow.

An attempt has been made to over play the facts. On Sunday after Sunday I walk along Sandy Lane beach, and the facts are these: that beach has been used for the time of its life by the public of this island and up to today it is the same situation. I expect that it will be thrown back at me that it has been wired off and the Government never took steps to wire it off. My question or argument is: what are we losing? I suppose that 25 people on the average make use of this end of the beach at any time. That is a fact. I walk that beach on mornings, middays,

evenings, Sundays, Bankholidays or any time I get a little relaxation. I cannot see that

At this stage, it now being 4.30 p.m. of the clock,

Mr. SPEAKER: It now being 4.30 p.m. of the clock the House will revert to Government Business.

RESUMPTION OF COMMITTEE OF SUPPLY

Mr. SPEAKER: On the last occasion of Government Business, the House was in Committee of Supply.

Mr. SPEAKER left the Chair and the House resumed Committee of Supply, Mr. BRYAN being in the Chair.

Mr. CHAIRMAN: On the suspension of the sitting, the hon. senior member for St. George was speaking on Head XXV of the Schedule of a Resolution for \$48,555.

Mr. DOWDING: Mr. Chairman, just to refer to what has taken place, I cannot say that I am in agreement with the Government's policy of the purchase of lorries; and I am not saying that in some specific cases, such as those mentioned by the hon. junior member for St. George, such as in the purchase of lint, there will not be good reasons although there will have to be good reasons why the Crown Agents buy in large quantities and one can get the items at cheaper prices.

However, in my humble opinion, we should do all that lies in our power in these days of Federation to encourage local industry and correspondingly to provide local employment - a thing which is greatly needed. I am not in agreement with the Government that after a salesman has come down from the Crown Agents and told the Government that they are not buying as much as they used to buy, now they are buying more. That can only throw persons in this island out of work. I was glad for the assurance given by the Hon. Minister of Agriculture that it would not be an out-and-out, 100% policy, but I am awaiting information on that particular matter from the Minister of Communications.

I would like to know the make of the lorries which are to be purchased, whether they are five-ton or whether they are diesel or gasoline models and I would like to know the price. I think it would be very interesting to members of this House to find out whether, in this particular case, it is factual that the Government can purchase through the Crown Agents these lorries cheaper than they can get them from the Local Agents. I would like to know if this amount of money will be duty free; and when I get the figures and compare them with my own figures, I will be able to apply the facts and figures and let this Committee know the position as far as I can give it. In the second place, I cannot agree that this Government should take over from the contractors just because of some misusages or through the proposed distribution to the schools here.

4.35 p.m.

I feel, Sir, that this Government should realise the numerous persons that are anxious to obtain employment in this island. I feel, Sir, that they should realise, in this year in particular with the price of sugar where it is, and the drought up to now, that in the country districts people are being laid off already, not now, but weeks ago, and are only getting two or three days' work a week and in some places none. If we are going to encourage the type of person in the Public Works Department - as far as I am concerned, I say this quite fearlessly, because anything I see going on in the interest of this island, I am going to say - who seem to be under the impression that they are there mainly for the purpose of receiving money and doing no work, that, Sir, can only bring this island to disrepute and a bad economic situation.

In a case where a man by his own initiative has worked up to a position that he can own his own truck, he should be given an opportunity. I wonder if the Hon. Minister can tell me if there has been any effort to put out for tenders and to compare the cost of what it would have been had they put out for tenders with this. I would be very grateful to

know that. Now, Sir, I think that with those remarks I would sit and wait for the information to be given to me.

However, I should just like to make one other observation on the speech made by the hon. junior member for St. John concerning this panel of experts. Sir, any reputable firm in any part of the world can give you any panel of experts you want. The sugar industry would be in a sad situation if, when it wanted any new machinery, it was not able to get through agents here and agents over the other side the expert advice necessary. That is another situation which I think may tend to cloud over this issue. Again the fact that Crown Agents can buy in large quantities from all over the world, makes it also possible for firms of repute in the United Kingdom to buy from any part of the world, Japan, China and other countries, and ship to these shores.

As a matter of fact, I happen to know that in some cases where there are restrictions in one island for certain goods from a certain place like China and the restrictions in another island are not the same, these people are quite willing to ship to one island and have it shipped from that island to another in order to circumvent such restrictions and to allow cheaper markets to come to the general public. I think, Sir, that this matter is in need of careful consideration. The Crown Agents have had their sales talks and I think that local persons should be given an opportunity of giving their sales talks. I should be very grateful to hear the figures from the Hon. Minister before I say anything further.

Hon. R. G. MAPP: Mr. Chairman, I will deal with this point about employing these lorries by contract *vis-a-vis* the method proposed here in supplying biscuits and milk to various schools.

Now, Sir, what was the old practice? The old practice was that there was a pick-up being run by the Highways and Transport Department, and that Department maintains that, with the additional amount of work in recent years which it has had to do, it is becoming uneconomical and indeed impossible to spare that pick-up when the schools are in term for these duties. The pick-up was required to do whole-time work for the Department, and they maintained that because of these additional duties and because of the administrative work and so on, they would prefer to have this arrangement terminated. They want to have whole-time use of the pick-up and let the administrative work go over to the Department of Education.

It so happened, Sir, that I believe that the Department at one time had a contract out for the supply; so we have been able to compare the cost of the two systems, and have found that, when run by the Government Department and when run under contract, it is cheaper to be run by the Government Department. I wonder if the hon. member believes that we do things just topsy turvy. The hon. member talks about unemployment. He gets up and pleads about this mass of people unemployed. Does the hon. member think I am running these vehicles.....

Mr. DOWDING: On a point of order. I did not say that masses of people were unemployed. I said we need to employ all we can in this island.

Hon. R. G. MAPP: He did not say "masses" but he said that there was mass unemployment and we need to employ all we can.

Mr. DOWDING: On a point of order. I did not say there was mass unemployment either.

Hon. R. G. MAPP: There is no unemployment at all but let us employ some.

Mr. Chairman, I do not think we should take the hon. member seriously. On what does he think we are running lorries? Does he think we run them on stones? Human beings run them; there are two drivers to each lorry and six loaders. Does he think a contractor would employ more people than we are employing?

When the Highways and Transport Department put it

to me, as Minister, I enquired from the Public Works Department, which ordinarily gives work out on contract, whether they could run these lorries when the Education Department did not need them and they said "yes". They worked out the cost of so many loaders, so many drivers, gasolene, oil, maintenance etc. to the finest detail.

I say again that as between giving them out in school term and letting the Public Works Department employ them on various schemes when they are not in use with these schools, and not having to do contract work in bringing in sand, stones and what not, we are saving a big sum of money. What is the Government supposed to do? (Mr. DOWDING: How much?) The hon. member wants to know how much; suppose I said \$1,000, is he any wiser? We are saving a lot of money. We cannot tell him what it would cost if we gave it out on contract.
4.45 p.m.

We know what it cost us in the past because we know what the savings were in the past. During the time when the schools are on vacation, the private contractor engages out the lorries on his own. When we get these lorries we can put them into the employ of other Departments when the school term ends. I cannot tell the hon. member that it is \$X, but we can employ them on work at Seawell or at the Fire Station. How can I tell him that it would be \$X? You cannot work these things out to the exact figure, but, nevertheless, I can tell him that it is cheaper.

Sir, you hear all of this talk. Does the hon. member mean that because there is unemployment he would take up 40 lorries and go and work them? We have to be economical in spending our money.

Mr. DOWDING: Let the Hon. Minister once and for all understand that I represent St. George, and not Lower Estate, when I am in here.

Hon. R. G. MAPP: Sir, I am very grateful that he has reminded me of that. I am wondering where he represents. The hon. member has talked of sales. He talked sales talk. The Hon. Premier got up and said that these lorries would be had at a cheaper cost from the Crown Agents than if they were bought from the local agents. We know that it is going to work out to less than what it would be if we had bought them locally. We know that it would work out better with the Bedfords. (A VOICE: Better than the Austins?) I am not indulging in any sales talk. Nevertheless, it is far cheaper even when you add freight and insurance.

Sir, the only reason why we have come down to the figure of \$14,000 and we have not come back for the original amount is because we know that, even when you pay for freight and insurance, it will not cost what it would cost locally. What more sales talk you can want than what the hon. senior member for St. George said? He said: "Buy from private people even if it costs you more." We are not living on a goldmine.

The hon. member not so long ago said that sugar is down at its lowest ebb, and that we get very little more than it costs to produce it. We are not living on a gold mine. When we want to economise, he says: "Never mind Crown Agents; purchase from private people." Do you want more sales talk than that? The hon. member says that he represents St. George and not Lower Estate. I am glad that he remembers that.

Let me say that we have laid down a principle. We have told the Chamber of Commerce that we will purchase, all things being equal, from Crown Agents except where the local price is cheaper. Then, if that is so, we will get it through the local agents. We do not go to the Crown Agents willy-nilly. We go to them because we know that we can get the thing cheaper from them.

