THE

House of Assembly Debates

(OFFICIAL REPORT)

SECOND SESSION 1961 - 66

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SECOND SESSION OF 1961-66
HOUSE OF ASSEMBLY

Thursday, 1st July, 1965.

Pursuant to the adjournment, the House of Assembly met at 4.00 o\'clock p.m. today.

PRESENT

His Honour E. L. CARMICHAEL, J.P., (Deputy Speaker) Mr. L. E. SMITH, J.P.; Mr. E. St. A. HOLDER, J.P.; Hon. C. E. TALMA, (Minister of Communications and Works) Hon. J. C. TUDOR, M.A. (Minister of Edu-cation* Mr. S. E. SEALEY; Hon. G. G. FER GUSSON, (Minister of Agriculture and Fisheries); Mr. R. ST.C. WEEKES, J.P.; Mr. W. R. LOWE; Mr. G. V. BATSON, (Chairman of Committees) Mr. N. W. BOXILL; Mr. J. B. YEARWOOD and Hon. A. DaC. EDWARDS, (Minister of Health, Housing. Local Government and Community Development).

Prayers were read.

PAPERS LAID

Hon. J. C. TUDOR:

Mr. Deputy Speaker, I am com-manded to lay a White Paper on the Policy of Assistance to Approved Independent Secondary Schools.

GOVERNMENT NOTICES

Hon. J. C. TUDOR:

Mr. Deputy Speaker, there will be Government Notices after the Budgetary Statement, and I shall ask leave then on behalf of the appropriate Minister to make them at that time.

SUSPENSION OF STANDING ORDERS

Hon. J. C. TUDOR:
Mr. Deputy Speaker, I beg to move that Sanding Orders Nos. 5t 14,16,18, 40 and 46 be suspended for the remainder of today\'s sitting.

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

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

REVEREND F. A. CATLESS APPOINTED TO ACT AS CHAPLAIN

Hon. J. C. TUDOR :
Mr. Deputy Speaker. I beg to move that the Rev, F. A. Cayless be appointed to act as Chaplain of this House for the month of July.

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

The question was put and resolved in the affirma-ative without division.

QUESTION TIME

Hon. J. C. TUDOR:
Mr. Deputy Speaker, I beg to move that Question Time be now taken,

Hon. G. G. PERGUBSSON:
I beg to second that.

The question was put and resolved in the affirm-ative without division.

Mr. DEPUTY SPEAKER:
Oral Question No. 46/1964 stands in the name of the hon. senior member for St. James.

Mr. HOLDER:
Mr. Deputy Speaker, on behalf of the hon. senior member for St. James the Question reads as follows-

To enquire of the Appropriate Minister:

Is the Minister aware that the narrowness of the bridge along the highway at Holetown, St. James, creates a hazard to pedestrians using the said highway?

2. Will the Minister take steps to have the bridge widened so as to provide adequate sidewalks on both sides of the said road for the protection of the said pedestrians?

3.

4. Will the Minister take steps as soon as possible to develop this area so as to remove this obvious hazard?

5.

Hon. C. E. TALMA:
Mr. Deputy Speaker, the Reply is as follows-

\"1. Yes.

2. It is proposed to carry out improvements to the Holetown Bridge in the financial year 1966-67 as part of the Government\'s 1965-68 Development Plan.

GOVERNMENT BUSINESS

Hon. J. C. TUDOR:
Mr. Deputy Speaker, I beg to move that Government Business be now taken.

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

The question was put and resolved in the affirm-ative without division.

COMMITTEE OF SUPPLY

Mr. DEPUTY SPEAKER:
Order No. 1 stands to the name of the Hon. Minister of Educations to move the House into Committee of Supply to consider the grants of sums of money for the service of the island.

Hon. J. C. TUDOR:
Mr. Deputy Speaker, I beg to move that Your Honour do now leave the Chair and the House go into Committee of Supply,

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

The question was put and resolved in the affirm-ative without division, and Mr. DEPUTY SPEAKER

left the Chair and the House went into Committee of Supply, Mr. BATSON in the Chair.

SUPPLEMENTARY ESTIMATE, 1965-66 No. 7

Hon. A. DaC. EDWARDS:

Mr. Chairman, this is a Resolution which I am sure will gain the approval of the Chamber. It is a grant of $9,200 to the School for Mentally Retarded Children. 4.25 p.m.

This School was established last year and it provides training for a number of children in the island - possibly 13 - who are mentally retarded. These are not all the children who are mentally retarded; there are several dozens of them, but the school is going through its teething stages.

It is extremely difficult to have these children transported to the school because they are in different parts of the island. At present, they have the use of a van to transport them, but it is necessary for them to have another van if the children who are mentally retarded are to have the necessary training. Therefore, it has been decided to give the School for the Mentally Retarded children a grant of $4,200 for the purchase of a vehicle, and an annual grant of $5,000,

I am sure that the entire Chamber will agree with it and I have no hesitation in moving that this Resolution do now pass.

Hon. G. G. FERGUSSON:

I beg to second that.

Mr. GODDARD:

Mr. Chairman, this is a very commendable Resolution, and as the Hon. Minister who introduced it said, I hope it would be unanimously approved. I just want to ask, how many children at the present moment are in the school and how far these children come from.

We know only too well the cost of maintaining these institutions. There are many voluntary workers who have been engaged from time to time doing similar work, and often they have to take money out of their own pockets to make two ends meet. The only question I will like to ask is, how many children are at the school?

Hon. A. DaC. EDWARDS:

Mr. Chairman, as I have said in my introductory speech, there are not more than 13, but these children who are mentally retarded must be given assistance. They come from all over the island.

The question that this Resolution for $9,200 do now pass was put and resolved in the affirmative without division.

On motion of Hon. A. DaC. EDWARDS, seconded by Hon. G. G. FERGUSSON. the CHAIRMAN reported the passing of one Resolution in Committee.

Mr. DEPUTY SPEAKER resumed the Chair and reported accordingly.

On separate motions of Hon. A. DaC. EDWARDS, seconded in each case by Hon. G. C. FERGUSSON, the Resolution was read a first and second time and agreed to.

STATUTE OF FRAUDS (AMENDMENT) BILL, 1965

Mr. DEPUTY SPEAKER The Second Order of the day stands in the name of the honourable and Learned Premier:- Second reading of a Bill to amend the Statute of Frauds, Act, 1762.

Hon. J. C. TUDOR:
Mr. Deputy Speaker, I am asking leave to proceed with this Bill on behalf of the honourable and learned Premier who is not now in his place.

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

Hon. J. C. TUDOR:
Mr. Deputy Speaker, the purpose of this Bill is to amend the Statute of Frauds 1762, Act 1762-1, in order to exclude from the scope thereof actions with respect to contracts made in consideration of marriage and actions with respect to contracts not to be per-formed within a year of the making thereof.

This is one of a number of Bills, Mr. Deputy Speaker, which the House will be asked to pass in order to tidy up the Statute Laws of this country. There are several of them, and we will be bringing them down so that the re-vision of the laws can proceed more smoothly. I beg to move that this Bill be now read a second time.

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

The question was put and resolved in the affirm-ative without division.

On motion of Hon. J. C. TUDOR, seconded by Hon. C. E. TALMA, Mr. DEPUTY SPEAKER left the Chair and the House went into Committee on the Bill, Mr. BATSON in the Chair.

Clauses 1 and 2 were called and passed.

On motion of Hon. J. C. TUDOR, seconded by Hon. C. E. TALMA, Mr. CHAIRMAN reported the passing of one Bill in Committee.

Mr. DEPUTY SPEAKER resumed the Chair and reported accordingly.

On separate motions of Hon. I. C. TUDOR, seconded by Hon. C. E. TALMA in each case, the Bill was read a third time and passed.

4:35 p.m.

LAW REFORM (FRUSTRATED CONTRACTS) BILL, 1965

Mr. DEPUTY SPEAKER:
The next Order of the Day is to move the Second Reading of a Bill to amend the law re-lating to the frustration of contracts,

Hon. J. C. TUDOR:
Mr. Deputy Speaker, like the Bill which the House has just passed, this is a Bill which is designed to relieve hardships. Until 1942 the rule at common law was that where a contract was frustrated, the loss remained where it fell. This Rule was overruled in that year by a decision of the House of Lords, and by the passing of the Law Reform (Frustrated Contracts) Act of 1943, the British Parliament extended and modified the principle of the decision by providing for some adjustment of the loss between the parties. That Act of 1943 binds the Crows and it may be excluded or varied by the terms of the individual contract. This Bill, as drafted by the Crown Law Officers, seeks to make similar provisions in respect of this item. I beg to move that this Bill be now read a second time.

Hon. C. E. TALMA:
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,

Hon. J. C. TUDOR:
Mr. Deputy Speaker, I beg to move that you do now leave the Chair and the House go into Committee on this Bill.

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

The question was put and resolved in the affirm-ative without division.

Mr. DEPUTY SPEAKER left the Chair, and the House went into Committee on the Bill, Mr. BATSON in the Chair.

Clauses 1 to 4 of the Bill inclusive were called and passed,

Hon. J. C. TUDOR:
I beg to move, Mr. Chairman, that you do now report the passing of one Bill in Committee.

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

The question was put and resolved in the affirm-ative without division.

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

On motions of Hon. J. C. TUDOR, seconded by Hon. C. E. TALMA in each case, the Bill was read a third time and passed.

Hon. E. W. BARROW entered the House and took his seat.

FINANCIAL STATEMENT AND BUDGETARY PROPOSALS

Hon. J. C. TUDOR:
Mr. Deputy Speaker, I beg to move that the next Order of the day be the Financial Statement and Budgetary proposals of the Hon. Minister of Finance,

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

The question was put and resolved in the affirm-ative without division,

Mr. DEPUTY SPEAKER:
The next Order of the Day is therefore the presentation of the Financial Statement and Budgetary Proposals by the Hon. Minister of Finance,

Mr. E. W. BARROW:
Mr. Deputy Speaker, this is the third occasion on which I have had the privilege of making a financial statement and declaring the Government\'s fiscal policy with Your Honour occupying the Chair. Indeed, it is only the fourth occasion in the long constitutional history of this island that budgetary proposals have been introduced in this form as a separate exercise from the introduction of Annual Estimates.

Apart from Your Honour\'s seventy-five per cent record of Chairmanship, it would be difficult to discover any factor which the successive budgetary proposals have had in common.

Each budget has been designed and tailored to provide solutions for a particular economic situation then confronting the country. In this respect the measures for which I shall be seeking support of this House follow the general pattern. Speculation is rife both amongst the business community and the general public at this time of the year as to the incidence of taxation and the type of concessions which the Minister of Finance is likely to declare. We will continue to have such speculation as long as there is parliamentary democracy. What a Minister of Finance has to ensure, however, is that no person inside or outside of the country is able to make any gain or profit out of fore-knowledge of the budgetary proposals. It is for this reason that I had to resist the suggestion advanced in 1962 by members on the other side, particularly the former Minister of Social Services, that Honourable Members should have some knowledge of the speech before it was actually delivered.

