

THE

House of Assembly Debates

(OFFICIAL REPORT)

SECOND SESSION OF 1961-66

HOUSE OF ASSEMBLY

Tuesday, 3rd May, 1966

Pursuant to the adjournment, the House of Assembly met at 2.30 o'clock p.m. today.

PRESENT

His Honour J. E. T. BRANCKER, Q.C., (*Speaker*); Mr. L. E. SMITH, J.P.; Mr. K. N. R. HUSBANDS; Mr. F. C. GODDARD; Mr. E. ST. A. HOLDER, J.P.; Hon. C. E. TALMA, (*Minister of Health, and Community Development*); Hon. J. C. TUDOR, M.A., (*Minister of Education*); Hon. G. G. FERGUSON, (*Minister of Agriculture and Fisheries*); Mr. R. St. C. WEEKES, J.P.; Mr. W. R. LOWE; His Honour E. L. CARMICHAEL, J.P., (*Deputy Speaker*); Mr. L. A. LYNCH, J.P.; and Hon. A. DaC. EDWARDS, (*Minister of Trade and Labour*).

Prayers were read.

MINUTES

Mr. SPEAKER: I am informed by Mr. Deputy Clerk in the absence of Mr. Clerk that there are no Minutes ready for confirmation.

PAPERS LAID

Hon. J. C. TUDOR: Mr. Speaker, on behalf of the Honourable and Learned Premier and Minister of Finance, I am commanded to lay the following:-

An Account of the Transactions in Rum in the Several Districts of the Island for the Quarter ended 31st March, 1966.

Barbados Statistical Service - Quarterly Digest of Statistics No. 36, December, 1965.

The Legislature (Offices of Profit) (Exemption) (Amendment of Schedule) Order, 1966.

The Customs Duties (Amendment of Schedule) Order, 1966.

The Customs Duties (Amendment) (No.3) Order, 1966.

The Customs Duties (Barbados Dairy Industries Limited) Order, 1966.

GOVERNMENT NOTICES

Hon. J. C. TUDOR: Mr. Speaker, on behalf of the Honourable and Learned Premier and Minister of Finance, I beg to give notice of a Bill to make provision with respect to the operation, interpretation, citation and printing and recording of enactments and for related purposes.

Hon. A. DaC. EDWARDS: Mr. Speaker, I beg to give notice of a Bill to establish a system of national insurance and social security for the Island providing payments by way of sickness benefit, maternity benefit, invalidity benefit, funeral grant, old age contributory grant or pension and survivors' benefit; to substitute for the Workmen's Compensation Act, 1963, a system of insurance against personal injury caused by accident arising out of and in the course of a person's employment and against prescribed disease and injuries due to the nature of a person's employment; to establish for the administration thereof a National Insurance Board and a National Insurance Fund; and for purposes connected with the matters aforesaid.

Mr. Speaker, it is my intention to give hon. members a period of two weeks to study this bill before I deal with it.

Mr. MOTTLEY: Mr. Speaker, I did not hear the hon. member quite clearly.

Mr. SPEAKER: Will the Hon. Minister repeat what he said in respect of the period which he proposes that hon. members should study the Bill?

Hon. A. DaC. EDWARDS: I propose that hon. members should have two weeks to study the Bill before I deal with it.

Mr. SPEAKER: Will that be two weeks after they have received copies of the Bill?

Hon. A. DaC. EDWARDS: I say two weeks.

Mr. MOTTLEY: I would just like to say that I would like this matter elucidated.

Mr. SPEAKER: The hon. member cannot debate the matter now nor has it arisen out of a point of order.

Mr. MOTTLEY: If Your Honour so rule, but I would like this matter elucidated. A matter of this magnitude would take more time than that. I would like to know whether it is two weeks from the date of the receipt of copies of the Bill, or whether it is two weeks from today.

Mr. SPEAKER: I enquired of the Hon. Minister and he said two weeks from today. There again, that cannot be argued or cannot be discussed.

Mr. MOTTLEY: I am not discussing it at all.

Mr. SPEAKER: The Hon. Minister said two weeks from today. That means fourteen days.