Three Ministers of the Government have spoken on this matter over and over again; yet still the hon. member gets back up and says: "Why go to the Crown Agents? Give me the cost of a radiator; give me the cost of a wheel;

give me the cost of the grease." What nonsense is that? You do not conduct a Government that way.

The hon. member made a very statesmanlike speech on the Sandy Lane Scheme. Why does he not come out the same way on this matter? We are saying that it is cheaper for us to operate this service ourselves. I have told people what it cost to put up the Government Buildings and what it is costing to put up the building at Seawell as well as other projects which have been erected by this Government. Comparing with Trinidad, they say that the amount spent on one of them would not even pay for the racking off. Here, we have a man like Captain Tomlin, a Godsend to us so far as architectural beauty is concerned, who does our work for us. Anybody can tell you that Barbados has gained by not giving out work on contract.

I would only ask the hon. member not to destroy the statesmanlike attitude which he adopted just now in his speech on the Sandy Lane Scheme by getting up now and asking: what the wheels cost, what the axle costs and what every ounce of the grease on the wheels cost. If he wants that, I will get it for him. If the hon. member wants more information, I will supply him on another occasion.

Mr. DOWDING: Mr. Chairman, I suppose it is impossible, if one cannot be reasoned into anything, for anyone to reason them out of it. In a very simple speech which I tried to find out some facts, the Hon. Minister has got up, and up to now he has not replied to me. Now, Sir, I want it to be clearly understood that any hon. member of this House has a perfect right to ask any question on behalf of anybody from any Minister, and he is entitled, and it is the duty of the Government Ministers to give an answer.

In the Hon. Minister's ramblings, I was called a salesman and Lower Estate was brought into this matter as well as a series of other things. I am not going over that. What I want to go over is what arises from the two answers which the Hon. Minister has given. I asked him to tell me whether these lorries were diesel or petrol. He has not told me that yet. He has given us some figures. He said \$6,700 if they were bought from the Courtesy Garage and \$4,656 from the Crown Agents. It seems to me, Sir, that the Courtesy Garage is the only person that has tendered. That is remarkable. He has not told us what is the cost of insurance and freight but he says that it is much cheaper.
4.55 p.m.

He has not told us whether it is a five-ton Diesel, Petrol or any other truck, but he has gone all around in a circle to attack me personally. That does not help him because the attacks go off my back like water goes off a duck's back. Let me request of him to be a statesman, if that is possible; let me ask him if he would be so good as to answer the questions which I have asked in order that I may put the facts which I have at my disposal before this honourable Committee. Let me ask him if this is a diesel truck and it would interest me to suggest, if he does not know, that diesel gives much more than petrol.

This \$6,700 is so far above the figure I have, that I am in a quandary; and the amount of \$4,656 when duty is taken off, is so far over the figure which I have, that I am also in a quandary. I cannot prove that the Crown Agents are cheaper than the local people and the only way in which it can be done is if the Hon. Minister is willing to tell me. I can tell him that he can purchase a petrol five-ton lorry for \$5,500 and the Government can purchase it for less than that with the duty off.

If he can tell me what the facts as to this lorry are, I would be in a position to sit down and console myself and feel that my efforts at representing the people are satisfied, but instead of that, I am charged with this, that and the other, none of which I have said.

Once again before I sit down, I will ask the Hon. Minister if this is a five-ton truck and what is the type

or the make. Then I would like to know the cost, insurance and freight. I am not at all satisfied to be told: "We can buy this and that cheaper than this and that." The Committee and the public are entitled to the facts and the Hon. Minister should give them. I have merely asked for the price of this five-ton truck, whether it is diesel or not, and what it is, and I cannot get that information out of the Minister. It merely gives one the impression that when you hear an argument like this, there is one conclusion and it is that the person concerned must know that it is wrong. If the facts are not available, in a very simple manner the Minister can say: "I am sorry, I have not got the facts today; I will get them for you!" and this discussion would have been stopped long ago. Mr. Chairman, I will wait and see if I can get these figures and get some sense out of this debate.

I am again going back to the first item about which I was talking. I would like to find out about this transportation of the nutrition supplies. I have been told that it was done by contract and with a pick-up; I have not been told anything more than that it was cheaper to do it through Government channels than by contract. I have not been given any figures at all so as to be able to deduce whether that is so or not; I have been merely told that I must accept it as a fact that it is cheaper to do this transportation through Government channels than by contract. Let us look at this matter from a different angle. Perhaps if we cannot get any reasonable information, the hon. member may be able to tell us in percentages what the difference in cost would be, because I take it that it would be much simpler to give the difference in percentages than to give an individual breakdown. If we are in a position to find out from other sources that the cost from sources in Bridgetown to do this transportation is one per cent, well, I do not know if the hon. member has any information along these lines so as to be able to give the percentages of difference rather than to give an individual break down.

If people in this island can transport goods for the matter of one per cent of the cost, I am wondering what is wrong with the individual offer of a contract to a driver who has his own truck, who is paying his own taxes and who is struggling to live. An honest man who has taken a little land or who has a shop or something like that and who has paid his taxes from year to year, from month to month and from day to day, because the taxes are both direct and indirect—that man is not allowed the opportunity of transporting a few items around to the schools. That man is probably out on the holidays to work his truck and get a living for himself and during the school term he can return to the job; but we are told that the Government is going to do this work; I do not know how many drivers et cetera there will be to one truck but the Government feels that that is the better situation. We have not been told why it is the better situation but we must take it as a dogmatic statement from the Minister that this is the cheaper way.

Is it fair that the Crown Agents who do not pay any taxes—as a matter of fact I am not sure whether we do not pay taxes to them indirectly because of other sources of supply which they have. But I am blamed for making sales talk.

5.05 p.m.

Let the hon. member understand quite clearly that I represent private enterprise and my Party is private enterprise bent; that is known throughout the island; so this is no sales talk for me personally. If, due to my personal knowledge from my own business, I am able to give this House facts, I am going to do so; but do not let me be told that I am using sales talk for me personally. I do not care whether the Government buys a Bedford, Austin, or even now, I understand, it is thinking of an Albion. I do not suppose it has been heard by the Minister, but he will hear it in the course of time.

The Crown Agents pay no taxes; they have their business merely for providing these ex-Governors and ex-Administrators with a nice job when they retire or are forcibly retired and we are going to give them business;

but the little man who has in his own way built himself up to own a truck is not to be given any business. On these figures alone, if the Minister would tell me what the cost of insurance and freight is with the \$4,656, I would be very easily able to compute for him that in actual fact this is going to cost more than if it could be purchased locally. I would like to find out when the insurance and freight is added to this \$4,656, how much it is going to be; but I cannot get the information and it does not seem as though I am going to get it. That of course I leave to the sentiments of the opposite Party who must be returning to what I thought had been chased out of this House, the attitude of not wanting any opposition whatsoever.

I would be most grateful still at this stage to hear whether the figures are obtainable or whether it is their intention to give the information, and then I can sit down. If the hon. member lets me know that, I am willing to sit down, and if he is not willing to let me know I am still quite willing to sit down, but I must take the opportunity of very clearly explaining my case. I will repeat that the figure of \$4,656 looks to me extremely high when it is known that you can purchase a truck in this island for as low as \$5,500, and if you take off the duty alone it comes to \$5,000, so that if you took \$4,656 from \$5,000 you will see that the balance is merely \$344. We have now come to the point using my figure where, without the cost of insurance and freight, it is merely \$344 different from what it can be obtained for locally.

I shall be very surprised indeed if the cost of insurance and freight was not more than \$344.

Hon. R. G. MAPP: On a point of order, Mr. Chairman. If the hon. member would refer to the note he will see that this matter came up in a Supplementary Estimate 1958-59; and the House has already voted some time last year a sum of \$18,200 to meet the cost of running expenses of two lorries for the Public Works Department. This money we are asking for now lapsed and this is just a revote. As far as I am aware, I told the House of the details when we were dealing with this first Resolution. All we are asking for now is two lorries to assist in the transportation of nutrition supplies of the Department of Education, and these are the same two lorries for which the House has already voted the money.

Mr. DOWDING: Mr. Chairman, I thank the hon. member for that information, but I thought that was clear to me. These are two further lorries of the same make and I regret that the hon. member has not been able to tell me he has got the pertinent information to give me so that I can make further deductions. This, as he said, is money for the purchase of two further lorries, but you see these Addenda are not always very clear. In the first case we see an amount of \$18,200 and in the second case the amount is \$18,600, so in that there must be the cost of running expenses and so forth; but that still does not clarify it. I am however grateful for that little enlightenment and I will come to my conclusion now.