At the 31st March, 1962, the Island had a deficit of $948,000. I was faced with the problem of meeting

the bill of over $2 million for civil service salary increases and back pay and some how or the other getting the economy of the Island off the ground at the same time. A strong dose of medicine was clearly indicated and we ended up the Financial Year 1962-63 with a deficit of $74,000 only. The import duties on twenty-seven items were abolished in order to stimulate local production. The patient survived despite the wails and moans of disgruntled alcoholics and unemployed politicians, so that by the end of 1964, without any increase in direct taxation and with moderate consumption duties on non-essentials, an estimated deficit of $1.2 million was converted into a surplus on current

account of $4.6 million. At that time I pursued a deliberate policy of budgeting for a de-ficit of $340,000 but at the same time injecting a large dose of capital investment in the form of Government borrowing from abroad in order to generate purchasing power amongst the masses, provide employment and stimulate the economy generally.

There has been some idle talk that the Government is over taxing the population because we have enjoyed surpluses on current account for the past two years, i.e. in 1963-64 and 1964-65. This is far from the truth because we are borrowing at the rate of $8 million per year in order to provide the funds for the development which is taking place and to which the Legislature has given its prior approval and consent from time to time. In truth and in fact we are not paying our way and we are getting certain facilities now to which we are asking posterity and those who come after us to contribute. Current surpluses mean that we borrow less. For ten years prior to my first budget, the average $3 million surplus was spirited away on unremunerative overseas investment through a lack of understanding of facts of life on the part of the former Ministers. We were treated to such statements by a former Chairman of the Cabinet as putting aside something for a rainy day and good housekeeping. The new economic policy introduced by this Govern-ment has restored confidence, generated employment and purchasing power and increased both sizes and shares of the national income relentlessly from year to year. If we have been so successful we need pay no attention to the jaundiced view point of the disappointed.

And so we come to our present situation.

The Economic Survey for 1964 has been laid. This and the Development Plan for 1965-68 which was placed before the House with the Estimates for 1965-66 (the first year of the Plan) has given the House a great deal of information about the economy of the Island and the Government\'s plans for expanding it.

It is only necessary for me now to direct the attention of the House to the key factors and the most significant trends. The most notable fact is that, despite the disappointing output and price of sugar last year, there has not, apparently, been a significant fall in the Gross Domestic Product, i.e. the value in money terms of all the goods and services produced by the economy during the period. The reason why this aggregate sum has risen rather than fallen is that other sectors of the economy have been expanding. Most important has been the rapid growth of the tourist industry. It is estimated that tourists spent about $24 million in Barbados last year. The industry has continued to swell in the current year, and it is essential that we should press on with the construction of additional hotel accommodation and the improvement and enlargement of Seawell Air-port, In 1964, 240,399 passengers went through the Airport, an increase of 48,872 on the number in the previous year. Another indicator of the growing popularity of the Island is the increase in cruise passengers from 27,184 in 1963 to 41,671 in 1964.

Our overseas trade continued to grow, but the visible trade gap widened to the extraordinarily large figure of $51 million. The value of our imports was $111 million, of which we re-exported $15 million, while our domestic exports amounted to only $45 million. A substantial part of the increase in the trade gap was related to increased capi-tal formation, including the provision of machinery and transport equipment; and part of the increase in imports of consumption goods was to meet the requirements of tourists. It is clear, however, that every encouragement must be given to domestic production if a crisis is to be averted. We just cannot afford to continue to borrow large sums of money

externally, at the very high rates of interest prevailing, to buy from abroad goods which could be produced in the Island. My policy is to give local industry every encouragement which will be the keynote of the budgetary proposals this year. The main object of the ex-ercise is to relieve the serious unemployment problem which faces our growing popula-tion. At the same time, management and labour must see that our local industries are efficient and competitive. Only on that way will they be able to obtain the export markets which are so necessary if they are to survive and expand. Local traders must be prepared, even at the expense of some profits, to help with promotion of sales of local products. We must all face up to the fact that in this Island in the ultimate result we shall all sink or swim together. In this matter of trade unless we increase our local production and exports and actively contain our imports we shall come to the point when we shall not be able to import goods in increasing quantities. Our total trade will ultimately begin to shrink, and we shall find ourselves unable to support our growing population.

In 1964 the number of births fell to 6,506 the lowest figure for 15 years, but the number of deaths was 2,131 almost the same as in 1960 and considerably less than that 15 years ago. Our birth rate (per thousand) went down to 26.6 in 1964 from 29.1 in 1963, but our death rate - 8.7 - is now extremely low. (The death rate in the United Kingdom is 12 per thousand).

The effect of these figures is that the natural increase in 1964 was 4,375 as compared with 5,706 in 1960, a fall in the natural increase per annum of 1,331. Although the natural increase is still high, progress in controlling the population explosion is being made on the home front. What is of great concern to us is that our net emigration figures (the number of departures less the number of arrivals) have fallen from 4,231 in 1960 to 551 last year. The result is that, while in 1960 our resident population increased by 1,475, in 1964 it increased by 3,824. Emigration to the United Kingdom was greater in 1964 than in the previous year, but the number of farm workers who went to the United States of America was less than in 1963 and 1,702 farm workers returned. I wish to emphasise that any stifling of the farm workers migration programme will have a vital effect on this Island.

Careful control of the expenditure votes and the large income tax collections derived from the high prices and production in the sugar industry resulted in a marked improvement in the finances of the Island during the last financial year. The last time we had an overall surplus covering our current and capital expenditure (other than that met from Colonial Development and Welfare funds) was ten years ago.

At 31st March, 1964, the General Revenue Balance was $6,288 million; unfunded advances on loan account amounted to $12,271 million; our public debt was $35,106 million and sinking funds $3.19

million.

At 31st March, 1965, the General Revenue Balance was $10,088 million; unfunded advances on loan account amounted to $7,778 million; our public debt was $43,235 million and sinking funds $3,737 million. We have ceased contributing to the Revenue Equalisation Fund which is now estimated at $11 million. (Cheers)

Thus we have both increased our reserves and, by raising loans, reduced our short term borrowing.

The unaudited out turn Figures show that in 1964-65 revenue collected amounted to $38 1/2 million, as compared with $33.6 million in 1963-64. Much of the increase was directly and indirectly attributable to the extraordinarily high sugar prices and the large crop of the previous year, but there were also one or two large special receipts such as accumulated surpluses from the operations of the British Caribbean Currency Board.

The current expenditure in 1964~65 was $31.3 million, as against $29 million in the previous year. There was therefore a surplus of $7.2 million on current account virtually the figure forecasted in the Development Plan. As is apparent from Table XXV of that Plan the financial position has improved every year since 1961-62, when there was a deficit on current account of nearly a million dollars.

Capital expenditure within the budget in 1964-65 was $8.1 million, financed as follows: -

Loan Funds ... ...$ 3. 1 million

Surplus funds ... ...3. 4 million

Colonial Development and Welfare Funds1.6 million nearly all of which was

allocated to the completion of the Queen Elizabeth Hospital.

In comparison, in 1963-64 the Capital Expenditure was financed thus:

Loan Funds ... ...$ 7. 9 million

Surplus Funds ... ...0. 5 million

Colonial Development and Welfare Funds0.6 million

Labour Welfare Fund... ... ...1.0 million

It is of the utmost importance in the present situation that we should limit our borrowing, especially the creation of further external debt. Briefly, the position is that we already have a considerable public debt, we have a large adverse balance of trade, and the cost of borrowing is extremely high.

Even if we realise considerable surpluses on current account in the next three years, we shall never the less have to borrow even larger sums to carry out all the ap-proved projects. What we have to ensure is that loan moneys are spent, as far as possible, only on projects which will increase the general revenue from which the loan charges will have to be met.

This year the Island has produced 195,970 tons (approximately) of sugar - the largest quantity ever manufctured, except for that in 1957 when the record production of 204,528 tons was achieved. A year ago I said that the world market price of sugar had fallen from £105 or $504 per ton in November 1963 to £46 ($22l) a ton. I regret to say that the price has now fallen to £20.10 ($98.40) per ton (the closing price yesterday) and the outlook is dim. (Earlier this week prices Were even lower). In fact, general economic prospects in the world give cause for some anxiety. There are even suggestions that we

are heading for a depression not unlike that which the world experienced in the 1930\'s. What deepened that depression was the very drastic cutting down of expenditure which fol-lowed overproduction. Another lesson was that restrictions on trade by larger nations were not in their own interests. Of particular importance to us is the tourist trade. With the knowledge and experience of that era it seems unlikely that the same mistakes will be made again. The new GATT Agreement that trade policies should be designed to help less developed countries indicates that it is now realised by the highly developed countries that they must pay particular attention to the needs of others. The United States Senate within the past twenty-four hours has been struggling to honour the spirit of this policy.

On 14th December, Trinidad and Tobago began to issue their own currency notes and it is expected that on the 6th of October the new East Caribbean Currency Authority will issues notes on behalf of this group of Islands. The new currency will have exactly the same value as the existing currency. The new dollar will have a parity of four shillings and two pence sterling; and on demand the Authority will be under an obligation to sell and buy sterling in London for East Caribbean dollars as is the case with the existing currency. The notes will be roughly similar to the old ones - they will be the same length but nar-rower in breadth and we hope they will fit more easily into people\'s pockets. They will have a different portrait of Her Majesty the Queen and the general design will be different, but the colours will be the same only brighter, that is, the one dollar note will be red, the five dollar note green, the twenty dollar note mauve and the hundred dollar note black. There will be no two dollar notes and no ten dollar notes. This is partly a decision taken by the Govern-ments to save money over the printing and partly to avoid confusion over colours. I have brought specimens of the four denominations with me to the House today and Honourable Members may inspect them if they so desire, I regret however that I have no authority to part with possession or to make these notes documents of the House. There will be no change in the coins - at least for the present.

With regard to Chapter XIV of the Economic Survey, I would add that by the end of the March quarter loans and advances by commercial banks had risen to $56.777 mil-lion, and total deposits had reached $67.884 million. Of these $28.728 million were in sav-ings accounts. At 31st March the amount on deposit in the Government Savings Bank was $18.100 million.

The Savings Bank will move into spacious modern premises in the Financial Building next year. Government institutions and Departments whose work is almost wholly with the public cannot function efficiently in cramped and antiquated premises. Another instance is the Customs Department which will soon move into Careenage House.

At the end of May last year the retail prices index was 116.1; at the end of May it was 118.4, an increase of only 2 per cent.

If the general costs of consumer goods, building programmes and private and public capital works are to be contained within reasonable and manageable bounds then a very careful watch will have to be kept on salaries and incomes and on conspicuous consumption of unnecessary imported commodities. This country has certainly come a long

way in a short time that already all sectors of the economy can openly discuss the pros and cons of introducing a policy on incomes by mutual agreement.

It is too early to be definite about the Treasury prospects for the current financial year, but the estimates approved by the House provide for expenditure on current account of $37,061,627 which is $1,489,629 more than the estimated revenue. That part of the approved capital expenditure in the 1965-66 estimates which will fall to be met from the General Revenue Balance amounts to $6,551,919; and supplementary estimates amounting to $79,954 have already been placed before the House. The estimated deficit on current account, the approved estimates of capital expenditure from surplus balances and die sup-plementary votes total $8,121,492. I will have to meet this sum and any further supplementary expenditure from the General Revenue Balance. I am glad to say that there should be no difficulty in doing so.