NOTICE OF REPLIES

Hon. N. W. BOXILL: I beg to give notice that Oral Reply to Parliamentary Question No. 103, asked by the Hon. junior member for St. Philip, is now ready.

Also, Oral Reply to Parliamentary Question No. 104, asked by the same hon. junior member for St. Philip, is ready.

Mr. CRAWFORD: Mr. Speaker, I beg to give notice of the following Resolution:-

WHEREAS there is a manifest desire on the part of Barbadian workers to acquire some of the limited land area in the island for agricultural purposes, and

WHEREAS the major portion of our agricultural lands is in the possession of a relatively small number of plantation owners, and there is an absence of appreciably large areas of Crown Lands for distribution to small farmers, as is the case in some of the adjacent territories, and

WHEREAS it is socially and otherwise desirable to put an end to the existing latifundia in order to enable agricultural workers to participate to a greater extent in the profits to be derived from agriculture, to elevate their living standards, and to make a more significant contribution to the national economy and to its political development, and

WHEREAS the government has within the past four years, either by acquisition or by negotiated purchase acquired some two thousand acres of land, including Fairy Valley, the Haggatts Group, Graeme Hall, Sedgepond, Husbands & Oxnard, in addition to estates already owned by the government, such as the Pine, Dodds Summervale, etc.,

BE IT RESOLVED THAT

(a) The government introduce legislation to prohibit ownership by individuals or companies of holdings in excess of five hundred acres,

(b) The Government take steps at the earliest date possible to establish Co-operative Farms for the workers and small farmers on lands owned by the Government in order to bring about the above-desired state of affairs, to further agricultural diversification, and to initiate a complete revolution in agricultural methods in the island. 2.55 p.m.

QUESTION

Mr. L. E. SMITH: Mr. Speaker, I beg to give notice of the following Question.

To enquire of the Appropriate Minister:

Is the Government aware that there is widespread disinclination to register because of the necessity for being photographed on the part of persons eligible to register under the Electoral Registration Act?

Will the Government take further steps to give the utmost publicity to the importance of registration?

Will the Government consider removing the requirement of being photographed from the Electoral Registration Act and regulations made thereunder?

BILLS READ A FIRST TIME

Hon. J. C. TUDOR: Mr. Speaker, I beg to move that a Bill to make provision with respect to the operation, interpretation, citation and printing and recording of enactments and for related purposes be now read a first time.

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

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

Hon. A. DaC. EDWARDS: Mr. Speaker, I beg to move that a Bill to establish a system of national insurance and social security for the Island providing payments by way of sickness benefit, maternity benefit, invalidity benefit, funeral grant, old age contributory grant or pension and survi-

vors' benefit; to substitute for the Workmen's Compensation Act, 1963, a system of insurance against personal injury caused by accidents arising out of and in the course of a person's employment and against prescribed disease and injuries due to the nature of a person's employment; to establish for the administration thereof a National Insurance Board and a National Insurance Fund; and for purposes connected with the matters aforesaid, be now read a first time.

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

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

SUSPENSION OF STANDING ORDERS

Hon. J. C. TUDOR: Mr. Speaker, I beg to move the suspension of Standing Orders 5, 14, 16, 18, 40 and 45 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.

QUESTON TIME

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

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

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

Mr. SPEAKER: The first is Oral Reply to Question No. 59 asked by the hon. junior member for St. Joseph.

Mr. SMITH: Mr. Speaker, to enquire of the Appropriate Minister:

1. Is the Government aware that a number of workers who were employed at Haggatts Factory have been displaced as a result of the take-over of the said factory by Government.

2. If the answer is in the affirmative, will Government consider the advisability of financial assistance to the said displaced workers?

Hon. A. DaC. EDWARDS: Mr. Speaker, at our last meeting I promised the hon. member to have his Reply ready; but he was not in his seat then. I will get the file later and I will be able to give him the Reply.

Mr. SPEAKER: The next is Oral Reply to Question No. 78 asked by the hon. senior member for St. Michael who is not in his place. The next is Question 103 in the name of the hon. junior member for St. Philip who likewise is not in his place. The next is Question 104 also in the name of the hon. junior member for St. Andrew who instantly is absent.