Sir, in view of the fact that I have at least been able to get an answer, though not perhaps the answer I wanted, I am in a position to look up that debate which I will do and see if the figures and facts are in that debate. Should it disagree with what I have here, I will make an opportunity of letting this Honourable House know exactly what is the position. As I see it clearly, Sir, this \$6,700 as against \$4,656 from the Crown Agents is not a clear picture and we need further information in order to find out what is what. I repeat that when one realises that a five-ton petrol lorry—I doubt very much that this would be a big diesel job—can be purchased in this island for in the vicinity of \$5,500 by anyone but that the Government can purchase it for the same \$5,500 less the duty of \$555.20, the difference of \$344 in my humble opinion could easily be more than taken up by the cost of insurance and freight.

So, Sir, having been enlightened that there is another debate on the matter somewhere, I shall take the time to look that up and then inform this House of what I have

found in that debate; but I want to assure the Hon. Minister that it is no use trying to evade my questions, because I shall try as long as I am a member of this House to conduct myself in a manner worthy of this Chamber; and he should do the same and realise that any member in here has a right to ask questions and it is his duty to give an answer.

Mr. CRAWFORD: Mr. Chairman, for the last twenty years or more we have heard this debate in this Chamber raging about Crown Agents. Time and again there has been a charge and a counter-charge as to whether or not ordering through the Crown Agents is cheaper than ordering locally.
5.15 p.m.

Now, today's exhibition has been most unsatisfactory. I am not concerned with whether the Government wants to order a beautiful truck, an Austin, or any kind of truck but certainly no Minister should be so naive as to think that a truck is a truck; that is to say, if the Government comes here and says that the Crown Agents can deliver a truck cheaper, the Hon. Minister must have facts and figures before he can make a statement like that. We are not little children in here.

There is the saying that a rose is a rose and the Hon. Minister is saying that a lorry is a lorry. In other words, if they are ordering a 5-ton or 3-ton lorry or if they are ordering a petrol or diesel lorry, the price of a lorry is \$6,000. They are saying that a car is a car, no matter what make it is. You can order a Volkswagen for \$6,000; you can order a Consul for \$2,800. The Hon. Minister has not said what kind of lorry they are ordering.

Hon. R. G. MAPP: Mr. Chairman, I rise on a point of order. I usually ignore the hon. member but I specifically called out the name of the lorry. I am nothing to do with the hon. member if he is taking guidance from the hon. senior member for St. George. It is the type of lorry which we use in the Highways and Transport Department all the time and that is a type which is giving good service.

Mr. CRAWFORD: The hon. senior member for St. George repeatedly asked what kind of lorry it was. The Hon. Minister never said what type it was. We have tried time and time again to resolve whether it is cheaper to order from the Crown Agents or not; and it is most extraordinary that when an hon. member comes in here and gives figures as to the prices at which you can obtain a lorry here so that a correct conclusion can be drawn, the Hon. Minister cannot say what are the figures of the Crown Agents and what type of lorry it is. Of course, the Hon. Minister is so dumb that even if he has figures he cannot read them.

The Hon. Minister said that somebody from Crown Agents came down here and complained that they are not getting enough business from Barbados. What does he mean by that? Because somebody comes down here and says that they are not getting sufficient business, is that the reason that you are ordering these trucks from Crown Agents? These exhibitions on the part of the Hon. Minister of Communications do him no good nor the country any good. These debates are conducted with a certain amount of intelligence in other areas. The only time you can get an intelligent answer to any question is when it comes from the Other Place.

The Hon. Minister should know what he is doing. He should read his files. He should have been able to put an end to all this tomfoolery in five minutes. He says that he can tell you that we can get them cheaper from the Crown Agents from the facts and figures which he has before him. The Hon. Minister gets up and says that he can give you facts and figures to give you the lie direct but he has not given them. It is a most unsatisfactory exhibition by him and it does the country no good nor the Minister himself.

I had hoped that emerging from this debate, for all time, even on this question of lorries we could have set-

tled the issue that importation through the Crown Agents is cheaper than it is from the local agents or that it would be cheaper than if you imported from private sources. You have the Hon. Minister of Education. He at least gives me the impression that he reads his files and when you come in here and ask him a question, you do get an intelligent reply. It is true that the Hon. Minister of Communications understands that his responsibilities are based on more than selection by a Party. The public expects certain responsibilities from him; therefore, when he comes in here it is his duty to discharge his responsibilities and not get up in here and endeavour to waste the time of the House.

The question that Head XXV stand part was put and resolved in the affirmative without division.

HEAD XXVIII - SUBSIDIES AND GRANTS

Head XXVIII - Subsidies and Grants - was called.

Hon. Dr. H. G. H. CUMMINS: Mr. Chairman, the first item - Item 10 - concerns Overseas Territories Income Tax Office. According to the Note, a contribution of \$960 was made in respect of 1957. The amount paid was a provisional estimate submitted by the Overseas Territories Income Tax Office in order to provide the necessary funds for carrying on of the Office's functions.

A further contribution in respect of 1957 determined on the basis of revised figures of the final audited accounts is now required.

The next Item, Sir, is Item 38, Relief of distressed Barbadians abroad. According to the note, which is quite true, no provision was included in the Estimates of the current financial year to meet the cost of relief of distressed Barbadians abroad, as the Federal Government had originally decided to undertake such responsibility.

The Federal Government has since reviewed its decision with the result that the unit Governments will continue for the time being to be responsible for both the relief and repatriation of distressed Barbadians abroad.

In order therefore to meet the cost of urgent cases of relief of distressed Barbadians abroad, it is proposed to restore the amount of \$5,760 in the current financial year.

Hon. members will remember that just two weeks ago or so, a Resolution came down to this House for an amount of money to help bring a Barbadian, his wife and three or four children, from Morocco. We had to come to the House on that occasion because no provision was made in the Estimates for it. We usually make provision in the Estimates for cases of that sort, but it being considered now the function of the Federal Government, this Government did not include the usual amount in the last Estimates. Since then the Federal Government has said that they are not prepared to take it on yet and have asked the Unit Governments to carry it on.

I beg to move that Head XXVIII stand part.

Hon. R. G. MAPP: I beg to second that.

Mr. CRAWFORD: Mr. Chairman, this is rather unusual that the Federal Government is reneging from its decision to take responsibility for this.

Hon. Dr. H. G. H. CUMMINS: Mr. Chairman, I rise on a point of order. I never said that the Federal Government is reneging from its decision to take responsibility for this. There are other cases in which the Federal Government has said: "you carry on for the time being." As everybody realises, the Federal Government is a new set up and the machinery, so to speak, has not quite got into its stride yet.

Mr. CRAWFORD: The question goes further than that. If the Federal Government made a decision in this matter, they have in effect reneged on their decision. We undertook to give them an annual contribution of a stated amount. (A VOICE: At mandatory level) Apart from the fact that it is at mandatory level, the Unit Territories agreed to con-

tribute a fixed amount to the Federal Government with the understanding that the Federal Government would undertake certain responsibilities. It is a question of whether responsibility for repatriation of distressed natives of the Unit Territories was included in these responsibilities. In other words, if in the money which we contributed to run the Federal Government we have included that. We cannot be satisfied with their saying that they are not ready for this yet. If it is part and parcel of their responsibility and if we actually gave them the money to do it, then they have to do it. If they do not have the machinery to do it, then they should say to us that we do it and then that we collect the money back from them.

I am not going to sit here and just be told that the Federal Government is reviewing its decision.
5.25 p.m.

The Note says this: "The Federal Government has since reviewed its decision with the result that Unit Government will continue for the time being to be responsible...." This Note does not make any sense either, and I wish that they would be more careful with the Addenda which are sent down here. It says "The Federal Government has since reviewed its decision with the result that Unit Government will continue for the time being to be responsible for both the relief and repatriation of distressed Barbadians abroad." Mr. Chairman, do you want anything more ignorant than this? To which Unit Government are they referring? The Hon. Minister should check these things before presenting them here.

What I am saying is this: what we should satisfy ourselves about is whether or not we and the other Unit Governments have already made financial provision for the undertaking of this responsibility by the Federal Government; and certainly the Introducer of this Resolution would have to understand that in this instance it is not good enough to come here and say that the Federal Government has altered its decision, because there may be other things besides this. This is a small amount and naturally because these people are distressed Barbadians, we are so willing to get them here that we would do anything, we would bend over backwards to get them back here; but the Federal Government cannot throw the responsibility on us after they have made arrangements to relieve these people. They have squandered too much money in Trinidad for us to give them more money to squander.

We are willing to pay for the Federation but we must have services for it; and if they get away with this matter now, sooner or later they may change their decision in other matters for which we have already provided the financial wherewithal and we will have to come back to the local Treasury to finance them. It is the business of the Premier, notwithstanding what we feel towards the Federal Government, to see to it that the rights of this Unit Government are not trampled on and that we are not called upon to pay twice, because there is a Federation, for services for which we formerly paid once.