However, of our estimated capital expenditure, no less than $10.6 million is allocated to be met by the raising of loans for projects which will greatly benefit the community. I have already referred to the difficulties inherent in the raising of large loans externally. It is therefore our duty to support fully all the local loans which will be offered for subscription by the Treasury. It is encouraging to note that a start has been made: in the last ten weeks about one million dollars have been subscribed to our local loan issue.

If I may now turn to specifics of the fiscal policies dictated by the general back-ground I do not propose to increase the rates of income tax, and I naturally regret that the economic situation in the Island does not justify a reduction. When the Island begins to produce more of the goods which are at present imported, it may be opportune to increase spending power.

Whilst the rates of income tax will remain unchanged pending the comprehensive expert reappraisal of the whole system which has been mentioned in Chapter XXVIII of the Development Plan, it is my opinion that the general economic situation justifies some concession in the form of relief on earned income of married women.

This new marriage allowance \'Barbados Style\' will be in the form of an increase from $300 to $420 per annum on the income allowance of married women under Section 20 of the Income Tax Act 1921 as amended by 1957, Chapter 12.

This measure ought to encourage those skilled persons who are already in short supply to remain at

work and will cost approximately $40,000 per annum.

I recognise that there must be more opportunity for saving and investment in the private sector; however we not only buy far more from abroad than we should, but suffic-ient private savings are not invested locally.

The chief means by which the Government is seeking to relieve hardship is a social security scheme. With the advice and help of United Nations Experts, the ground-

work is being laid. Plans for the introduction of the scheme are well advanced, and we can now look forward to the achievement within our time of full employment in a really free society or a society free from hunger and want.

The Government is giving consideration to amendment of the Hotel Aids Act in consultation with the Tourist and Development Boards and the Hotel Association,

Legislation to provide for income tax concessions in favour of international busi-ness companies which are not trading locally will be introduced today. The object of the concessions is to induce companies which are not trading locally to establish their head-quarters in this Island, thus providing some employment opportunity here and at the same time bringing the Island to the notice of the international business world. Similar legisla-tion already exists in the Bahamas, Bermuda and Jamaica.

Earlier today die Minister of Education laid on the table a White Paper giving details of a policy of assistance to approved independent secondary schools which has been adopted by the Government. This assistance will provide for 1,500 exhibitions/22 teachers and subventions for special studies. It will also involve provision for an additonal Education Officer, clerical assistance and other costs, and selection examinations. In the

current year the scheme is estimated to cost $145,000 and in subsequent years $213,000.

A supplementary estimate will be placed before the House.

At this juncture, I think I should like to add my quota to what the Hon. Minister of Education has already explained in his White Paper, that is, the invaluable assistance which was rendered to the Ministry by the members of the twelve Private Schools\' Association. What is even more remarkable is that, despite the fact that these negotiations have been going on for a considerable period of time, the Minister himself was not permitted to make any disclosures, despite the uninformed gibes of members on the other side of the House, Even more remarkable is the fact that people who are not of the Government under the Official Secrets Act - I refer to the Managers of these Schools - none of them has whispered one word of these pronouncements prior to the announcement in my Budget. I think that this is something remarkable in a community such as Barbados, and I should like to compliment those persons on that. (Cheers)

The Government has also decided that compulsory attendance in school for children over the age of

five and under the age of twelve years should be introduced as from September, 1965, in the local government area of the Bridgetown City Council and in the parishes of Saint John and Saint George. These rural parishes have been selected because Government is satisfied that the physical accommodation is available and also because all the schools in these two parishes will have a meals service in operation by the beginning of the new school year in September. The system of compulsory attendance will be extend-ed rapidly to cover the whole island.

After further consideration of the administration costs and revenue aspects of the bill relating to the levying of a 2% tax on the sale of airline tickets for flights originat-

ing in the Island, I should mention that in Israel the charge is in the vicinity of $242 before you can leave the country, and in Venezuela it is $30 U.S. for Venezuelans leaving the country. I propose to substitute a specific airport service charge of $2.00 on all outgoing passengers other than intransit and specially exempted persons. This charge is expected to yield approximately $150,000 per annum and is in keeping with the practice at at least fifty-seven international airports in countries far wealthier than our own.

The further measures which I propose to introduce immediately to encourage the development of industry in the Island are as follows: -

The present rates of duty on paints and enamels are 15% Preferential and 16% General. I propose that these rates be increased to 25% Preferential and 26% General. I do not anticipate any significant rise in paint prices for two reasons.

Firstly, several firms of world wide reputation are now manufacturing paints in the Island, and are in competition with each other. Secondly, the prices of paints imported into the Island will probably be reduced as occurred on the increase in duties in 1963.

There should be no objection to fair competition; it protects the consumer, and without it we are likely to breed inefficient industries. That is why I am refraining from using quantitative restrictions.

I propose to increase the duties on wooden and upholstered furniture and fixtures from 20% Preferential 30% General to 25% Preferential and 35% General. Local industry, including the small craftsman, is now able to supply local requirements and, because of competition, there should be no increase in prices.

To help the local saw mill, it is proposed to do three things:

Firstly, to exempt from duty chemicals used in the processing of logs, squared tim-ber and lumber. This exemption would not apply to the importation of chemicals which are manufactured in the Island,

Secondly, to allow the importation free of duty of machinery and spare parts necessary for the maintenance of saw mills or any extension thereof:

And thirdly, to provide that squared timber not less than 10 ft* long and 8\" x 8\" square imported by or on behalf of a person or company employing not less than six persons for further processing into timber be admitted into the island free of duty. Under the agree-ment between Government and the existing Saw Mill, the Mill is obliged to supply 51% of the local market for pitch pine. At present, the only place from which pine can be obtained is Honduras and the only form in which it can be got is in squared timbers.

On 15th April the rates of import duty on the following fabrics for use in the manufacture of men\'s and boys\' suits, trousers and jackets were reduced from 10% Pref-erential and 20% General to 5% Preferential and 15% General. These were:-

(a) woollens and worsteds;

(b)

(c) linen;

(d)

and(c) fabrics of synthetic fibres

The rates of import duty on the undermentioned types of garments were raised as follows: -

FROMTO

Preferential GeneralPreferentialGeneral

Outerwear other than

knitted10202535

Vests and Pants152515+25+

$2 per doz.$2 per doz.

All other underwear and

all nightwear, knit and

made of knitted fabrics,10201525

All other underwear and all nightwear other than knitted102015+25+

$2 per doz.$2 per doz.

There has been some protest by merchants who sell some of the expensive items of outerwear that sales to tourists are likely to be affected adversely by the increased tariffs. I have given due consideration to these representations and to those of the Barbados Chamber of Commerce, and I have decided that it would be administratively impracticable to distinguish between items of outerwear either on the basis of landed cost or of proprietary brand names. In other words although it is true that at the moment expensive stilts and slacks are not manufactured in the Island on a factory scale and the purpose of the increased tariff was more protective than revenue earning, it will not be possible to draw a line between the expensive items and inexpensive ones in such a way as to guarantee that justice will be done both to the local manufacturer and the importer. I would pre-fer to have some period during which to observe the parametric effects of the new tariff before making any changes with respect to those particular items. It is also desirable that such a period should be definitive, and for the purpose of this exercise the working of the tax will be reviewed at the end of twelve months. However a special dispensation will be granted to the gentler sex in that the lower rate of duty which existed before the 15th April, 1965 will be restored on ladies\' and girls\' swim suits.

On the other side of the picture the response to the reduced tariffs on fabrics by persons interested in establishing and expanding garment factories has been most encouraging.

In their applications manufacturers have disclosed that the range of garments and other textile products which are manufactured and which it is proposed to manufacture locally is widening significantly. As there is no immediate possibility of a knitting mill being established, there is no reason why the reduction of duties on cloth should not extend to cotton fabrics.

To restrict the grant of concessions on fabrics to manufacturers operating on a factory basis would put the individual tailor and several tailoring establishments at a disadvantage - vis a vis the large manufacturers and could in fact result in much hardship to the self-employed worker.

In order, therefore to encourage the local manufacture of a widening range of garments and textile products, I propose a comprehensive amendment to the First Schedule of the Customs Act, 1962, to provide for reduction of the duties on all textile and other fabrics.

It is considered that the reduced rates of duty should be such that the margin of protection (the difference between the rate of duty on the raw material and that on die finished product) should stimulate a greater demand for the local products. The fabrics on which it is proposed to grant duty concessions with present rates of duty are as follows: -

PRESENTPROPOSED

Preferential GeneralPreferentialGeneral

Cotton fabrics of a

1st cost not exceeding

24c per yard6%20%

Cotton fabrics of a

1 st cost exceeding*5%*10%

246 per yard10%25%

Cotton duck and canvas10%20%5%10%

Cotton fents10%20%5%10%

Silk fabrics10%20%5%10%

Woollen and worsted

Fabrics for use in the manufacture of men\'s and boys\' suits,

trousers and jackets5%15%

All other woollen and*5%*10%

worsted fabrics10%20%

PRESENTPROPOSED

Preferential GeneralPreferentialGeneral

Linen fabrics for use

in the manufacture of

men\'s and boys\' suits,

trousers and jackets5%15%

*5%*10%

All other linen fabrics10%20%

Hemp fabrics and Ramie

fabrics10%20%5%10%

Jute fabrics10%20%5%10%

Fabrics of Synthetic fibres and spun glass

for use in the manufac ture of men\'s and boys\' suits, trousers and jackets5%15%

All other fabrics of*5%*10%

Synthetic fibres and spun glass10%20%

Drapery remnants10%20%5%10%

Fabrics of textile

fibres mixed with metal10%20%5%10%

Knitted fabrics10%20%5%10%

Fabrics n.e.s.10%20%5%10%

All other rubberized and other impregnated fabrics and felts, except linoleum10%20%5%10%

Elastic fabrics10%20%5%10%

•AH

I anticipate that the net loss of duty should not be more than about $163,000. Against this must be set off the employment and balance of payments benefits to be de-rived from the expansion in production and employment in local industry.

The substantial reductions in the duties on cloth of all kinds should benefit every-one* All changes in the tariff will take effect as from today, and notice of the legislation necessary to implement these proposals will be given immediately after die conclusion of this Statement.

I am glad to be able to assure the House that, with the improved trend in the economy of the Island, I am confident that the additional expenditure on education and the net loss of customs and inland revenue resulting from the proposals I have made are within the capacity of the Treasury this year. Results in future years will depend upon the persistence with which progressive policies are pursued.

Those in sum are my proposals

Mr. Deputy Speaker, and I intend to give notice immediately of the financial bills

and Resolution and to lay the four orders necessary to put these policies into full effect. (Prolonged Cheers)

DOCUMENTS LAID

Hon. E. W. BARROW:
Mr. Deputy Speaker, I beg to lay the following documents-

The Customs Duties (Logs for processing into lumber) (Amendment) Order, 1965.

The Customs Duties (Chemicals for use in the processing of logs and squared timber into lumber) Order, 1965.

The Customs Duties (Machinery and parts for the replacing or repairing of machinery, plant or other equipment used in the lumber milling industry) Order, 1965.