GOVERNMENT BUSINESS

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

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

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

Mr. SPEAKER: Order No. I stands in the name of the hon. and Learned Senior member for St. John to move the passing of a Resolution to approve the Compulsory Acquisition by the Crown of a parcel of land situate in Suttle Street in the City of Bridgetown together with the buildings erected thereon.

Hon. J. C. TUDOR: Mr. Speaker, I am asking leave to take charge of this Resolution in the absence of the Hon. and Learned Premier.

There being no objection, leave was granted.

Hon. J. C. TUDOR: Mr. Speaker, I think that hon. members will see that this Resolution arises out of a difference of opinion between the Government and the owner of this land as to the price which we should pay for it. Negotiations were commenced for the acquisition of the land but the price which the owner is asking is very much in excess of the figure which the Government is advised is the value of the land. Therefore the Land Acquisition Act is being used in order that the Government may obtain the Title to the land pending completion of negotiations, either by agreement or by arbitration under the Act.

The land is situated in Suttle Street in the City. It is 1,882 square feet and its direct location is that it bounds on the land of one Perex and Mr. Sealy on Bulls Alley on Reid Street and on Suttle Street.
3.05 p.m.

The owner has refused the offer made by the Crown Solicitor. The offer made by the Crown Solicitor was based on the standing valuation by the Government Appraisers. In cases like these the Government can do no more than to have recourse to the Land Acquisition Act, and it is in connection with this that this Resolution is before the House.

I beg to move that this Resolution do now pass.

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

Mr. MOTTLEY: Mr. Speaker, I wonder if the hon. member could tell us the reason why this property is being acquired, because nothing in the Addendum tells us the purpose for its acquisition. The land is on the corner of Reid Street and Suttle Street, and it would appear to me that it is being acquired for the purpose of widening the street. Since the hon. member has failed to say that, I wonder if he could give us the reason.

Mr. SPEAKER: Before the hon. member exercises his right of final reply, is there any other hon. member who is desirous of contributing to the debate?

Hon. J. C. TUDOR: I forgot to mention that. It is for highway improvement.

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

COMPULSORY ACQUISITION OF LAND AT SAINT JOHN THE BAPTIST

Mr. SPEAKER: The next Resolution stands in the name of the Hon. Leader of the House, the hon. junior member for St. Lucy, and it is to move the passing of a Resolution to approve the compulsory acquisition by the Crown of a parcel of land situate at St. John the Baptist, in the parish of St. James.

Hon. J. C. TUDOR: Mr. Speaker, there is nothing complicated about this. This land is needed for the extension and improvement of St. John the Baptist School. The owner, however, does not have a good and marketable title, and therefore in accordance with the provisions of Section 5 of the Land Acquisition Act, the approval of the Legislature is sought for the compulsory acquisition of the parcel of land in order that the purpose set out in the Resolution may be effected, and that the Crown in right of its government of this island may acquire a good and marketable title on the purchase of the land.

As I said, hon. members will recall that in the Development Plan, improvements to St. John the Baptist School was one of the items included, and it is in connection with this extension and improvement that this land is required.

I beg to move that this Resolution do now pass.

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

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

RESOLUTION TO APPROVE THE MOTOR VEHICLES AND ROAD TRAFFIC (AMENDMENT) REGULATIONS, 1966

Mr. SPEAKER: The next Order of the Day stands in the name of the hon. junior member for St. Thomas, the Minister of Communications and Works, and it is to move the passing of a Resolution to approve the Motor Vehicles and Road Traffic (Amendment) Regulations, 1966.

Hon. N. W. BOXILL: Mr. Speaker, as set out in the document that was laid before the House cited as the "Motor Vehicles and Road Traffic (Amendment) Regulations, 1966", I will point out for the benefit of hon. members the areas specified. They are as follows:-

A. City of Bridgetown: Bridgetown; the City: The area bounded by Highway 7 at the junction of Bay Street with Jemmott's Lane; thence in a northeasterly and northerly direction following Jemmott's Lane, Martindale's Road and Hall's Road to the junction of Hall's Road; thence in a westerly direction following Tweedside Road and Roebuck Street to the junction of Country Road with Roebuck Street; thence in a northerly, westerly and south-westerly direction following Country Road and Passage Road and Westbury Road to the junction of Westbury Road with President Kennedy Drive; thence in a south-westerly direction following President Kennedy Drive to its junction with Samuel Prescod Boulevard; thence in a southerly and westerly direction following Samuel Prescod Boulevard to its junction with Princess Alice Highway; thence in a south-easterly direction following the sea-coast to the junction of Bay Street with Jemmott's Lane.