Mr. DOWDING: I should like to ask the Hon. Premier if the Federal Government has rescinded what they have said or if the Barbados Government has asked and a change has taken place. It does appear to me, from what has been set out here, that the Federal Government has changed what they have already decided to do.

Hon. Dr. H. G. H. CUMMINS: As far as I can remember, there are certain duties which the Federal Government is expected to take over. I am sorry that I have not got the Constitution here. The fact remains, however, that in this matter of the relief of distressed West Indians overseas, this happens to be one of them, I repeat that we were informed

Mr. DOWDING: If the hon. member will give way to me I should like to say this. As he does not seem to have the information to hand, I am wondering if he would give this Committee the assurance that if this is a matter which the Federal Government has agreed to handle and we are asked to contribute towards it, that that point be made clear at the time of the gift. I feel that we will have

to support the Federation in its early stages but we should point out to them more clearly that if they have agreed to do a thing, we may give in this time but we must have a proviso. If the hon. member would give that assurance we may be able to get through with this matter.

Mr. CORBIN: I feel that this Resolution is right. We have to contribute every year to the Federal Government and the Federal Government has a right to take care of its responsibilities. The United States of America has forty-eight states and Washington D.C. is the Capital. Every man and woman is registered at the Capital and if anyone goes abroad, and he is suffering or is in distress, he has to report back to Headquarters and the Headquarters will take up the matter.

If we are contributing every year to the Federal Government and we have to take this responsibility on our shoulders, we should have back this amount of money in the coming season. We do not have any right contributing to the Federal Government if they cannot carry out their responsibilities. I am sorry for our own Barbadian people who are suffering abroad and I must say that I am one who will agree to take them out of their distresses.
5.35 p.m.

In future, Sir, let the Federal Government realise if they mean to take up responsibility that they should be in a position to carry it out to the end. They should not be so feeble now with the weight. We have more pressure than they and therefore as this is a matter of aiding Barbadians we cannot back down now. I trust however that in future both the Federal Government and the Barbados Government will equip themselves to do their duty as they are compelled.

Hon. Dr. H. G. H. CUMMINS: I will give the undertaking to the Committee that I will get the position of the Federal Government *vis-a-vis* the Unit Government on this particular question.

The question that Head XXVIII—Subsidies and Grants, stand part was put and resolved in the affirmative without division.

MISCELLANEOUS SERVICES

Head XXIX — Miscellaneous Services — was called.

Hon. Dr. H. G. H. CUMMINS: I think, Sir, that very seldom a matter of this nature comes before this Committee, but as the facts here reveal, Mr. Goddard who was at one time Electrical Inspector to the Government, was granted a loan in 1957 of \$2,115 under the Public Officers Loan and Travelling Allowances Act, 1948 to assist him in the purchase of a motor car valued at \$2,350. The loan was repayable over a period of five years by monthly deductions of \$36 from the Officer's salary.

The note goes on to say that Mr. Goddard ceased to be a member of the Service on 1st September, 1957 and the car was seized by the Government and sold, and the net proceeds realised from the sale amounted to \$1,445.76 and that amount was paid into the Treasury leaving an unpaid balance of \$453.24

Repeated attempts have been made to get Mr. Goddard to pay the balance; and the facts are that, from all I can gather, Mr. Goddard is not in a position to pay this balance. He has left the Government Service and as set out here advances to Public Officers for the purchase of motor cars are made up from the balance of funds held in the Treasury and the Resolution accordingly makes provision for the sum of \$453.24 for credit to the Suspense Account in order that the deficit may be written off. In short, that means that this Suspense Account is a revolving fund and loans are made to Government officers from this Fund; and if this amount is not paid in to the Fund it would be that much short, and in accordance with ancient custom the Treasury is asked to reimburse the amount. It should be taken from the Treasury and put back into this particular fund which is for advances of loans to Public Officers.

I beg to move that Head XXIX - Miscellaneous Services stand part.

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

Mr. BRANCKER: Mr. Chairman, in connection with this matter, I am wondering if the conditions under which Mr. Goddard was granted this loan stipulated, in the month of February when he borrowed it, that nothing was to be paid by him or deducted from his salary in that month, because it appears he only started repayment from March until August. I do not know if he was granted the loan at the beginning or end of February. Certainly if it was at the beginning, I see no reason why he should not have been required to pay the monthly amount from the end of February.

Now another thing is this: the Hon. Minister of Finance said that repeated attempts were made to get Mr. Goddard to pay the balance, but he has left the Government Service. If he has left the Government Service, presumably he has left it to better himself; and if he has left it to better himself, why is it that he is unable to pay the balance? Why are the repeated attempts made to get him to pay the balance so fruitless and unsuccessful? I do not know the significance of the phrase "Mr. Goddard ceased to be a member of the Public Service", whether he left the Service to better himself or whether the Service left him. In the latter event one would understand it being difficult to get the money from him, but if he left the Service for better employment, I would suggest that he left for more lucrative or more suitable employment to him than he had in the Service.

I cannot see why it is necessary to make this provision for the sum of \$453.24 for credit to the Suspense Account in order that the deficit may be written off, if there are other means of obtaining the money from him or obtaining judgment from him by taking the normal steps and securing judgment and then levying. I do not know if he has any belongings at all. One wonders how long this gentleman has been in the public Service; he seems to have had a very good office and presumably he should have acquired some property during that time which would be subject to levy. He was formerly Electrical Inspector in the Government Electrical Department; that is no ordinary post and a man who has risen to that position in the Service should be a man of substance.

I do not know if the hon. junior member for St. Thomas, the Hon. Minister for Finance, could tell us why there was no deduction made in the month of February; whether he is working now, and if so, what is the position in which he is working, and whether he did not have any property on which a levy could be made for the \$453.24.

Hon. Dr. H. G. H. CUMMINS: Mr. Chairman, I would be rather hesitant to give all the facts in connection with this case. I want to say that a revelation of the facts would not do us or Mr. Goddard any good; I understand that he is not working, so he left the Government Service not to better his position but for other reasons. I am therefore appealing to the sense of decency of members of the House not to press for any further information.

Mr. SMITH: Mr. Chairman, before the Hon. Premier spoke I really wanted to find out the reasons for Mr. Goddard having to leave his job, but as the Premier has said, he would not like it to go any further. This is money and it is money which the gentleman had from this Government through the Treasury and it should not go so lightly. This is \$454.24 that we have to vote this afternoon for this same gentleman.
5.45 p.m.

I would like to find out what make of car it was and if it was a new car or second hand car, because, I take it to be a new car for \$2,350; and if that is so, I cannot see how within the course of six or seven months the value of it can be only \$1,660.

Hon. Dr. H. G. H. CUMMINS: Mr. Chairman, I rise on a point of order. I understand the hon. member to say that we are voting money for this gentleman. That is not so. We are asking to vote this money to put it back into the fund for this purpose. There is a fund from which Public Officers are loaned money to purchase cars. It is a revolving fund. This car did not realise the full amount that was outstanding. We have to do this to credit the Suspense Account. It is no question of voting money for this gentleman.

Mr. SMITH: I do not know how the Hon. Premier understands what he read, but this is the way I understand it. If this gentleman had bought this car or had taken it up on a hire-purchase agreement from any dealer in Bridgetown, he could have lost his job or his life, he would have to pay this money; therefore, I still feel that we are voting this money for this gentleman. This is money which was loaned to him to buy a car. It is his debt whether he is working or not. It is only because he was working in the Government Service that we have the chance to vote this money to put it back into the till. I still say that it is his debt. Regardless of what he is doing at the moment, I do not feel that we should vote this money. Every effort should be made to make this gentleman repay this money because, if he had it on this own from a private individual, he would have to pay for it one way or the other, if not in cash, by being in prison at Glendairy.

Now, Sir, if this car was a new car worth \$2,350, can you tell me how in seven months the depreciation of this car could be so great that it could only fetch \$1,445? I would like to know how long the Government took to seize this car because no sooner than he was out of his job, whether he left the job or he had been chased out of it, the car should have been turned over to the Government the same time.

I would like to know from the Hon. Premier how long it took Government to get this car because the depreciation could not have been so fast after he left the job. In other words, I am wondering if it is the same car. I am wondering if it is not an old car which the Government has seized for that car. Can you imagine any of the garages today doing that? At the garages today, they allow you to pay down one-third of the amount on a new car. Let us say that you are purchasing a motor car for \$3,600. A garage would allow you to pay down one-third of the amount which is \$1,200 and then it would give you 22 months to pay the balance which is at the rate of \$100 a month. In this case, the depreciation of this car is to the amount of \$100 a month. Surely, garages would not allow you to pay instalments of \$100 a month if a car used to depreciate as fast as that. You would have to pay at least \$200 a month. Therefore, I say, that it is something very wrong that this car has cost so little only after being used for seven months and that is why I am wondering if it was the same car that the Government seized.