The Customs Duties (Amendment) (No, 2) Order, 1965. GOVERNMENT NOTICES

Hon. E. W. BARROW:
Mr. Deputy Speaker, I beg to give notice of the following -

A Bill to settle the rates of Income Tax for the year one thousand nine hundred and sixty-five and to make provision for certain other matters in connection with the levying of the said tax,

A Bill to amend the Income Tax Act, 1921,

A Bill to make provision for the exemption from Income Tax in whole or in part of international business companies which are not trading locally,

Hon. J. C. TUDOR:
Mr. Deputy Speaker, I beg to give notice of a Resolution to place the sum of $145,000 at the disposal of the Government to supplement the Estimates 1965-66 Part I - Current as shown in the Supplementary Estimate 1965-66 No, 8 which forms the Schedule to the Resolution.

I also beg to give notice of my intention to move the House into Committee of Supply at its next sitting in order to deal with the money Resolution of which I have just given notice,

BILLS READ A FIRST TIME

On motions of Hon. E. W. BARROW, seconded by Hon. J. C. TUDOR in each case, the following Bills were read a first time :-

A bill to settle the rates of Income Tax for the year one thousand nine hundred and sixty-five and to make provision for certain other matters in connection with the levying of the said tax.

A Bill to amend the Income Tax Act, 1921.

A Bill to make provision for the exemption from Income Tax in whole or in part of international business companies which are not trading locally.

PRIVATE MEMBER\'S NOTICE

Mr. GODDARD:

Mr. Deputy Speaker, I beg to give notice of a Resolution to debate the Financial Statement and Budgetary Proposals of the Hon. Minister of Finance.

CORPORATE BODIES\' CONTRACTS BILL

Mr. DEPUTY SPEAKER:

The next Order of the Day stands in the name of the Hon. Premier.- To move the second reading of a Bill to amend the law governing the making of contracts by or on behalf of bodies corporate and for connected purposes,

Hon. E. W. BARROW:

Mr. Deputy Speaker, in the process of the revision of the laws of this island - the Statute Law revision which is now taking place under the guidance of a distinguished Barbadian Professor O. R. Marshall -we have had occasion, through a Special Committee which we have established, and comprised both of members of the Cabinet and the Crown Law Officers, to recommend a series of reforms of the Statute Law in this island. There are, I believe, some six or seven Bills of this nature on the Order Paper, and this Bill is the first or the second one of the series. There will be many other Bills which will be brought forward. For instance, if I may give you an illustration, Mr. Deputy Speaker, for some years now, since the year 1925 some forty years ago, in the United

Kingdom, there is a law relating to estate succession in respect of deceased persons; and despite the social system in the United Kingdom which was abolished by the 1925 legislation of which Your Honour is familiar, we still have the ridiculous situation in Barbados that if a man dies intestate and he may have 15 children, his eldest son inherits the estate and the widow enjoys the rents and the profits of the estate for her life-time only.

What the Government proposes to do now is to make it possible that the estate of a person who dies intestate should be divided between the children, whether they be male or female, Mr. Deputy Speaker, I may say that a lot of the squabbles which now go on in the Police Courts of this island is due to the system which we now have to suffer, I was merely giving Your Honour a forecast of things to come. If I may now return to the present Bill, this is one in the series of law reforms which we are now getting down to, now that we have placed the Budgetary exercise behind us. This Bill provides or seeks to provide for the abolition of the common law rule that contracts which are entered into by a corporation are unenforceable unless, with numerous exceptions, they are executed under seal. 5.45 p.m.

The Bill does not apply to companies incorporated under the Companies Act, 1910, but similar provision in regard to such companies is made by section 75 of that Act. The provision of this Bill follows those of the Corporate Bodies\' Contracts Act, 1960 of the United Kingdom. It is a very simple Bill. The provisions of contracts by a corporation are unenforceable unless under seal, and goes back to antiquity, I suppose the main reason for the Common Law rule was that a lot of people in those days even among the mercantile community was not particularly skilled in the use of the pen, and it was a means of making sure that no one could put the corporation under any legal obligation unless they had the stamp of approval, as it were, of a responsible officer of that corporation. The Bill therefore, seeks to bring the legislation of this island up to date.

I beg to move that this Bill be now read a second time. Hon. J. C. TUDOR: I beg to second that.

The question was put and resolved in the affirm-ative without division.

Hon. J. C. TUDOR:
Mr. Deputy Speaker, I beg to move that Your Honour do now leave the Chair and the House go into Committee on this Bill.

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

The question was put and resolved in the affirmative without division and Mr. DEPUTY SPEAKER left the Chair and the House went into Committee on the Bill, Mr. BATSON in the Chair.

Clauses 1 to 4 inclusive were called and passed.

On motion of Hon. J. C. Tudor seconded by Hon. C. E. Talma Mr. CHAIRMAN reported the passing of one Bill in Committee and Mr. DEPUTY SPEAKER resumed the Chair and reported accordingly.

On separate motions of Hon. J. C. Tudor, seconded in each case by Hon. C. E. Talma, the Bill was read a third time and passed.

THE GUARDIANS, EXECUTORS, ADMINISTRATORS AND TRUSTEES (AMENDMENT) ACT, 1965

Mr. DEPUTY SPEAKER:
The next Order of the day stands in the name of the Hon. Premier to move the second reading of a Bill to amend the Guardians, Executors Administrators and Trustees Act, 1891.

Hon. E. W. BARROW:
Mr. Deputy Speaker, this is now the fourth in the series of law reform measures to which I referred earlier. I think that in anticipation I may mention that the next Order on the Order Paper is a Bill to repeal Various Obsolete Acts, and one of the Acts which we intend to repeal is the Master and Servant Act, 1891 which should have been removed from the Statute Book a long time ago. Apparently the last Government so much

hid the Master and Servant complex that they could not make a break with the past and remove this Bill from the Statute Book. Anyhow, the Master and Servant Act is one of the Acts which I propose to repeal. There is only a single provision in that Act worthy of consideration, and that is the provision whereby a servant\'s wages were first charged on the estate of the deceased person. That is the only salutary thing about it, but I do not think that nowadays anyone working for an employer would have any difficulty in getting his week\'s wages or month\'s wages as the case may be; but just to make assurance doubly sure, we are going to amend the Guardians, Executors, Administrators and Trustees Act, 1891. I do not think there is much more which is necessary for me to say because the Bill has only two short Clauses.

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

Hon. J. C. TUDOR:
I beg to second that.

The question was put and resolved in the affirm-ative without division.

On the motion of Hon. J . C. Tudor seconded by Hon. C. E. Talma, Mr. DEPUTY SPEAKER left the Chair and the House went into Committee on the Bill, Mr. BATSON in the Chair.

Clauses 1 to 3 inclusive were called and passed.

5.55 p.m.

On motion of Hon. J. C. TUDOR, seconded by Hon. C. E. TALMA, Mr. CHAIRMAN reported the passing of one Bill in Committee.

Mr. DEPUTY SPEAKER resumed the Chair and reported accordingly..

On separate motions of Hon. J. C. TUDOR, seconded by Hon. C. E. TALMA in each case, the Bill was read a third time and passed.

THE LAW REVISION (REPEAL OF OBSOLETE ACTS) BILL, 1965

Mr. DEPUTY SPEAKER:
The next Order of the day stands in the name of the Hon. and Learned Premier Second reading of a Bill to repeal various obsolete Acts.

Hon. E. W. BARROW:
Mr. Deputy Speaker, I referred a little while ago to this Bill. It seeks to repeal various Acts which have become obsolete or inconsistent with other legislation or with changed circumstances. If I were as humourous as the hon. junior member for the City, I could probably write a book on the obsolete measures which are now sought to be repealed.

I would just like to explain why we have found it necessary to introduce this legislation now. Some of these things are so antiquated that they should have been repealed long ago.

The first in the Schedule is \"The Assimilation of Currency Act, 1848, (1848-1)\" As you will see, Sir, the reason for that is fairly obvious. That is because it is of very old vintage indeed. It goes as far back as 1848 and this is 1965. That Act made provision that all debts should be paid in sterling at the rate of £156 currency for every £100 sterling. Obviously, that went out of date ever since because since this Act was passed, for a long time ago we have also converted our system in the decimal system and that has also been made the monetary transaction of all parochial bodies, and for all public accounts to be kept in that denomination. That is as regards (the Assimilation of Currency Act.

We also have another monstrosity on the Statute Book and that is the Sunday Observance Act, 1891, (1891-12) which is honoured more in the breach than in the observance; Since this may be the last time when this Act would come under public notice, it may be just as well that we be amused at what we were supposed to do or not to do under this Act, If you look at Section 2 of that Act you will see stated:-

\"2. If any person shall upon a Sunday, Christmas Day, Ash Wednesday, Good Friday, or any day set apart by proclamation as a day of humiliation or thanksgiving, shoot with a gun or other firearm at any bird whatsoever, or go out of his house or place of habitation for the purpose of shooting birds, or shall command, permit, or suffer his servant to shoot with any gun or other firearm at any bird, such person so offending shall for every such offence be liable to a penalty of thirty shillings, to be recovered on the complaint of any person before the Police Magistrate of the parish where the offence shall be committed, in a summary way, one moiety whereof shall be paid to the person making the complaint, and the other moiety paid to the Parochial Treasurer for the use of the said parish; and if the person making the complaint shall decline or refuse to take his moiety, then the whole of the said penalty shall be paid to the said Parochial Treasurer.\"

The next one is the Bridgetown, Speightstown, and Holetown Act, 1891, 1891-16; and this one which is to be repealed is more a matter of regret than of amusement because it is surprising that in those days the Legislature had the idea of Town Planning and made certain stipulations which far from being observed were being broken by established bodies such as the several boards of the Vestries.

You will be surprised to know that under this Act, there are some interesting provisions, A police sergeant, I think, at that time used to work for no more than £25 per year, but we had a provision under that Act where he could be fined £20. As I have said already. I am going to read part of it because it may be the last time that we have the opportunity to have these things brought to our notice.

As regards building regulations in Speightstown, it is stated that no house, storehouse, kitchen, stable, or building whatsoever shall be erected in the principal streets, alleys and lanes within the limits of Speightstown, otherwise than with such materials and in such manner as here-inafter mentioned, and any person who shall presume to build contrary to the regulations contained in this section shall be warned by the sergeant of police on duty in the said Town to remove or alter the same conformably with the said regulations, and on refusing so to do shall incur a fine of twenty pounds, and such building shall be deemed a common nuisance, and the builder or owner thereof shall, within such time as shall be appointed by order of the Police Magistrate, remove the same, and in default thereof such house or building shall be taken down by order of such Police Magistrate and the materials thereof sold by public

auction by any police or parish constable and after payment of the expenses attending the taking down of such house or building, and the fines and fees of the complaint (in case such fine and fees shall remain unpaid), the balance shall be paid to the owner of such house or building. Provided always that nothing in this section contained shall extend to hinder the repairing of any house already constructed. \"This goes on to say :-

\"The outside of all buildings to be erected in the principle streets, alleys, and lanes of the Town shall be made of brick or stone, or bricks and stones together, or brick or stone nogged, except balconies and the frames of doors and windows; and any sergeant of police who shall connive at or suffer any house or building to be erected in the said Town, contrary to the preceding provisions, without giving information thereof to the Police Magistrate, shall forfeit the sum of twenty pounds for every building so erected.\"

By that, every Police Magistrate was in the position to have the salary and pension of a sergeant of Police confiscated.