B. Speightstown:

- (1) the section of Highway 1 from the entrance of the Alexandra School to Scantlebury's River.
- (2) The section of Church Street from its junction with Highway 1 to its junction with Round the Town Road.
- (3) The section of Chapel Street from its junction with Highway 1 to its junction with Round the Town Road
- (4) The whole section of Goddings Alley.

C. Holletown: The section of Highway 1 from its junction with Lascelles Road to its junction with Trents Road.

D. Oistins: The section of Highway 7 from its junction with Cane Vale Road to its junction with Keizer Hill Road."

Hon. members who are acquainted with the areas especially of Saint Michael before, may note that the area of Saint Michael formerly was from Burke's Beach running across the Ministerial Buildings in a northerly direction and taking in part of the Almshouse wall. The reason why this has been cut down a bit is because it is felt that since Bay Street is fairly wide, there is absolutely no reason why people who are travelling along that road should be restricted to say, twenty miles an hour, while you are allowed to drive at 30 miles an hour in a place like Brittons Hill. Later we will be coming back since the whole area of the City will have to be thought out differently, because with a population of 240,000 people, this is the smallest capital population-wise. That is one of the reasons why these regulations have been made.

I beg to move that this Resolution do now pass, and I will be willing to answer any questions which may be asked and which fall within my ambit.

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

Mr. GODDARD: Mr. Speaker, the hon. member mentioned one of the reasons for these Regulations, but there is another one here, and it is the towing by tractors of cane carriers. At the present moment tractors haul three laden cane carriers, and I think it was the intention of Government at first that there should only be two, but the wording of the last Bill was such that one was presumed to be some other vehicle, and then that had two trailers. 3.15 p.m.

Anyone who has driven behind these laden trailers will have realised that you will have to crawl behind them for three or four miles before they turn off the road. I believe that it was an oversight or bad drafting on the first occasion and I am glad to see that it has been rectified because these trailers, when they are laden roll about the road and if you want to save yourself, the best thing for you to do is to stay away from them until they turn off the road.

I think that is an important contribution in these regulations and it should be stated by the Hon. Minister that these regulations are what they are now and in future only one trailer cart should be drawn by a tractor.

This Resolution also permits regulations to be made for the holding of rally trials on the public highway. These trials are becoming more and more frequent. They are organised by the Barbados Rally Club and you cannot allow these things to go on without regulations. As I have said, these road trials are becoming more frequent and if Mr. X can have road trials now, there is no reason why Mr. Y. cannot hold road trials next month. For that reason, I commend the Government for bringing in regulations to deal with the matter. These trials are carried on by the Rally Club with officers posted along the route but all these things which take place on the public highways should be under regulations. The Government should let it be known that these regulations are now in force. These regulations come in here and nothing is said about them. Those are the points which I want to make.

Mr. WALCOTT: Mr. Speaker, on the question of road traffic amendment, I would like to see the Hon. Minister giving some attention may be, to some complete revision of road traffic regulations in keeping with modern times. I believe that in Barbados we do not pay attention to certain matters until a disaster takes place.

For one thing, I see too many vehicles being used on the roads at night without proper signs and signals. Sometimes you meet a motor lorry and you do not know if it has anything at the side or anything at the top. There is no indication that this vehicle is approaching you other than the two lights beaming.

I think the time has come when there should be some sort of international regulations introduced here, that is to say, some of those regulations and things which you see in Europe, where motor lorries and trailers have red and green lights at the top, at the side and things like that. You should not have motor lorries and trailers with only two beams coming to you. It can be a very dangerous thing.

We know how important the Sugar Industry is to us but also people's lives. Cane carts sometimes travel at night and you meet a truck loaded with canes and no light.