I would like to know the make of the car. I hope the Hon. Premier would have the figures or some of the information in his files about it. If it was a new car or a second hand car which the Government seized, tell us. If the Government lends these public officers money to buy a car to do a job, the Government should do the same thing as is done by garages. Let the person hold a key and the Government hold another so that if the person does not pay up to time, any other officer can go with your key that you have to the car and drive it from the spot to where you want it put up until the amount is paid.

I really wanted to know something about this gentleman but the Hon. Premier has said that he does not want the matter pressed, although I think it in the reverse way. I feel it would do us some good to know why he had to leave soon after he had taken up this car. You lent him this money to buy this car in February and he had to leave in September. If you caught him in one act, knowing that he had this money from you and was still paying it

back, you surely would have given him a little chance at least until he paid you back; but to kick him out of the job before he finished paying back shows that it was something which was definitely wrong.

We are called upon to repay this money. I want to know if this gentleman is still alive and if he is working. If he is still working he should be put before the Police Courts and ordered to repay this money. Even if it is a judgment summons at the rate of \$10 a month, he should be made to pay this bill. If he were my son, I would have to say that. The depreciation of this car was too great for the time. A car like that after being used for seven months would be worth in my opinion \$2,000. Did this car realise what it was worth? According to the Note, I see repayments, \$216; net proceeds of sale \$1,445.76, which means that we received \$1,661.76 leaving a balance of \$453.24.

This is something which the Government should watch carefully when it comes to lending these people money. The Government should have someone to see to it that care is taken of these cars. You have an example today. You lend someone \$2,115 to buy a car and in six months time that car is only worth \$1,445. It is known that some people cannot care themselves far less a motor car. You should have someone to carry out inspections of these cars at least quarterly in order to see what condition they are in so that if anything happens we would be able to get back our money when the time comes. If a careful watch was being kept over this particular gentleman's car, I do not see how it could be in such a state of depreciation.

If his services were no longer required and he was not able to pay for it, you should be able to take it from him and there are other travelling officers of the Government service who would eventually want a car; so you may be able to turn it over to the next officer for the reduced cost. I do not know if the Government sold it by auction. Perhaps, it may be the way in which the sale was done which was responsible for this loss on the car. That is why I say that the Government could have kept it until another travelling officer wanted to buy one and turned it over to him. Surely Government should not call on us to vote money in this direction. I will agree to vote it on this occasion but with the understanding that the Government makes every effort to recover this money from this gentleman.

5.55 p.m.

I am trying to see through the lines; I do not know anything about the matter but all I can gather is that this Officer was not worth anything himself; otherwise he would have his job and he would not have to lose this money. The Government should not merely put back this money into the till and not take any steps to recover it; if this Officer is in the island let the Government see that he is hauled before the Magistrate's Court and let us see if we can recover this money even at the rate of \$10.00 a month. Let an example be thus made to others.

Mr. BRANCKER: The Hon. Premier has asked that we should not seek to probe too deeply into the details of this gentleman leaving the Public Service, and in view of that request I would not probe too deeply into it; but I would point out to the hon. member that he has only to blame the person or persons responsible for putting these notes into the Estimates for putting this note in this ambiguous language. This is what is stated in the note:

"Mr. Goddard ceased to be a member of the Service on the 1st September, 1957". Why did they not be frank and say that Mr. Goddard was dismissed from the Service on the 1st September, 1957? That would have closed any possible discussion on the subject; we would not probe in this forum into the reason why he was dismissed; we would have assumed that his dismissal was merited, but when the note is written like this, it leads us to probe into whether he had left to go into a better job or otherwise. Anyhow, we understand that Mr. Goddard has been dismissed and as to the question of recovering from him—

I do not know if I heard the Hon. Premier correctly as to whether Mr. Goddard is working or not; however, I understand that Mr. E. R. Goddard is employed at Messrs. Richard Costain Ltd. and if my information is wrong the hon. member can correct me and I will accept his correction if he has the information at his finger tips.

If it was decided to have Mr. Goddard dismissed, then the Head of the Department should have realised that he would have been dismissed on the 1st September and steps should have been taken to ensure that the car remained in the possession of the Government. In that case we would not have had to run around to seize and sell this car as appears to have taken place. I think that the suggestion of the hon. senior member for St. Joseph is an excellent one, that if the Government provide the money for a car, there should be two switch keys provided; the Government should keep one and the officer concerned should keep the other. There should be a Department of Government which every now and then inspects a vehicle on which the Government is owed money so as to ascertain whether the particular officer has taken care of it and if he is treating it as he would treat it if it were bought with his hard earned cash. A stitch in time saves nine; and if this inspection had taken place and this car was showing more than the ordinary wear and tear then this Officer would be informed that this car is not in the condition in which it should be.

The idea may not have occurred to the Government before, but now that the suggestion has come from the hon. senior member for St. Joseph it is a suggestion which should be followed. Every car which is acquired with Government funds should be the subject of regular inspection by Government mechanical experts in order to see whether or not the vehicle is being subjected to normal wear and tear or if there are obvious signs of maltreatment, because the car is the security which the Government has for the taxpayers' money to pay the garage from which the car was purchased. As a businessman, Mr. Chairman, you will see that the security for the money which you lend out is in order and that it is adequate to cover the amount which is due to you or as the outstanding balance of your loan.

Mr. DOWDING: Mr. Chairman, a little time ago I left this Chamber and went to the top of the steps and then I remembered that I had forgotten all about this particular part of the taxpayers' money and I returned here immediately. My appointment must wait until I come. This is a matter of principle which must be very, very carefully debated and a very careful and considered answer given to it.

The hon. senior member for St. Joseph has contributed absolutely to this debate and his particular points have been very very good indeed. Sir, when I was studying this matter, I was very surprised at the rate of depreciation of this particular car and I would like to know how it was sold, whether it was a private sale, an auction sale or what method was used. This is an important matter which should concern everyone of us because making loans to Government officials is a very good thing but it can also be abused. This is a case in which, in my opinion, we have got to deal very, very carefully with the culprit. I should like to ask why was the car sold and why was the rate of depreciation so great. I do not think anybody would ask the Premier to disclose anything which would go into the pros and cons of the case and the reason for the dismissal of this individual; but I think that the Committee is entitled to be told in a full and explicit manner the method employed by the Government in making these loans. How are these loans made?

6.05 p.m.

Are they made to every one in the Service regardless of salary? What is the position as far as repayment is concerned, and are these people allowed to use these cars for the purpose of hire? If, Sir, these cars are allowed to be used for hire, naturally the depreciation would be very fast. I would like to hear what the agreement is before a member of the Service can have a car.

This again, is a case, Sir, where the taxpayers' money has been loaned to a member of the Service, that member has been dismissed and now we understand that this amount of money is to be written off. My last question is whether this is purely and simply a matter used by Accountants in writing off money in order to bring the two sides of the Ledger Book to the same thing, but that under any circumstances this money is going to be collected. Businesses write off money for the sake of book-keeping, but that does not mean to say that that money will not be collected; and unless I am assured here tonight that every cent of this money will be collected now, next year or until it is repaid or the gentleman is no longer existent in this world, I am not going to vote for it. If I am assured that this is purely a matter of the amount being written off to get the books straight but that this amount is going to be collected, that is a different matter. I fail to see that there can be any reason which the Hon. Premier should not be able to disclose in order to assure us that this money is going to be collected whenever possible.

Mr. TUDOR: Mr. Chairman, I was very surprised when I heard the Premier say in the course of his remarks that he would appeal to the decency of hon. members not to press him to disclose why this particular gentleman had been dismissed from the Public Service. I felt at the time I heard him say it that it was not a question at all of the sense of decency of hon. members but their sense of responsibility, for Government says that it wants to replace \$453.24; it wants that sum of money voted not to assist somebody or some worthy cause, but to make up the book-keeping balance in the Treasury itself.

The story according to them is that the person who was a member of the Civil Service, and who is not any longer so, was assisted by them with a loan of a certain amount of money towards the purchase of a car; that he was subsequent to the lending of this money dismissed from the Public Service, and when Government seized the car they realised from the sale of it less than the total amount then lent to him. They had deducted of course the repayment he had made in the course of his employ and added that to the proceeds of the sale and they are still \$453.24 out.

Now I happen to know a little of this case. Occasionally one hears from time to time of instances like this, and when one hears about them one does not reflect on them too much because you never know that something will come up in the House two years after which will shed light on the particular difficulty at the moment. I disagree with the Premier most profoundly here that there is anything that need to be concealed about Mr. Goddard's dismissal.