As regards Bridgetown, there was a penalty for permitting dogs to infest the streets of the City,

It says:-

\"Dogs shall not be permitted to infest the streets of the said Town, and every person who shall permit or suffer any dog belonging to him to be or to go at large in any street, square or lane within the limits of the said Town, shall incur a penalty not exceeding ten shillings for every such offence, and every dog found going at large in any

street, lane, way or public place in the said Town before five o\'clock in the morning, or after eight o\'clock at night shall and may be killed by any police constable. And every police constable is hereby directed and required to kill and destroy all dogs that shall at any time be found in the market place.\" 5.05 p.m.

There is only one provision in the Bridgetown, Speights-town and Holetown Act, which we will be retaining and that is the one which deals with the right of policemen to disperse mobs. There is also another antiquated piece of legislation in the Bridgetown, Speightstown and Holetown Act where, in Section 8 dealing with the matter of forestalling and regrading, it reads as follows:-

\"8. No person shall purchase any ground provisions, grain, wood, garden-stuff, poultry, pigs or other commo-ity or articles of sale whatsoever which shall be coming to market in the said Town, before the same shall be brought into the public market, with intent to sell the same again, and in case any person shall in anywise offend against the provisions of this section, every such person shall for every offence be liable to a penalty not exceeding fifty shillings.,\"

That is the provision which we call forestalling and regrading. You cannot stop a man who is carrying potatoes to the market in his donkey cart; you can only go into the public market and buy the potatoes because it was felt that the more affluent traders would stop and buy all the goods coming into town and sell them at exorbitant prices. It may be that we need to do something like this at the Port in Bridgetown. I do not think that the large majority of the public were aware of these unenforceable provisions which still exist on the Statute Book of this Island, When it comes to the Master and Servant Act, I would not

worry to explain anything about that because I said what we would have to do in the last Bill. There were one or two provisions of that Act which might be deemed to be in the interest of the employee rather than being in the interest of the employer, but, by and large, we consider that this sort of antiquated legislation should be removed from the Statute Book and the provisions of it be dealt with through the organized representatives of the employers and employees.

When it comes to The Demonetization (Spanish, Mexican and Columbian Dollar) Act, 1893 with the Spanish and Mexican dollars, when we broke the gold coin in eight pieces, these were the legal currency in 1893 and they were demonetized in that year. When we come to the Common Pleas Act, 1911, that Act should have been repealed a long time ago. The next Act is the Definition of Time Act, 1911, there is the Foreign Missionaires Regulations Act, 1917 and there is the last Act, the Assize of Bread Act, 1921, which is an Act I am very reluctant to see taken off the Statute Book if we could only get it enforced.

It would be of interest to know what this Act says in Chapter 8, Section 3. This is what it says in that Section:-

\"3. (1) The assize for making or vending bread shall be adjusted and established in the following manner, that is to say, when the common and governing duty paid price of the barrel or bag of baker\'s flour containing one hundred and ninety six pounds shall be one pound five shillings or six dollars, the penny loaf or roll made with such flour after being sufficiently baked, shall weigh at least four ounces and seven-tenths of an ounce; and any multiple or sub-division of the penny loaf or roll, after being sufficiently baked, shall be of a weight in proportion to the weight of the penny loaf or roll; and when the duty paid price of the barrel or bag of baker\'s flour shall rise higher than the price before quoted, then the weight of the loaves or rolls shall be varied and regulated according to the assize table in the Schedule to this Act.\"

This comes up to the time when the price of flour per barrel or bag of one hundred and ninety six pounds is $22.00. The penny loaf should weigh 2 1/5 ounces. Then there was the penalty for light weight. Section 5 of the Act says this:-

\"Every baker or vendor of bread who makes or offers or exposes for sale any bread lighter than the weight prescribed by this Act shall be liable to a fine not exceeding five shillings and not less than two shillings and sixpence

for every ounce of bread which shall be found deficient, and so in proportion for every deficiency more or less than an ounce.\"

Then there is the penalty for bad baking.: That is set out in section 6 which says this -

\'\'Every baker or vendor of Bread who offers or exposes for sale any bread which is not well and sufficiently baked or which is composed wholly or in part of coarse, old or musty flour, or other ingredient than sound and wholesome flour, shall be liable to a fine not exceeding ten pounds and not less than two pounds.\"

Then there is the penalty for deficient bread which may be seized and forfeited. That is Section 7,

which says this:-

\"Any bread offered or exposed for sale which is deficient either in quality, weight or sufficiency of baking may be seized by any member of the Police Force and on being taken before a Magistrate may by his order be forfeited, and when forfeited shall be dealt with as the Governor may direct.\"

Mr. Deputy Speaker, by just quoting a few examples we will see the uselessness of maintaining such legislation. Much as we like the terminology and protection of the consumer, these provisions are not observed today and it would be impracticable to enforce them. Therefore we seek not to enforce them by the Bill which we now have before us. I beg to move that this Bill be now read a second time.

Hon. J. C. TUDOR:
I beg to second that.

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

6.15 p.m.

Hon. J. C. TUDOR:
Mr. Deputy Speaker, I beg to move that Your Honour do now leave the Chair and the House go into Committee.

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

The question was put and resolved in the affirmative without division, and Mr. DEPUTY SPEAKER left the Chair and the House went into Committee on the Bill. Mr. BAT SON in the Chair.

Clauses 1 to 3 inclusive were called and passed. The Schedule was called and passed.

On motion of Hon. J. C. TUDOR seconded by Hon. C. E. TALMA, Mr. CHAIRMAN reported the passing of one Bill in Committee, and Mr. DEPUTY SPEAKER, re-sumed the Chair and reported accordingly.

On separate motions of Hon. J. C. TUDOR, seconded in each case by Hon. C. E. TALMA, the Bill was read a third time and passed.

THE WIDOWS AND CHILDREN PENSIONS (AMENDMENTS) ACT, 1965.

Mr. DEPUTY SPEAKER:
The next Order of the Day, No. 7, stands in the name of the Hon. Premier, and is the second reading of a Bill to amend the Widows and Children Pensions Act, 1963.

Hon. E. W. BARROW:
Mr. Deputy Speaker, this is a Bill to amend the Widows and Children Pensions Act, 1963 and the

main purpose of this Bill is to clarify the provisions of section 4 (3) and section 7 (2) with respect to the basic pension of transferred officers who, under section 33 of the Widows and Orphans Pensions Act, 1928 used to contribute on less than their full salaries; and secondly with respect to the basic pension of officers who were transferred from other public service before the commencement of the 1964 Act, and whose total pensionable

service would therefore always exceed, the number of years during which they would have been paying contributions under the 1928 and 1964 Acts, or may be transferred in future and who elect to continue to make contributions and shall do so until they cease to be public officers in the public service to which they were or maybe transferred. Another purpose is to make it clear that a bachelor will only have all his contributions returned to him when he ceases to be a public officer if at that date he has no children who are eligible for a children\'s pension.

There is one very important provision in Clause 8 of the Bill, I received several representations, surprisingly from people who should know better - I do not want to call any names, but they are responsible public officers, some of them educationalists -- Who said that they did not understand the Bill which was introduced in 1964, wherein they had the right to exercise an option either to come under the new Pensions Act or remain under the old Act of 1928, I really cannot say anything about them, but most of them claimed that they did not understand, I suppose it is a natural human instinct to feel that what you have is better than what the Government is introducing, or they probably did not worry to read the circulars which were sent out; so they elected to remain under the old provisions, that is the 1928 Act, and then discovered to their loss that they were likely to suffer a considerable reduction in their salary by remaining under the old legislation. What do they think that Government would introduce legislation for, to put people in a better position or worse position? It is as simple as that. Anyhow the matter was explained fully to all Government officers who would be effected, by means of circulars, and then we got people exercising the option, and most of them backed away. They have now realised their mistake, and the Government is asked to make things easy for them. They have petitioned that they be allowed to come under the provisions of the 1964 Act, and consequently I have inserted the provision to allow officers who elected to remain under the 1928 Act to revoke such elections and have the provisions of the new Act apply to them with effect from the date on which that Act came into operation.

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

Hon. J. C. TUDOR:
I beg to second that.

The question was put and resolved in the affirma-five without division.

On motion of Hon. J. C. TUDOR seconded by Hon. C. E. TALMA Mr. DEPUTY SPEAKER left the (hair . and the House went into Committee on the Bill, Mr. BATSCN in the Chair.

Clauses 1 to 8 inclusive were called and passed.

On motion of Hon. J. C. TUDOR, seconded by Hon. C. E. TALMA, Mr. CHAIRMAN reported the passing of one Bill in Committee and Mr. DEPUTY SPEAKER resumed the Chair and reported

accordingly.

On separate motions of Hon. J. C. TUDOR, seconded in each case by Hon. C. E. TALMA, the Bill was read a third time and passed.

6.25 p.m.

UNITED STATES (OCEANOGRAPHIC RESEARCH STATION) (AMENDMENT) BILL, 1965

Mr. DEPUTY SPEAKER:
The next Order of the day stands in the name of the hon. and learned Premier Second reading of a Bill to amend the United States (Ocean-ographic Research Station) Act, 1961.

Hon. E. W. BARROW:
Mr. Deputy Speaker, this Bill is to limit the scope of the exemption granted under paragraph (a) of section 5 of the 1961 United States (Oceano-graphic Research Station) Act in respect of vessels owned or operated by or on behalf of the United States Govern-ment.

There was some difficulty as to whether the term \"operating\" extended to the non-payment of all dues including rates and charges or dues under the Barbados Harbour Act, 1960 or any Act for the time being in force legislating for shipping charges or dues. The United States Government was consulted on this matter and they said that as far as they were concerned, they did not have any objection to paying these dues. They were not paying them before because no one said to collect them. The last Government did not collect them because it seems as if they were afraid to do so; but after consultation, we have de-cided that U.S. ships bringing in supplies to the Oceano-graphic Research Station shall be liable to the payment of every single charge that is levied for the Port and for, service, but that \"harbour-dues\" does not include any rates, charges, fees or dues payable under the Barbados Harbours Act 1960 in respect of mooring, towage, the handling of cargo, the supply of fresh water, the collection of garbage or the provision of telephone.

I beg to move that this Bill be now read a second time. Hon. J. C. TUDOR: 1 beg to second that

The question was put and resolved in the affirma-tive without division.

On motion of Hon. J. C. TUDOR, seconded by Hon. C. E. TALMA, Mr. DEPUTY SPEAKER left the Chair and the House went into Committee on the Bill, Mr. BATSON in the Chair.

Clauses 1 and 2 were called separately and passed.

On motion of Hon. J. C. TUDOR, seconded by Hon. C. E. TALMA, Mr. CHAIRMAN reported the passing of one Bill in Committee.

Mr. DEPUTY SPEAKER resumed the Chair and reported accordingly.

On separate motions of Hon. J. C. TUDOR, seconded by Hon. C. E. TALMA in each ease, the Bill was read a third time and passed.