The time has come when we have to restrict the hauling of sugar cane after a certain time. You find some ignorant people sitting on these trucks at night with their feet overhanging and that can be a very dangerous thing. There is nothing to protect them.

If you are going to permit plantations to send for workers to cut canes during the crop season, make these plantation owners to understand that human beings should

be transported like human beings and not like cattle. I see men and women hurled together on a truck with their feet overhanging. That primitive sort of behaviour is not good enough. The plantation or factory manager should be made to understand that they must transport people properly.

I would now make a point as regards traffic generally. People must become aware that Barbados is growing with traffic and that traffic must be kept moving. There is a tendency here that if a man's motor car, lorry or bus comes to a stall that he has the right to block the highway.

The time has come when the Police Department should be given authority, funds and something to move the nonsense off the road and let traffic move on. You see something blocking traffic for hours. Imagine a busy day and you see Bridgetown is blocked by a lorry, bus or something like that. You have some people who are driving these things and when something goes wrong, they repair the vehicle the same place just as if it were a garage. They do not even push the vehicle to the side of the road. When you stop traffic, you stop industry. This type of old time ignorance must stop where people stop their vehicles about the street. We know that there is a law as regards it. You have people stopping motor cars on the left side of the road but because the vehicle is so near the other side, you have to worm your way through so as to get out. It happens frequently in Tudor Street and Baxters Road.

The time has come when certain areas - and I hope the Hon. Minister will go into this - just as these two streets which I have just mentioned, should not be parking areas. Baxters Road cannot accommodate parking nowadays because it is a place where buses pass and it is always a congested area.

You must teach Barbadians that Bridgetown is a small city and they must get out of their motor car and walk. You must stop this nonsense in their thinking that they must drive their motor car or truck to the door if they want to deliver something.

3.25 p.m.

I believe that is why the hon. junior member for Christ Church moved his business from Broad Street. He realised that you cannot block traffic in that way.

People in New York park their cars even outside the City. People in Barbados have to learn to walk up Broad Street with packages to their motor cars. They do it in big countries. It is no disgrace to walk with your package to your car. It is yours not mine. I do not see anything wrong in it.

I would like to see the Minister paying more attention to these things because business will soon come to a stand still in this island if you do not regulate traffic. It takes you longer to get from the bottom of Broad Street to Nelson's Stature on a Saturday between 12 and 12.30 than to get from Bridgetown to St. Lucy if you are outside the limits of the City. It slows down everybody.

I would also like the Minister to pay further attention to the question of the parking of buses continuously in the bus stand, and then every fifteen minutes you get 25 buses pulling out at one time. It is a waste of precious time. Sometimes you get six of these buses leaving from one point and they block traffic continuously.

I know that traffic is a problem and we have been hearing people complaining about having to leave the heart of the City to go into a bus stand. The bus stand may be a good place where it is now but it is a traffic nuisance when all of these buses have to leave at the same time.

Another point is that traffic lanes for pedestrians should be wider. They are too narrow and they encourage accidents. Some pedestrians, it is true are ignorant of these things and some come gliding in at an angle and decide to make a sharp right turn like a soldier to get into this lane and then they feel that they are in paradise; but it is a no man's land no matter at what angle you come in from.

I draw these things to the Minister's attention because I have been driving from time to time and I see this element of slackness in traffic regulations. Some are on the Statute Book already and some are ignored but the result is unnecessary accidents. You get people leaving motor cars parked around a curb at the mouth of a corner. Only last week I saw a parked car just by the "Y" going up by Wildeys. If you are going to the Airport from that side and some one parks a motor car at the mouth of that corner you have to make a wider angle on your right before you can turn to go up by the "Y". I think that the police should do as in the U.S.A. put tickets on these cars. I believe that reporting every one for breaches of traffic laws in one week, and the magistrate putting on proper fines will help us settle these problems. It is only when there is loss of life that we take these things seriously. But there is not only loss of life. There is also loss of working time. There is more loss of working time in Barbados by unnecessary traffic accidents than you get by industrial stoppages and yet you hear a lot of talk when you have to strike.