Before I speak on that, I should just like to assure hon. members that Mr. Goddard is very much alive and is now employed with Messrs. Costain Limited; so that if and when it becomes a question, as I hope it will, of Government regaining its money, they will know exactly where he is to be found. I wish to say before I deal with the facts of Mr. Goddard's case that a very damaging lie has been written into the explanatory note, and that lie is this: it says here that "Mr. Goddard ceased to be a member of the Service on the 1st September, 1957; that is true, "and the car was seized by the Government"; that is not exactly true because when Mr. Goddard had ceased to be a member of the Public Service the car was not in his possession, and it had been out of his possession for some weeks before he was dismissed from the Service.

As a matter of fact, his dismissal from the Service had to do with the car being out of his possession; so therefore the Government is actually two years late and should not have the effrontery to come before this Committee for money which they let slip out of their hands, because the reason for his dismissal was through his quarrel with them over travelling allowance, and because he and they could not get together and compromise on it he put himself entirely in the wrong by staying away from work, and he stayed from work for a considerable period.

Naturally Government dismissed him, as they were perfectly right to do; but do you mean to tell me that you are having difficulty with a public officer, you have lent him money, you know that theoretically and practically the car in his possession is partly yours, he is not reporting for duty, has been reported by his immediate superior to the Chief Secretary and it is taken up and debated at the highest level in the Establishment, he is suspended pending hearing and investigation of his case, and finally Government dismisses him from the Service, and for all that length of time that is going on, you do not realise he owes you money on the car and you should seize it? It is therefore not right to say that the car was seized by the Government meaning to imply that you dismissed him on the 1st September, and on the 2nd September you took up the car. That is a lie if that is the implication offered.

The fact is when he was dismissed he was without the car, and it was in McEneaney's garage at that time. It may well be that under the terms of the business contract he probably had to pay Government a certain amount on the loan and McEneaney a certain amount more as an instalment monthly on the car; but whatever it was, the garage seized the car which was partly Government property; and the wicked thing about it is that when the car was seized and was in the possession of the garage, the Government of Barbados did nothing to recover its money. Now you come here and ask us to vote \$454 which we have no right to be giving out of the Treasury at all, because of negligence on the part of the Government. It may well be, therefore, that the reluctance of the Premier to give the facts of his dismissal may be due to the fact that you would have to disclose the whole sorry business leading up to it and the fact that the car was not where Government could get hold of it.

6.15 p.m.

That is the trouble with it. That is the reason why it remained in McEneaney's garage all these months for them to do whatever they liked with it. You do not know why it depreciated so much. Perhaps, it was being used from time to time and your money and the people's money was being used and the car depreciated also. Then Government suddenly discovered that they had this car and they made feverish efforts to get hold of it but, by the time they got hold of it and sold it, it was sold at a much lower value than it really was worth had they seized it in time. Those are the facts.

Mr. Goddard being dismissed from the Public Service is a routine case which the Government had a perfect right to do and to handle in its severest methods. Civil Servants should not take it in their heads that, because they have a difference with the Head of their Department or the Chief Secretary over travelling allowance, they can do as they like. Because of his pique and vexation, this Civil Servant absented himself from his work; therefore, you had a perfect right to dismiss him; but you should know that the car which you loaned him money to buy was in his possession and that it was not in the possession of the garage. Two years from the time that you dismissed him you come and tell the House that you did not realise all the money which you voted out of the Treasury to him to buy it. No wonder that everybody is laughing at the Government of Barbados. They will feel that if you cannot take care of your own things you cannot take care of the people's things.

The one reason why I would not vote for this is because I do not want to see money frittered away out of the Government Treasury. You gave this gentleman as far as I have been made to understand what one is entitled to; and that was a fair hearing to plead his case; and on the evidence, he was found to have absented himself from work and was not doing his duty and you knew he had when you dismissed him a car in his possession.

It is outrageous that you allowed so much time to pass and that you now tell this House this bundle of nonsense and want to pretend that the matter is so grave and so much under cover that it would not do this gentle-

man any good to expose it to this House. You say that your recommendation is to take it from one account out of the Treasury and put it back into another. Our recommendation is that Mr. Goddard borrowed a certain amount of money in good faith and put his name to the transaction; therefore, you had a right to require from him a fulfilment of the contract and you should make every effort to get every cent from him.

He is now in gainful employment and working for much more money with Messrs. Richard Costain than what he was getting from the Government and, theoretically, he is in a position to come to some arrangement with the Government to repay this money. If that is the procedure you will adopt, you will have my support; but to take this money out of the Treasury to put it back into the fund to make good the loss you brought on yourself, I cannot agree to that at all.

Mr. CORBIN: Mr. Chairman, I have to agree with what the hon. senior member for St. Lucy has said concerning this case with Mr. Goddard. From what I have heard, Mr. Goddard was a member of the Government Service and because of some accusation—either Mr. Goddard had something against the Government or the Government had something against Mr. Goddard—he lost his job. He owed the Government money which was loaned to him to buy a car and this sum of \$453.24 is the balance to be realised from the car which Mr. Goddard had under the hire-purchase system. I daresay that if he was not working or if he was sick, we would have to consider him sympathetically, but he is quite alive, and working for someone else; therefore, Mr. Goddard has every right to pay this money.

Now, Sir, as touching the hire-purchase system, I just would like to say that I myself bought a truck under the hire-purchase system and wherever in this island I could get work, I had to get work in order to meet the monthly instalments. When I saw that the truck was depreciated, I sold it and went and paid Messrs McEneaney & Co., the balance of the money.

I heard one hon. member saying that Government, whenever they loan a public officer money to purchase a motor car, should have someone to go around and inspect it every now and then. If you lend a man a certain amount of money to purchase a car, you should not go to look this way or that way about it. The man is responsible for it. If he smashes that car, he is responsible. If he takes it and cuts it in pieces, he is responsible. As soon as a man takes any car or vehicle up under the hire-purchase system he should try and keep it to the best of his ability because he is responsible for it. Therefore, I do not think this afternoon that any member of this House of Assembly would ever agree to let Mr. Goddard go free with this money. I, therefore, would move or second any motion that Mr. Goddard should pay this money.

Hon. Dr. H. G. H. CUMMINS: Mr. Chairman, there is very little which I want to say on this matter. First of all, the hon. senior member for St. George asked several questions about loans to public officers. I can tell him that I know that loans are made to public officers who by the nature of their duties are required to travel and at a schedule rate. The rest I do not know.

The hon. senior member for St. Lucy allowed his mouth to run riot. I have nothing to say as regards Mr. Goddard's business. I think I said earlier that I asked hon. members who have some sense of decency to bear in mind that Mr. Goddard was in the Service and he had to be dismissed for one reason or the other and I would not like to be pressed into saying anything as regards that. He was dismissed since July 27th, 1957. This car was sold by the Provost Marshal and the amount that was realised from the sale was paid into the Public Treasury, and hence the request for the rest of the amount to be put back into the revolving fund.

Since from 1957 when he was dismissed from the Service, repeated attempts were made to get the balance

which he owed but he was either sick or was not working. I understand two things about the Costain business. I understand that Mr. Goddard was employed at Messrs. Costain but because of certain habits which he had he was dismissed.

I do not think if this adjustment is made that it would preclude us from collecting from Mr. Goddard when he is able to pay. Even if this adjustment is made and he is in a position to pay, the amount will be reclaimed from him; but it is no point, if he is not working and is in bad health, to press a claim. It is true that you can pursue him and send him to jail for it, as was said by the hon. senior member for St. Joseph, but I personally would not want to do it.
6.25 p.m.

This adjustment is to take it over to the loans account from which loans are made to purchase cars so as to keep the fund revolving. That is all.

Mr. DOWDING: There is just one other question which I would like to ask and it is this: Are these Officers allowed to use these cars for the purpose of hire?

Hon. Dr. H. G. H. CUMMINS: I think that the hon. member knows as well as I do that hired cars will have to be registered as cars for hire.

Mr. DOWDING: Are they so registered?

Hon. Dr. H. G. H. CUMMINS: You can go and find out.

The question that Head XXIX stand part of the Schedule was put and resolved in the affirmative without division.

17.5.59

HEAD XXX - INLAND REVENUE

Head XXX - Inland Revenue was called.

Hon. Dr. H. G. H. CUMMINS: Mr. Chairman, in connection with this Head, provision in the amount of \$22,069 was authorised for equipment and furniture and of this amount the sum of \$1,605 lapsed. The sum of \$1,032 is now required to purchase office equipment and furniture and also to settle an outstanding account in connection with the purchase of other office equipment during the last financial year for which a voucher was not submitted before 1st April, 1959. In short, this is a revote. That is in connection with the item "Equipment and Furniture".

In connection with the other item which is a new item, "Embossing of Plates", the note sets out that a voucher for payment of shipping expenses for an embossing machine which was rented from Trinidad during the last Financial Year was presented after the 1st April, 1959, and this amount of \$25.00 is for the purpose of settling the account. In order to get through the work in connection with the institution of local Government, the embossing machine or machines used by the Government were not sufficient for the purpose, and one had to be rented from Trinidad; this amount which is to be voted is required to pay for the shipping expenses. It was not sent before the 31st March, 1959, and we are asking that this amount be provided. I beg to move that Head XXX stand part of the Schedule.