THE TRAVEL TICKET TAX BILL, 1965

Mr. DEPUTY SPEAKER:
The next Order of the Day stands in the name of the Hon. and Learned Premier Second reading of a Bill to impose a tax on travel tickets issued in respect of journeys commencing at Seawell Airport.

Hon. E. W. BARROW:
Mr. Deputy Speaker, in the light of what I said earlier today of our intention to introduce a Bill in place of this Bill, I am asking for leave to withdraw this order.

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

THE FINAL APPROPRIATION (1964-65) BILL 1965

Mr. DEPUTY SPEAKER:
The next Order is Order No. 10 and it stands in the name of the Hon. and Learned Premier Second reading of a Bill entitled \"The Final Appropriation (1964-65) Bill, 1965.\"

Hon. E. W. BARROW:
Mr. Deputy Speaker, the Finan-cial Administration and Audit Act, 1964, Chapter 23, pro-vides in section 4, subsection 5 that in respect of all sup-plementary expenditure voted on by the General Assembly pursuant to subsection (4), the Minister may, at any time before the end of the financial year, introduce into the General Assembly a Supplementary Appropriation Bill con-taining under appropriate heads, the aggregate sums so voted, and shall as soon as possible after the end of each financial year, introduce into the General Assembly a final Appropriation Bill containing any such sums which have not been included in any Appropriation Bill.

The purpose of this Bill is to carry out the provisions of the Financial Administration and Audit Act, 1964.

Your Honour, there was a dark period of the obser-vance of Parliamentary Rules and statutory obligations in this Chamber when for a period of ten years something

like $19 million in Supplementary Appropriations were taken out of the Treasury without the necessary legislation being passed. That happened down to 1956 or 1957, We are carrying out the provisions of this Act and this Bill is to regularise the various money Resolutions which were passed from time to time during 1964-65, 6.35 p.m.

This Bill is merely to legalise the various Money Resolutions which have been voted by this House from time to time. Such legislation has to be brought down as soon as possible, after the financial year when the Resolutions are passed, and we should have an Act of the Legislature authorising the

expenditure in these various Resolutions, I beg to move that this Bill be now read a second time,

Hon. J. C. TUDOR:
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.

Hon. J. C. TUDOR:
Mr. Deputy Speaker, I beg to move that Your Honour do now leave the Chair and the House go into Committee on this Bill.

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

The question was put and resolved in the affirma-Uve without division,

Mr. DEPUTY SPEAKER left the Chair and the House went into Committee on the Bill, Mr. BATSON in the Chair,

On the motion of Hon. J. C. TUDOR, seconded by Hon. C. E. TALMA the Preamble was postponed.

Clauses 1 to 5 inclusive were called and passed. The Schedule was called and agreed to. The Preamble was called and agreed to,

Hon. J. C. TUDOR:
Mr. Chairman, I beg to move that you do now report the passing of one Bill in Committee.

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

The question was put and resolved in the affirma-tive without division.

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

On motions of Hon. J. C. TUDOR, seconded by Hon. C. E. TALMA in each case, the Bill was read a third time and passed,

LAND DEVELOPMENT DUTY (AMENDMENT) BILL

Mr. DEPUTY SPEAKER:
the next Order of the Day also stands in the name of the Hon. Premier- To move the second reading of a Bill entitled \"The Land Development Duty (Amendment) Bill, 1965.\"

Hon. E. W. BARROW:

Mr. Deputy Speaker, this is a very simple amendment. The Land Development Duty Act was passed in 1962 and in sub-section (1) of Section 8 it was stated that \"on any transfer or sale of the fee simple of any land in a special development area, development duty shall be assessed by the Commissioner and paid by the transferor to the commissioner. \"That was not the intention of the Act as can be seen from the title which says that it is an Act to make provision for the imposition of duties on sales of land. There has therefore been a printer\'s error and instead of the words \"transfer or sale\" the wording should have been \"transfer on sale.\" As the Act now reads, if you give your land to one of your children during your life-time the land development fees would have to be paid. That was not the intention of the Act; it is only if the land were sold that the duty would be paid. I beg to move that this Bill be now read a second time.

Hon. J. C. TUDOR:
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,

Hon. J. C. TUDOR:
Mr. Deputy Speaker, I beg to move that you do now leave \\ the Chair and the House go into Committee on this Bill

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

The question was put and resolved in the affirma-tive without division.

Mr. DEPUTY SPEAKER left the Chair and the House went into Committee on the Bill, Mr. BATSON in the Chair.

Clauses 1 and 2 were called and passed. 6.45 p.m.

On motion of Hon. C. E. TALMA, seconded by Hon. J. C. TUDOR, Mr. CHAIRMAN reported the passing of one Bill in Committee and Mr. DEPUTY SPEAKER resumed the Chair and reported accordingly.

On separate motions of Hon. J.C. TUDOR, seconded in each case by Hon. C. E. TALMA\" the Bill was read , a third time and passed,

Mr. DEPUTY SPEAKER:
Order No. 12 has not been circulated.

THE DIPLOMATIC PRIVILEGES (VIENNA CONVENTION) ACT, 1965

Mr. DEPUTY SPEAKER:

Order No; 13 stands in the name of the Hon. Premier, and is the Second Reading of a Bill entitled \"The Diplomatic Privileges (Vienna Convention) Act, 1965.\"

Hon. E. W. BARROW:

Mr. Deputy Speaker, this Bill is purely one of those formal arrangements that take place from time to time between countries of the comity of nations to make it possible for reciprocal arrangements to be observed on the matter of representation. I do not really want to go into details of this Convention. It is purely a question of international law and arrangements of immunity from jurisdiction and arrest, detention, taxes and other charges and so on dealing chiefly with diplomatic privileges and immunities, and I do not think anyone will quarrel with the application or extension of this Convention to the territory of Barbados in view of the importance of having arrangements of this kind.

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

Hon. J. C. TUDOR:

I beg to second that,

The question was put and resolved in the affirma-tive without division.

On motion of Hon. J. C. TUDOR, seconded by Hon. C. E. TALMA, Mr. DEPUTY SPEAKER left the Chair and the House went into Committee on the Bill, Mr. BATSON in the Chair.

Clauses 1 to 8 inclusive were called and passed.

The Schedule was called and passed.

On motion of Hon. C. E. TALMA, seconded by Hon. A. DaC. EDWARDS, Mr. CHAIRMAN reported the passing of one Bill in Committee and Mr. DEPUTY SPEAKER resumed the Chair and reported accordingly.

On separate motions of Hon. C. E. TALMA, seconded in each case by Hon. A. DaC. EDWARDS, the Bill was read a third time and passed.

THE MOTOR VEHICLES AND ROAD TRAFFIC (AMENDMENT) (NO. 4) REGULATIONS, 1965.

Mr. DEPUTY SPEAKER:

Order No. 14 stands in the name of the Hon. Minister of Communications and Works; to move the passing of a Resolution to approve the Regulations entitled \"The Motor Vehicles and Road Traffic (Amendment) Regulations, 1965.

Hon. Q.E. TALMA:

Mr. Deputy Speaker, as the Addendum states this Resolution seeks the approval of both Houses of the

Legislature to the Motor Vehicles and Road Traffic (Amendment) (No.4.) Regulations, 1965, made by the Director of Highways and Transport on the eighth day of April, 1965, under Section 7 of the Motor Vehicles and Road Traffic Act, 1937, as amended by Section 41 of the Department of Highways and Transport Act, 1945, and Approved and sanctioned by His Excellency the Governor on the twelfth day of April, 1965, The purpose of the Regulations is to facilitate the Police in eliminating the nuis-sance to both residents and visitors to the island by taxi drivers of public service vehicles importuning persons to travel by their taxis.

This is really just to regularise the position in that this Act is already on the Statute Book, and the Regulation is already actually in force; so this is really just a slight amendment.

I beg to move that this Resolution do now pass. Hon. A. DaC. EDWARDS:
I beg to second that

Mr. SEALEY:
Mr. Deputy Speaker, this Act as it stands is a very poor one, and I do not see how the Director of Highways and Transport can sanction an Act of this kind. I think I hinted to Government about two years ago that the only way to control this matter is to limit the taxis. You cannot encourage a man to buy a motor car and expect him to remain at home and depend on telephone calls to get a job, because he would never be able to furnish himself with a feed. You have allowed these people to do nothing but to stand along the streets morning, noon and night and form competition against themselves, which is wrecking the reputation of reputable garages. As far as my business is concerned you can telephone and get a motor car; you do not find them knocking around the streets. (A VOICE Not in the tourist season.) In the tourist season you cannot tell a man to remain in the garage. 6.55 p.m.

Mr. Deputy Speaker, I cannot see how the Director of Highways and Transport can sanction an Act of this sort. The purpose of these regulations is to facilitate the Police in eliminating the nuisance of both residents and visitors to the island by taxi drivers of public service ve hicles importuning those persons to travel by their taxi. You would not be encouraging these people to buy a motor car because they would not earn a cent if they stood at home and depend on telephone calls in order to get hire for their taxis. As a matter of fact, a taxi owner would not even be able to furnish his home with a telephone. Of course, because of the number of them, they create com petition among themselves.\'

I am not talking of myself because a person desirous of renting a taxi can telephone my business and get a motor car, but in the tourist season, you cannot tell a man to stay in his garage because he would not get any business.

These people very often borrow $400 or $500 and obtain a motor car by hire-purchase. He has to pay for it by the month. In order to get the money he is going to line up alongside the street and seek to get a job. Because of the great competition, he has to be on his toes. He has to move forward and backward. I do not think these taxi drivers ply for hire at the Deep Water Harbour.

I feel Sir, in matters of this sort that you can do a good job if you called upon the Police and told them to do their job. Policemen had this job to do / before I came out of the Police Force. As I have said, the aim of a taxi owner is to get the most he can out of it. I will tell you some-tiling. The competition is so great among these taxi owners that my own chauffeur driving my own car came behind me while I was

transacting my own business with a passenger in order to do business with him. He heard when I told the passenger $10 and he came behind me pushed his |fingers up in the air and indicated to him that he would charge $8.00.

I think the first thing which you should do is to start limiting the taxi service. As far as this is concerned, all that you have to do is to remind the Commissioner of Police to do his job. Today there is nothing else in the taxi service but competition against one another. It is the ambition of every man to get a motor car, and after he has got one, his aim is to pay for it as quickly as he can.

Mr. MOTTLEY:

These regulations are an absolute necessity. They are just the sort of thing which I would like to see done by the Government. There was a time when you had to limit the buses running on roads and competing with one another and institute the bus service which you have now. I know at that time several people came from the U.S.A. and as soon AS they settled down they would invest in a bus; and afterwards there were so many competing with each other that in a short while some of them were completely broke.

I think in this matter of taxis, the time has come when you will have to in some way limit the number plying for hire. I happen to know that people would take up cars from the garages, put them in hire service, and the next thing which you know is that their house is sold to pay off the debt. This sort of thing just runs a business down. Right now there is a Taxi Association, and it is doing a very excellent job in this respect. If this sort of thing goes on, you are going to find yourself just where you were in 1930 with the number of buses on the road. That was a time when you found people stopping buses at their door.