I would also like the Minister to pay more attention to things like lorries and vans that travel at night without proper lights; I think that a positive campaign should be waged against some people who ride bicycles. In the country it seems to me that bicycle riders do not feel that a light should be on a bicycle. They seem to feel that they must be saving light and you see one fellow riding with a light and "towing" the other fellow who has no light. These are serious things which can cause loss of lives.

I repeat I would like to see the Minister go into this matter. There is no point in spending hundreds of thousands of dollars on making highways safe and then having the users of the highways trying to make them dangerous. These things should be taken care of so that people's lives would not be in jeopardy as they are now on many occasions.

Mr. CORBIN: Mr. Speaker, I feel happy to associate myself with the remarks concerning traffic regulations. I have seen myself tractors hauling canes at various estates and I have seen tractors with two trailers behind and one of the trailers broke away. The driver of the tractor was still heading forward. The trailer blocked the street and the driver did not even know what was taking place behind; these trailers should have men on them to watch out and see danger and give the driver of the tractor a signal. In some cases the tractor will even go on to the factory after the trailer has broken away and blocks the street until he comes back to move it.

I am saying that the Government or the Minister should look into these things and examine them carefully and see what possible protection can be given to the community. These vehicles that break away remind me of the man who was riding a motor cycle and who had another man behind. The man behind dropped off and the rider went on for eight miles before he knew. When he got to his destination he said that the man did not even tell him that he was getting off.
3.35 p.m.

These tractors have too much of a long trailer, and I would not be satisfied if Government allowed them to travel on the highway without some protection. There should at least be two trailers, and not three which can be dangerous to the public, and someone should be on the last trailer so that he can indicate to those following in case there is the likelihood of an accident. I hope the Minister will go carefully into this matter and bring down legislation to safeguard the public from these hazards.

Mr. SPEAKER: If there be no other hon. member who desires to contribute to this debate, then the moment is opportune for the Hon. Minister to exercise, if he thinks fit, his right of final reply.

Hon. N. W. BOXILL: Mr. Speaker, first of all I want to make an apology to the hon. junior member for Christ Church and the House for not explaining this matter as

fully as I should have, but mistakenly I thought we were going into Committee. I am very glad that he has taken it upon himself to draw the House's attention to the trailer part. Only this morning a gentleman called me, and in all deep sympathy was asking me about these Regulations where we say there should be only two trailers, because he sees that it will humbug him, though apparently he has not taken into consideration that it has been humbugging other people in the community for quite some time.

There is a point I would like to make and it is in connection with these trial tests by the Rally Club. They made representation to the Government some time ago, and though you will get some people who feel that they should not be granted this concession, I do not think so, because the members of the Rally Club are Barbadians, and are therefore entitled to enjoy some of the benefits of the Island as anybody else. To them this is another form of sport, and I think they are doing a very good job; so I do not see why the Government should stand in their way. We have given them the concession that where they are going to have a trial run, they will notify the Commissioner of Police twenty-eight days before so that it can be published in the Official Gazette and the newspapers so as to avoid undue hardship on the public, although most of these dexterity tests are generally held early in the morning.

With regard to the hon. senior member for St. Peter, the only time that I can remember disagreeing with him on a point was in 1958. As a matter of fact, I did not disagree with him; he disagreed with me when he "fired" me; but we generally agree. However, I endorse fully what he has said to the effect that tractors should be made to carry side lights. My predecessor, the Minister of Health and Community Development had a meeting, just before he handed over to me, with the Director and powers that be, and suggested that this should become law; so do not be surprised when it does come. A tractor should be made to carry a red light on one side and a green light on the other, because sometimes you see a vehicle coming towards you, and with the light in your eyes you average for a car and the next thing you know is that a trailer passes an inch from your face. If a trailer is made to carry an identifying light, from the time you see it you would know what it is and stop or give away more of the road.

I remember that some time in 1946 I wrote an article on this in the Press calling on Government to make this regulation, and now I am the person to make this regulation; so you can rest assured that tractors will be forced to carry lights in order to protect both themselves and the pedestrians as well.