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

The question that Head XXX stand part of the Schedule was put and resolved in the affirmative without division.

Hon. Dr. H. G. H. CUMMINS: I beg to move, Mr. Chairman, that a Resolution for \$48,555 do now pass.

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

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

Hon. R. G. MAPP: Mr. Chairman, I beg to move that you do now report the passing of two Resolutions in Committee of Supply.

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

The question was put and agreed to.

The CHAIRMAN reported and Mr. SPEAKER resumed the Chair and reported accordingly.

On motions of Hon. R. G. MAPP, seconded by Hon. D. D. GARNER, in each case, the Resolutions passed in Committee were read a first and second time and agreed to.

RESOLUTION TO APPROVE THE CIVIL ESTABLISHMENT (GENERAL) (AMENDMENT) (No. 17) ORDER.

Mr. SPEAKER: The next Order of the Day stands in the name of the Hon. Premier:- To move the passing of the following Resolution:- Resolution to approve the Order entitled "The Civil Establishment (General) (Amendment) (No. 17) Order, 1959.

Hon. Dr. H. G. H. CUMMINS: This Order deals with a Resolution which seeks the approval of the House to a Civil Establishment Order in connection with personnel. First of all, it is just a matter of the change of title of certain Prison Officers. These Officers were called Messengers at first but, in truth and in fact, they are doing very little messenger work; and it is proposed that the title be changed - not the salary - to fourth Class Officers. As I have just mentioned, it is not a change of salary but merely a change of title.

In the second case, it is proposed to abolish the post of Schoolmaster. The Education Department has now taken over the job of teaching in the Prison and, in consequence, this post of Schoolmaster has become redundant. This Resolution seeks to abolish that post.

In the third case, we are asking for a reduction in the number of the posts of Matron from eight to three. As a matter of fact, that reduction has been going on steadily for the past three years. Three of these Matrons have been transferred to other Departments; one is on the eve of retirement and another has almost reached the retiring age. She is about 52. There is one other officer whom we were hoping would retire before the post is abolished and that Officer has also been transferred to some other Department. I suppose that the Hon. Minister of Social Services will tell the House that it is a credit to the women of Barbados that there are so few women prisoners at the Prison that the position requires a reduction in the staff. I beg to move that this Resolution do now pass.

Hon. D. D. GARNER: I beg to second that.
6.35 p.m.

Mr. TUDOR: Mr. Speaker, there will be very little or even no controversy from this side on this matter. As the Premier has said, there are all straightforward administrative matters. However, there are some questions which I think should be asked, and I hope it will be possible either for he himself or the appropriate Minister to answer.

Now we read here that due to the reduction in the number of female prisoners Government has thought it wise to reduce the number of Matrons employed. My first question, Mr. Speaker, is upon what principle is that reduction being done. Is it that the most recently appointed Matrons are going to be dismissed, sent off, or transferred, or is it that the senior ones, the Chief Matron and perhaps her immediate subordinates are going to be retired rather earlier than they had hoped?

As far as I know, the present Chief Matron is a youngish woman and she has had quite a long service.

I am not speaking for her or about her as such, but in view of her comparative youth which is not so far separated from those who work under her, since they are all of them almost without exception young women, I wonder on what principle Government intends to do this non-retaining-it is not dismissing.

AS a matter of fact, we should like to find out what is Government's intention; in case they have to send off the younger ones, where will the alternative employment be offered? Will it be offered at the Girls' Industrial School or any other Government institution? If it is the older ones, will they have their full pension rights guaranteed to them? I hope that in either case whatever is done will be done in the fairest possible way, because I have reason to believe that there is considerable agitation-not to say panic-as to where the axe will fall. They feel that whatever happens, whoever goes will not be as well looked after as those who stayed, and although I have not spoken to them individually I got the impression that each one is asking "Lord, is it I?"

I think that if for administrative reasons it becomes necessary to reduce the staff in a public institution, Government should take steps-as I suppose it will do only it should do it early-to reassure the people involved that in case the older ones are going, their pension rights will be preserved; and if the younger ones are to leave the Institution alternative employment with Government in this or that other Institution will be found for them; and if the choice of those who are to go and those who are to stay is to remain on an entirely different basis from sending off the oldest or youngest, it would be a good thing if Government could see that the reasons and basis for the policy is explained very carefully, because it is not the fault of the Matrons that the prison is not full of women, and I do not mean that left-handedly; I mean that they cannot be responsible for the fact that the population of the female prison is as it is.

As a matter of fact, on the contrary they are to be congratulated and it may be partly due to their influence and the good work they do that women so few in numbers only go once and scarcely go again; so that I think what Government needs more than anything else is to explain quite carefully to those involved the reasons for sending them off, whoever they are, and also to see to it that they lose nothing either in alternative employment or in pensions, in the case of those who cannot find work elsewhere with Government.

The next point is that of the abolition of the post of Schoolmaster. The Premier assures us that the work of the Schoolmaster is now being undertaken by the Department of Education. I am glad to hear it, but I think that there are certain inadequacies in the educational programme at the Prison which need to be removed and in some cases strengthened. In a Prison such as ours, there is no clear-cut division between the first offender and the person who comes and goes and comes again; and if prisoners are to get the benefit of any educational programme which Government has devised for the prison, some means will have to be made to separate first offenders from the others.

Unless you can do that, Mr. Speaker, the educational programme amounts to throwing water down the drain because it is designed or should be designed for the youngest offender, who, when you can get him to retract his thinking and his attitude, will profit by the instruction and will not come back; and both the Minister of Education and the Minister of Social Services will have noted that so far as instruction in the manual arts are concerned, very good work is being done. The work turned out, the furniture, ornaments and handicraft of every description are of an exceptionally high standard, and therefore to that extent the instruction given is profitable; and I think the records will show that quite a number of our unfortunate citizens who have acquired these manual skills make good on the outside.

The decision is not so clear with respect to the very young who should have an opportunity there of taking their

formal education. For that to be done properly with any justification and any advantage, they have got to be separated in some way from the older ones and put under a routine which, though it gives all the discipline necessary, is still flexible enough to learn while they are serving their sentences; and if the Department of Education is undertaking this responsibility, we should all hope that it is done in a thorough-going manner and not slipshod.

It would be a most unfortunate thing if the impression got around by departmental officials that the educational instruction given in the prison is so much a waste of time and is only being done there because there is nothing better to do. If instruction is to be given it is to be given as instruction, the point being that those who receive it are to profit by it and so it must be designed.

With respect to the change of title of the Messengers to Fourth Class Officers, I am wondering whether Government is doing strictly the best thing in creating yet another class of Prison Officer. To say that you have two Fourth Class Officers and all the others are either Third, Second or First Class means really nothing; and to that extent to change two people from being called Messengers to Fourth Class Prison Officers makes no difference, at least certainly not in salary, unless you envisage the time when you will employ more Prison Officers, perhaps train them in prison work, and therefore call them Fourth Class Officers because they are not quite fully Third Class. 6.45 p.m.

If that is your intention, I hope that will never be, because I would like to see the same thing which has happened with respect to the female prison happen with respect to the male prison.

The re-designation of these two posts of Messengers gives the impression that you are creating a new class of Prison Officers. If you have two Messengers at present doing the work of Prison Officers, why not make them Prison Officers but give them the position and salary which Third Class Officers receive? You are only now making trouble for the Salaries Commissioner because somebody would certainly forget that there are two Prison Officers who are not First, Second or Third class but Fourth Class Officers. If you forget a large number of people, why would you not forget two people. You can make them Prison Officers, Class Three, and let them work their way up in the normal way.

If you admit that they are doing ordinary Prison Officers' work, then give them ordinary Prison Officers' salary and class; but do not create a new class, because you will make the particular people feel that there is no likelihood of their getting out of Class Four until somebody at the top goes home; and, as you know, the promotion scheme works in a normal slow way and you will be building up frustration that way. It is also to be borne in mind that the people can do the work. Therefore, you should make them Prison Officers. It may appear to Government that they are trying to bring about administrative neatness but in the course of time they will see that they are creating difficulties by this attempt.

Mr. CORBIN: Mr. Speaker, I am first concerned with the number of female prisoners which is very small and the retention of the staff of ten to look after them. According to the Addendum, the number of female prisoners is very small and the retention of a staff of ten to look after them is not justified. It is therefore proposed to reduce the staff by five Matrons.

Two of these posts are already vacant.

Well, Sir, I am still glad to see that the number of prisoners is so small and because of the number, the staff of Matrons would have to be reduced. I would be thankful if the Government would look out for some other work for these Matrons whose services would no longer be required in this direction. I hope that Government would be able to transfer them to some other Institution, even if it is at the Government Industrial School. If

there is no employment which Government can find for them, I think the Government should give them all the consideration to which they are entitled such as a pension, or gratuity. By so doing I think these poor people would be very grateful.