Sir, while we appreciate these regulations, I would urge the Government to keep a keen eye on this business because the taxi business means a tremendous lot to a number of people. It affords many of them a living. While they should be protected in every possible way, you still can allow the police to have an amount of say in this matter.

While I agree with the hon. senior member for St. Michael, because of his long and varied experience both as a member of the Barbados Police Force and as a taxi driver and garage proprietor, I think you will appreciate very much that there should be a limit to the number of taxis. I understand in the U.S.A., and in England to some extent, that before you can operate a taxi, you must have a licence, and only a certain number are allowed in certain areas; and when you are allowed to operate in a cer-tain area, you cannot go outside of that area. I believe the whole question would take looking into carefully so as to save some of these people from themselves.

While I am on my feet, I wonder whether the Hon. Premier would mention something about this to me. You have had complaints about this matter, but I do not know if you have been told about it by the head of the Taxi Owners Association or by whom. What has been worrying me is the fact that people in the Government Service and quasi-Government Service are buying cars and actually competing with other persons who are genuine taxi owners. This has been brought to my notice. Some of them run their hire service with a private licence. These persons who are running this sort of service should not be allowed to run it under their wife\'s name, especially when it is taking into consideration that they may be working for more than $400 or $500 per month. These persons are operating under their wife\'s name.

Why should they be allowed to op-erate in this respect? 7.05 p.m.

I would like the Government to take cognizance of this and in due course by some instruction or otherwise deal with the matter. We know that persons in the Civil Service are not allowed to engage in business except with the special permission of the Government, but I do not think that this Government would give any such permission to persons in their service to operate taxis in competition with the genuine taxi owners. I want to assure the hon. member that that is what is existing today. I support the Reg-ulations which are here. I agree that you cannot be a nuisance to people; you cannot just leave your car here and go around soliciting people there.

Another point is this; one person will be doing a job for $5.00 and somebody else will be doing it for $3.00. I should like to say that, for the genuine taxi owner, tomorrows\' tea and breakfast depends on the work which he may be able to get, whether a tourist boat is in the Harbour or whether it is a question of local people, I can give chapter and verse for what I am saying. There are persons in the Housing Authority and in other places as well, who draw substantial salaries and they should not be allowed to engage in competition with the genuine taxi drivers, I know that this sort of thing is going on at garages; these people do not drive the cars themselves, but 1 say it is time that this sort of thing be stopped,

Mr. SMITH:

Mr. Deputy Speaker, with a Resolution of this sort one has to go very carefully into the matter. In the Addendum to this Resolution, this is what is stated

\"...The Purpose of the Regulations is to facilitate the police in eliminating the nuisance to both residents and visitors to the island by taxi drivers of public service vehicles importuning persons to travel by their taxis.\"

That has gone very far. It is not only a question of visitors to the island, but also of residents in the island. To begin with, this word \"nuisance\" should be defined so that a taxi driver should know what he should do from what he should not do. You want to eliminate the nuisance. We have to think about this matter on both ways, and it is the duty of the Government to do everything that is possible to help the people and also to do all that is possible to help those people who want to help themselves, A man may go to the United States of America or England on the Emi-gration Scheme and he might have been a chauffeur before he left here. When he returns to the island, he may bring back a few dollars with him, and rather than eat out this money he will try to eke out a living. He may have a family. He purchases a motor car and you are asking him to carry his motor car into the taxi stand to remain there and not to remove it until somebody comes up to him and offers to hire his car. That man is not to get out of the car and ask anybody if he wants to hire a taxi. That is why I say that this word \"nuisance\" should be defined. If a mangoes down Broad Street and a taxi driver pulls alongside of him and says \"taxi\", or if the taxi owner feels that a person may hire his car and he asks that person \"do you want a taxi\" do you mean to say that we are going to make that an offence? The taxi owner is not begging alms because he can be imprisoned for doing so,

Hon. C. E TALMA:

On a point of order, Mr. Deputy Speaker, already it Is an offence if you accost people, we are not doing anything which is new, because it is already an offence to accost passengers whether they be foreigners or local people. That is already an offence under the Vagrancy Act. I repeat, Mr. Deputy

Speaker, that we are not doing anything new.

Mr. SMITH; Mr. Deputy Speaker, if it is already an offence to accost passengers, why do you take up time to bring this matter in here tonight? If you bring in legislation to deal with offences which are offences already, then you may as well bring in a law saying that if you kill a man you must be hanged. If what the hon. member says is the law, why do you set out in this Resolution that:

\"...The purpose of the Regulations is to facilitate the police in eliminating the nuisance ..\"

What is the meaning of that? Do you mean to say that the police have to be facilitated in carrying out what is the law already? If a policeman sees a man breaking into a store, cannot that policeman take that man into custody? 7.15 p.m.

I do not know if the Minister understands this, because this is asking for something further for the Police, It appears that there is something the Police cannot do, and they are cleverly asking us to give them the authority to do it. This could not be merely a question of law, because if this is law already, you are only wasting time bringing this here. Would it be wrong for a taxi man to come to my

home in a particular area and ask me if I wanted a taxi? I would not say that the man is committing an offence because he is asking for work, I believe this is to pin a taxi driver on to the steering wheel where he must remain until someone calls him, if he wants water or if nature calls-If we sanction this now, it will mean that if a tourist walks up Broad Street and the Police catches a taxi man saying \"Good morning, Sir\" to a tourist, the Police can apprehend him for importuning, and I am sure the Minister would not be in favour of that. At present I do not think that a Police would be able to handcuff a man if he passes and says anything to a visitor. There are some visitors who have their favourite chauffeurs, and when they come to the island they ask for them, and they go along talking like father and son. If that happens now after this is passed, the man can be convicted. There is more In this, Mr. Deputy Speaker, than the Minister has said. The Police Force must be getting very weak now to have to ask for something to facilitate their work. This is something through which only the big garages or the Taxi Owners Association will live, and the poor little fellow who is trying to get a \"berry\" will get nothing,

Mr Deputy Speaker, I believe that some complaint has been put to Government or the Commissioner of Police about these people. Some particular firm, some Taxi Owners Association or some big shot has made a complaint to this Government who is willing to take the matter into their hands, but I am sure that this Bill will cause them to lose votes. There are men who have six and eight children and rely on their motor cars to provide for them, and they cannot be expected to remain at home or sit in their cars until they are offered a job. This is nothing I am asking for myself; I am making this plea on behalf of those taxi owners who have to park their cars and walk sometimes as far as the Harbour looking for a job. Knowing some Police-men as I do, they may have their eyes already on some of these taxi men, and will be only too glad when this is passed, because as soon as they get out of their car, the Police will handcuff them and charge them for importuning. This country is small and the Government will never be able to feed all; and if some try to help themselves, the Government should do nothing to stop them. There is a true saying \"never trouble trouble until trouble troubles you\", and this is one of those things. You should allow the law to remain as it is, until you can convince this House that visitors are complaining or that the taxi men are creating a nuisance by preventing visitors from coming to our shores, 7.25 p.m.

Up to now the Minister has not said anything like that; and the Resolution only states that it is to facilitate the police and they want legislation for it, therefore we must give sanction to it,

I know that there are a lot of hungry taxi drivers, some of whom cannot even pay for gasolene. Some cannot even drive about their cars. You will see them walking off their shoesoles, and as soon as they get a pick, they come to you and say: \"Kindly lend me 70 cents to buy a gallon of gasolene,\" It is alright for us to pass this Resolution but we do not know. The men inside this Government do not know anything of hardship. They do not know when a person is penniless.

Mr. DEPUTY SPEAKER:
I will ask the ten. member not to refer to personalities,

Mr. SMITH:
Alright, Sir, If they knew, they would not worry with this Resolution. I can clearly see what is happening to many taxi owners, A lot of taxi drivers are joining the Taxi Owners Association, but the big taxi owners do not want it; so, the small fellow will be squeezed. When this comes about, these small fellows will be squeezed out. I have heard them say as regards me that I am going to be shut down because I open my business on Sundays, All of that happens. As soon as a man is trying to earn * little bread, you say, \"shut him down.\" That is not the way to take things. Help everybody who is trying to help himself, If a man has $600 in the Bank and he is working with you

and feels to himself rather than hang around with you any longer, he is going to take up the $600 and buy a car and try and help himself, that is a matter for him. After all, everybody likes to be their man and he is trying for himself. Everyone of us wants to look up and wants to throw manure on our own down heap. Some employers believe because you are working with them that they are kings and you are the slaves.

This Resolution is going to create a hardship on these taxi drivers, I know a taxi owner who has children going to Secondary Schools, He is a most honest man. He has one car by which he supports his family. Are you going to put a twitch on him now? When you do that, his children may have to stay at home and you do not know what may happen after that. You know that there are some wives who feel very good when their husbands can carry home something, but the day that nothing comes in their home, it is a sad thing. These poor taxi drivers would have it in the stand, and when they get home they will also have it. 1 am appeal-ing to the hon. Minister to think over this sort of legisla-tion and do not worry with it at this stage because it is going to cause hardship,

Mr. WEEKES:
Mr. Deputy Speaker, I am not going to with the pros and cons of the Bill, but there is a statement which has been made in here and, that is, that the number of taxis should be limited, I do not agree with that statement because it is my opinion that you cannot limit the number of shopkeepers in this island, therefore why should you limit the number of taxi owners in the island?

I represent people in the rural areas, I will like hon. members to know that those people depend on people who own cars, but who are not taxi owners, to assist them in case of sickness, and as soon as we start limiting the number of taxis, it would create a hardship on a certain number of people who might

have earned a few dollars and invested it in a taxi.

In all businesses you get competition; therefore let us not think of limiting the number of taxis. Mr. X starts up a business here, and Mr. B comes next door and opens up the same kind of business. Can you limit the number of businessmen? I think that you should not consider limiting the number of taxis because it is nonsensical, I know that we are not dealing with that, but it has been voiced here and I beg to differ from that view.

Mr. BOXILL:

Mr. Deputy Speaker, this Government was not in power over the last fifty years, because if we were inpower, we would have at least introduced compul-sory education. Quite a lot of aspiring politicians would have benefited by it and would not have continued to mate a spec-tacle of themselves each time they get up in this Chamber.

The Addendum to this Resolution sets out :-

This Resolution seeks approval of both Houses of the Legislature to the Motor Vehicles and Road Traffic (Amendment) (No. 4) Regulations,\"1965, made by the Director of Highways and Transport on the eighth day of April, 1965, under section 7 of the Motor Vehicles and Road Traffic Act, 1937, as amended by Section 41 of the Department of Highways and Transport Act, 1945, and approved and sanctioned by His Excellency the Governor on the twelfth day of April, 1965. The purpose of the Regulations is to facilitate the Police in eliminating the nuisance to both residents and visitors to the island by taxi drivers of public service vehicles importuning persons to travel by their taxis.

It is the duty of the police to protect all concerned - not only the taxi drivers, but also those people who walk the streets, 7.35 p.m.