When it comes to the restriction in parking on roads, if you want to get annoyed, go to Brittons Hill any morning. Just as you go up Dalkeith Hill and turn left, there is a supermarket run by a Co-operative Society, and for some unknown reason people feel that because it is a supermarket there, they can park in the road, and are nothing to do with buses passing there, or that people cannot get around the corner. I have drawn it to the Police's attention, and I would not be surprised if they restrict parking, because it is necessary to protect life and limb. To show how indiscriminate people can be, I remember about two weeks ago that a driver was bringing some sand for a schooner next to the Bridge, and he parked the lorry across the Bridge completely blocking traffic. There was no police around, but sometimes you stop to give somebody a message and up comes a policeman and tells you that you cannot park. I would like hon. members to be cognisant of the fact that I am seriously thinking of bringing to the Cabinet new parking regulations. I cannot tell hon. members what they are yet, because the Government has not seen them; but I too am somewhat perturbed at the indiscriminate way people leave their vehicles along the road, and I will do everything possible not to create any hardship or burden upon anyone, but to keep everybody in a uniform way when it comes to parking in certain areas. As the hon. senior member for St. Peter has said, it is time that the Police started reporting people whether they are members of the House or otherwise for this offence. Any time anyone

breaks the law, he should be made to pay the penalty, and I think it is about time that Magistrates stop tickling people in their hands in this matter, because if he puts a stiff fine on them, this foolishness will stop.

As the hon. senior member for St. Peter has said, it takes you on Saturdays around midday longer to get from the bottom of Broad Street to the top than it takes to get from here to Christ Church, therefore I am in full agreement with all the hon. junior member for Christ Church and the hon. senior member for St. Peter have said.

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

3.55 p.m.

Mr. SPEAKER: That concludes Government Business.

RESUMPTION OF PRIVATE MEMBERS' BUSINESS

Hon. C. E. TALMA: Mr. Speaker, I am asking for leave for the Hon. Minister of Trade and Labour to give the reply to Question No. 59 now that he has got the file.

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

Hon. C. E. TALMA: I beg to move that Question Time be now resumed.

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

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

DISPLACED WORKERS

Mr. SPEAKER: As I understand it, the file is now available for the hon. junior member for St. Joseph to put his question - Question No. 59 - to the Hon. Minister of Trade and Labour.

Mr. SMITH: To enquire of the Appropriate Minister:

1. Is the Government aware that a number of workers who were employed at Haggatts Factory have been displaced as a result of the take-over of the said factory by Government.

2. If the answer is in the affirmative, will Government consider the advisability of financial assistance to the said displaced workers?

Hon. A. DaC. EDWARDS: Mr. Speaker, the reply is as follows:-

1. No, Sir. A number of workers at Haggatts Factory were not offered employment by Scotland Industries Ltd.

2. The Government is advised that these workers are not entitled to severance payments under the Sugar Factory Workers Severance Payments Act, 1965. However, arrangements have been made to make *ex-gratia* payments to these workers though they had been entitled to severance payments under the Act."

Mr. CORBIN: Mr. Speaker, allow me to ask a supplementary question. Will the Minister state why displaced workers at this factory have not been compensated?

Hon. A. DaC. EDWARDS: Mr. Speaker, the hon. member has asked why displaced workers at this factory have not been compensated but if he means that they have not been given severance payment, I will reply by saying that they were not entitled to severance payment. The position is that according to the Severance Payment Act, 1965, a factory has to be permanently closed or persons put out of work through technological or other causes. Haggatts factory was not permanently closed and, as a matter of fact, there was not even a single grinding season that this factory ceased to operate.

However, the Government has sympathy with the workers and inasmuch as they were not re-engaged by this factory, the Government feels that they should be compensated for being laid off and an amount of \$44,000 is being taken from the Labour Welfare Fund for compensation to them. The only reason that these workers did not receive it before was because a new set of regulations which are quite different from what have been used in the Severance Payment Act had to be drafted. However, in another two weeks or so, these people will receive their *ex-gratia* payment.

THE ADJOURNMENT

Hon. C. E. TALMA: That concludes the business for today.

I beg to move that this House do now stand adjourned until Tuesday next, 10th May 1966, at 2.30 p.m.

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

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

Mr. SPEAKER adjourned the House accordingly.

3.55 p.m.