Hon. F. E. MILLER: Mr. Speaker, I would like to reply to some of the questions put by the hon. senior member for St. Lucy as well as the hon. junior member for St. Andrew. As to the question of the Matrons of the Prison, I am happy to be able to say that they will be reduced considerably and with little inconvenience.

As hon. members know, there were 150 cells for women, but there has been a great decrease in the number of women who commit offences. If you study the case history of the women who frequent the prison, you will see that the main offences are for larceny, shop-lifting and such things; but, because of the obvious changes which we have in our society in recent times, there is this sudden and sharp decline in the default of crime by women. At the moment, the number of female prisoners is seven. I think that is a nice thing to say in a community like ours with over 230,000 people.

As regards the point raised by the hon. senior member for St. Lucy with regard to two of these posts of Matron being vacant, they were not filled for obvious reasons. As can be seen, the staff of Matrons will have to be reduced by another three. We have a kind lady up there now who, I think, has reached the age of fifty-five years and that is the approved age which Government says that they can elect to go home. I think this kind lady has elected to go home. There is another kind lady of about fifty years of age and she is also willing to go home. Then at the bottom of the list is another Matron who is really not to the age of retirement. She is a young woman, but I think we can abolish that post without doing that Matron any harm. As far as I have been made to understand, she is given to reason and would not worry about that, anyhow. I understand that she is the type of person who appreciates the Government's reasons for reducing the number of Matrons at that institution.

Sir, sooner or later, we will be coming to you with something for finding some place suitable for the present female prisoners rather than having them living in those gaunt walls which can only leave a horror of ugly memories. We are going to ask you to make provision for about twelve persons.

As regards the change in the nomenclature of Messengers to that of Fourth Class Officers, the unfortunate position is that hitherto, you could attract two Messengers at the bottom of the staff and promotion to Prison Officer always come through the Messenger grade. Within recent times, we feel that with the requirements of what a Prison Officer should be at that Institution, we should attract a better fellow than a Messenger; and, in order to do so, we have changed the designation of that post. It is not advisable to attract a person from the Messenger grade when we know from experience that such people move up to the ranks of Officers, even of the First Grade. We are concerned with the officers whom we hope to recruit at that Institution and who would normally go to the First Class grade.

The hon. senior member for St. Lucy spends quite a lot of time in visits to that Institution and I think he is aware of what we are hoping to do there. We believe in this philosophy and the behaviour is borne out by several factors. For instance, in the present century, despite all the changes which have occurred in the United Kingdom, nothing at all has been done by way of extending the prisons and they have reached a stage where we are hoping to.

I think it was two years ago when I paid my first visit to that Institution. And in a subsequent discussion which I had with the Superintendent I was not at all satisfied as regards the teaching situation up there. As a result, I asked the then Director of Education to make a

study of the teaching there and to report on the matter. He did so and suggested that teaching there should be through the local Institute. As hon. members know, handicrafts are done there. There is a shop there for that. Handicrafts are also done at the Government Industrial School. 6.55 p.m.

I think that this Officer is still well within his limit, and I think he will continue to serve as one of the Officers at the Prison. I do not think that hon. members need have any fear at the moment that he will be thrown out.

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

RESOLUTION TO AMEND THE SCHEDULE re GOVERNMENT-AIDED SECONDARY SCHOOL TEACHERS

Mr. SPEAKER: The next Order of the Day also stands in the name of the Hon. Premier:- To move the passing of the following Resolution:- Resolution to amend the Schedule to Resolution No. 29/1959.

Hon. Dr. H. G. H. CUMMINS: Mr. Speaker, this is another Resolution dealing with a Civil Establishment Order. On this occasion it is in connection with Teachers at Government-Aided Secondary Schools other than Senior Assistant Teachers who are doing some extra curricular duties. These Teachers formerly got an allowance of \$240.00 per annum and this Resolution asks that the Schedule to Resolution No. 29/1959 dealing with these Teachers be amended by the addition of the following paragraph:-

"With effect from the thirteenth day of May, 1959, a non-pensionable allowance may be granted to teachers in Government-aided Secondary Schools, other than Senior Assistant Teachers on the recommendation of the appropriate Governing Body and the Director of Education and with the approval of the Governor-in-Executive Committee, who are assigned and are performing extra curricular duties provided that such allowance does not in any case exceed \$240 per annum."

This was the practice before and by some oversight it was left out. This Resolution now seeks to restore this allowance for these Teachers who get it.

I beg to move that this Resolution do now pass.

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

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

RESOLUTION TO APPROVE "THE CIVIL ESTABLISHMENT (TEACHERS) (AMENDMENT) (No. 3) ORDER

Mr. SPEAKER, The next Order of the Day also stands in the name of the Hon. Premier:- To move the passing of the following Resolution:- Resolution to approve the Order entitled "The Civil Establishment (Teachers) (Amendment) (No. 3) Order, 1959.

Hon. Dr. H. G. H. CUMMINS: Mr. Speaker, this is also a Resolution which seeks to approve a Civil Establishment Order. As is set out in the Addendum, the Order seeks to restore the Salary Scales of those graduates and First or Second Class Honours Graduates in Elementary and Secondary Modern Schools to the same levels as Graduates in Government-aided Secondary Schools. I beg to move that this Resolution do now pass.

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

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

SUSPENSION OF SITTING

At this stage, it now being 7 p.m., of the Clock,

Hon. R. G. MAPP: Mr. Speaker, I beg to move that this sitting be now suspended for three quarters of an hour.

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

Mr. SPEAKER: Before I put the question, some hon. members seem to be a little perplexed as to the reason for this motion. I should like to say that hon. members are aware that Standing Order No. 5 having been waived during the course of the sitting, it is now necessary for a motion to be made for the suspension of the sitting. The question that this sitting be now suspended for three quarters of an hour. Hon. members in favour of that will please say "AYE", those against will please say "NO". I think the "AYES" have it. This sitting now stands suspended. 7.05 p.m.

On re-assembling,

Hon. Dr. H. G. H. CUMMINS: Mr. Speaker, there is no quorum present and I ask that the bell be rung.

On the bell being rung, a quorum was obtained.

FACTORIES (AMENDMENT) BILL

Mr. SPEAKER: The next Order of the Day stands in the name of the Hon. Minister of Agriculture, Lands and Fisheries:- To move the second Reading of a Bill to amend the Factories Act, 1956.

Hon. D. D. GARNER: Mr. Speaker, on behalf of the Hon. Minister of Trade I am dealing with this Bill the object of which is to amend the Factories Act, 1956, in accordance with certain suggestions made by the Secretary of States for the Colonies. I think that hon. members will have read the Objects and Reasons of this Bill and if they have not had time really to peruse the suggested amendment Clauses, they will see, as is set out here, that the expression "occupier or manager" appears in the original Act and we wish to change that because the manager had no place in the Act. The words "occupier or owner" will be substituted for the words "occupier or manager". Clause 37 (1) of the Act expresses these sentiments very strongly and it is considered that the words "occupier or owner" should be inserted. In Clause 36 of the Act an Inspector is required to get certain information from the owner of a factory, but he must not disclose that information to other people except in the case of prosecutions and that would mean that he should not get information from one factory owner in order to carry it to another factory owner. For a breach of this provision of the Act the penalty is very strong; it is a fine not exceeding \$240 with the alternative of imprisonment not exceeding six months or to both such fine and imprisonment.

I think that this amendment is very necessary because it brings this legislation into line with what is provided in industrial legislation. I do not think that this Bill is anything controversial or has anything controversial in it. I beg to move that this Bill be now read a second time.

Hon. L. ST.A. THORNE: I beg to second that.

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

On the motion of Hon. D. D. GARNER, seconded by Hon. L. ST.A. THORNE, Mr. SPEAKER left the Chair, and the House went into Committee on the Bill, Mr. BRYAN being in the Chair.

Clauses 1 to 5 inclusive were called and passed. 7.55 p.m.

Clauses 6 to 12 inclusive were called and passed.

On the motion of Hon. D. D. GARNER seconded by Hon. L. ST.A. THORNE, Mr. CHAIRMAN reported the passing of the Bill in Committee and Mr. SPEAKER resumed the Chair and reported accordingly.

On the separate motions of Hon. D. D. GARNER, seconded in each case by Hon. L. ST.A. THORNE, the Bill was read a third time and passed.

Hon. R. G. MAPP: Mr. Speaker, that ends Government Business.

ADJOURNMENT

The Order Paper having been fixed.

Hon. R. G. MAPP: Mr. Speaker, I beg to move that this House do now adjourn until this day week, Tuesday 21st July, 1959 at 12 noon.

Hon. L. ST.A. THORNE: I beg to second that.

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

8.00 p.m.