I speak as a former taxi driver, in the first place, and, secondly, as the Secretary of the United Taxi Owners\' As-sociation. If dome of those hon. members who have spoken were to go down to the Pierhead, and see some of the things

which really obtain at that site, they would have to agree that some measure of control would have to be taken, I do not mink that there is anybody who would represent the taxi owners more than I, When the hon. junior member for St. Joseph made the remark that this is something op-erating between the big taxi owners and this Government, he was accusing the Government of dishonesty, I did not stop the hon. member because he would have thought that he was scoring something, but it is unfair to make a state-ment like that, to suggest that this Government was acting in concert with big business in order to eliminate .....

Mr. SMITH:

Mr. Deputy Speaker, on a point of order. I never said that this Government was acting in concert with any big business. I never said that. If the hon. member wants to say so, he can say so; but he should not try to rope me in because he is nearer to the Government than I am.

Mr. BOXILL:

Mr. Deputy Speaker, the hon. member did not use the exact words and perhaps he is incapable of

using them, but he did imply that. He said he did not know if the big bosses from the United Taxi Owners\' Associa-tion and the big garages had got together and then the Government brought down this Resolution. I should like to inform the hon. member that the people in the United Taxi Owners\' Association have their taxis and they have to go down to the Pierhead and wait just as anybody else. This is something which cuts both ways. A passenger may be travelling in a car or the taxi driver may be taking him down in his car. Another taxi driver sees that and says \"Look so-and-so has got one\". He goes right in and asks the passenger \"Where are you going? \"And he is out to underscore the other taxi driver. He will make the passenger believe that the other taxi driver whom he contracted was trying to rob him.

It must be remembered that the tourists had to save up their money just as we had to do, in order to try and get the cheapest rate at which to travel, I have seen persons travelling to Sam Lord\'s Castle, and where the taxi driver had charged the correct fare which is $8.00 or $10.00 another taxi driver will do the same job for $4.00 or $5.00 so as to break the first taxi driver out of the job. (Mr. SEALEY: In order to get bread). We are here to eliminate hardships. The hon. junior member for St. Joseph is always saying that there are no poor people on this side of the House.

Mr. DEPUTYSPEAKER:
I do not think that you should go into that.

Mr. BOXILL:
All right, Sir, I would like to ask the hon. junior member for St. Joseph if he has more love for the poor people than anybody else has for them. (Mr. SMITH Personalities).

Mr. DEPUTY SPEAKER:
, I stopped the hon. member because I thought he was out of order and therefore I mean that there should be no reply to that.

Mr. BOXILL:
Mr. Deputy Speaker, I know that you like to uphold the traditions of this Ancient Chamber. I just want to say that the representatives of the poor seem to want to keep the poor in perpetual proverty because such representatives are more financially set than most of the members on the side of the House to which I belong; but they do not create any jobs in their departments for them. (Mr. SMITH Why do you not stop the hon. member?)

Mr. DEPUTYSPEAKER:
Let the hon. member proceed.

Mr. BOXILL:
I was saying, Sir, that those representatives of the poor do nothing to try to alleviate the hardships of the poor, but at the same time they are claiming that the Government is trying to place hardships on the taxi owners or drivers. This Resolution cuts both ways, as I was saying. This is not any new piece of legislation. One of the points to be made in this Resolution is that it was very difficult at one time for the police to be able to prove who was the driver of a car. This piece of legislation will not be binding any taxi driver to sit in his car. (ASIDES)

Mr. DEPUTY SEPAKER:
1 am hearing more than one hon. member speaking.

Mr. BOXILL:
I was saying, Sir, that this Resolution does not pin down any driver in his seat. This Resolution is merely for the protection of the taxi drivers as well as for the protection of other people. Sometimes you will see taxi drivers knocking around, and you will find that the competition which is offered is such that some people\'s clothing is torn off or something of that sort; we do not want to have that sort of thing happening. 7.45 p.m.

Mr. Deputy Speaker, despite what the hon. junior member for St. Joseph has said, most of the taxi drivers are in favour of this bit of legislation. Besides that you cannot please everybody in everything you do, but you try to please the majority. The Hon. member said that if a man goes down the road and says \"good morning\" or good evening\" to a tourist, the Police can arrest him and charge him for importuning; but what he has to realise is that there is no law in Barbados yet - and we hope there never will be - where one who has been apprehended cannot carry a witness. This Regulation has not been brought by Govern-ment to curtail the activities of people; it is just a matter of alleviation up to a point.

Before I sit, Sir, I should like to draw to the attention of tbe hon. junior member for St. Joseph that he can only see evil in every recent bit of legislation which this Gov-ernment has brought here. He can only see the evil side of it, but there is an old saying.....

Mr. SMITH; Mr. Deputy Speaker, the hon. member has called me an evil person,

Mr. DEPUTY SPEAKER:
I did not understand that. Mr. SMITH He is accusing me of being evil.

Mr. DEPUTY SPEAKER:
The hon. member said that you see evil in the legislation brought here,

Mr. BOXILL:
I said that the hon. member only sees the evil side of it, but maybe he anticipated me. I am not going to accuse him of being evil, but I will say that he can only see the evil side or try to create an evil side to every bit of legislation that we have brought here. If that used to happen before December, 1961, it has ceased to happen any longer,

Mr. HOLDER and Mr. BATSON rose,

Mr. DEPUTY SPEAKER:
My eyes caught the hon. senior member for St. Thomas first, but I do not know if he would care to give way to the hon. junior member for St. James.

Mr. HOLDER:
Mr. Deputy Speaker, after reading the Regulation and the Addendum to this Resolution, and after listening to at least the last speaker, I must say that I never know that Government would bring down evil legislation, I think that every member is at liberty to express his mind around this honourable and

ancient Table, but no Government brings down evil legislation and I am surprised to hear that.

Mr. DEPUTY SPEAKER:

Perhaps what the hon. member said was bad phraseology, but he corrected himself by saying that the hon. member tries to see evil, I just want to make that clear for the record,

Mr. HOLDER:

I am glad that you are making the record straight, because the word \"evil\", irrespective of how it is meant, gives very bad impression. The member talking on this Resolution strayed so far as to talk about com-pulsory education.

Now, I am a bit worried after listening to the different speeches and the Minister who said that this was an old piece of legislation. If it is an old piece of legislation, there must be some cause to freshen it up. I shall read the Addendum:

\"This Resolution seeks the approval of both Houses of the Legislature to the Motor Vehicles and Road Traffic (Amendment) (No.4) Regulations, 1965, made by the Direc-tor of Highways and Transport on the eighth day of April, 1965 under Section 7 of the Motor Vehicles and Road Traf-fic Act, 1937, as amended by Section 41 of the Department of Highways and Transport Act, 1945, and approved and sanctioned by His Excellency the Governor on the twelfth day of April, 1965. The purpose of the Regulations is to facilitate the police in eliminating the nuisance to both residents and visitors to the island by taxi drivers of public service vehicles importuning persons to travel by their taxis.\"

The Regulations state that \"no person licensed to drive a public service vehicle shall call out to or otherwise importune any person to travel by any public service vehicle.\"

Now, Mr. Deputy Speaker, I am not acquainted directly with going to the taxi area, but as a pedestrian I travel through Broad Street, a very busy centre especially in the tourist season, and other seasons, and I have not noticed any taxi driver or those who park theircars doing anything more than usual that the law now has to be freshened up or renewed, I would really like to know what is meant by \"to facilitate the police.\" It is all right to say we have too many taxis and we should try to govern them, but that side of it I would not know, because if you try to use the word \"hardship\", I would say that everybody in life has hardships in his business. What I am worried about is that this is an old Act and it is now being freshened up to facilitate the police in performing their duties, but neither in the Regulations nor in the Addendun can you see anything that will tell you what will happen to that unfortunate person who may see a passenger passing and say \"do you need a taxi?\" I have passed Broad street many times and have been asked \"Sir, do you want a taxi?\" I drive a car sometimes, but I like to travel on the buses at times also. 7.55 p.m.

Mr. BATSON, Mr. Deputy Speaker, we have heard various shades of opinion with reference to this simple Resolution, Hon. members and I have received information from taxi owners in connection with the difficulty they meet to pay for their licence due to the competition to which they are exposed by people with private cars. Only last week I was told by two taxi owners that you see more private cars on hire than regular taxis.

I have not heard any hon. member making any sugges-tion to Government in order to settle this issue.

What I propose that Government should do in a case like this is to allow people who have privately owned cars to have a licensing plate with the letter \"P\" on their cars, and those operating in the taxi business to have a licensing plate with the letter \"H\" displayed on their cars, and I think that would simplify the issue and the police would be able to indentify taxi driven cars or private cars easily. With the present situation, it creates confusion,

I suggest to the Government to make provision for changing the practice completely by allowing privately owned cars to carry the letter \"P\" and taxis to carry the the tetter \"H\" That would simplify the matter,

Hon. C. E. TALMA:

Mr. Deputy Speaker, I would like to draw to the attention of certain members of the Opposition that it was the Barbados Labour Party which enacted these regulations under the Motor Vehicles and Road Traffic Act, 1952, This is merely a slight amendment to those regulations and it is done to regularise the situation. To suggest it will create a hardship on taxi owners is entirely out of the question. Get a copy of the regulations and you will see. \"The Motor Vehicles and Road Traffic Regulations, 1952 are hereby amended by the revocation of Paragraph (d) of Regulation 33, which says that it would be an offence to accost passengers and the insertion immediately afterward the said Regulation of the following new Regulation - \"33A. No person licensed to drive a public service vehicle shall call out to or otherwise importune any person to travel by any public service vehicle.\"

The whole trouble is that our tourist trade has increased immensely, and the Tourist Board and other organizations - and I am not referring to the taxi people but business people generally - and the Police Department feel that these Regulations need a little more clarification because in the case where taxi drivers park their cars and then go a little distance off and call out to people, the police have not been able to put a stop to this. This really has been done to assist the police generally. It is merely to regularise the situation and try to keep better order between the taxi drivers and would-be passengers. It would permit more orderly behaviour by taxi drivers. I am not suggesting that drivers behave badly. At the same time, it would enable the police to identify a taxi driver when he leaves his car and goes some distance away. It is not a matter of making things hard for the taxi drivers as the hon. member wants the public to believe, because the taxi drivers know who their friends are and who have done a lot to assist them in their trade, By getting up and talking this way, I am afraid those hon. members will not get very far with that.

Sir, this is nothing new. It is an offence to importune persons on the streets. As Your Honour would know, it is already an offence to accost passengers. This is a thing which was put in the regulations by the Barbados Labour Party. In truth and fact, it does not penalise anybody; it does not prevent anybody from getting work. It just clari-

fies a mistake made by them. They drew it up in such a way that they made a blunder.

The question that this Resolution do now pass was put and resolved in the affirmative, the House dividing as follows:~

AYES:
Mr. BATSON, Hon. C. E. TALMA, Hon. J. C. TUDOR, Hon. A. DaC. EDWARDS, Mr. LOWE, Mr. YEARWOOD, Mr. SEALEY, Mr. BOXILL - 8.

NOES:
Mr. HOLDER, Mr. SMITH - 2.

Hon. J. C. TUDOR:
Mr. Deputy Speaker, that completes Government Business for today.

ADJOURNMENT The Order Paper having been fixed,

Hon. J. C. TUDOR:
Mr. Deputy Speaker, I beg to move that this House do now adjourn until Tuesday 6th July, 1965 at 12.00 o\'clock (noon).

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

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

8.05 p.m.