THE

House of Assembly Debates

(OFFICIAL REPORT)

THIRD SESSION OF 1966 - 71

HOUSE OF ASSEMBLY

Tuesday, 13th July, 1971.

Pursuant to the adjournment, the House of Assembly met at 12.15 p.m. o'clock.

PRESENT

His Honour Sir J. E. T. BRANCKER, Q.C., F.Z.S., *(Speaker);* Mr. L E. SMITH, J.P.; Hon. K. N. R. HUSBANDS, J.P., *(Minister of Trade, Tourism, Community Development and Youth Affairs);* Hon. C. E. TALMA, *(Minister of Health and Social Welfare);* Hon. J. C. TUDOR, C.M.G., MA., *(Leader of the House);* Hon. G. G. FERGUSSON, *(Minister of Communications and Works);* Mr. R. St.C. WEEKES, J.P.; Mr. W. R. LOWE, J.P.; Hon. N. W. BOXILL, *(Minister of Labour, National Insurance and Housing);* Hon. A. DaC. EDWARDS, *(Minister of Agriculture, Science and Technology gy);* Mr. W. C. B. HINDS; Mr. L. S. CRAIG; and Mr. C. L. BOLDEN, LL.B.

Prayers were read.

MINUTES

Mr. SPEAKER: I have the honour to inform the House that the Minutes for Tuesday, 25th May this year have, I understand, been circulated and unless there is any objection, they will be confirmed.

Mr. HINDS: Mr. Speaker, if one would look at the printed copy of the Minutes for 25th May such as I have in my hand, one will find on the front page and on pages 2 and 3 and to a lesser extent on page 4 that the Cap. letters are broken, particularly the Ks, Rs and Hs, in so much as if to represent in the case of "Hon." for "Honourable" it is made to read "Pon." That is the type of thing you will find throughout these pages to which I address you attention, and I suggest that they be not confirmed until they have been reprinted. It evidently shows that the Government Printery is using worn characters in its composition.

Mr. SPEAKER: Under the circumstances, as I myself have not made such a careful study of the Minutes, I will have the confirmation deferred. I will also have this matter drawn to the attention of the Government Printery.

PAPERS LAID

Hon. G. G. FERGUSSON: Mr. Speaker, I am commanded to lay the following:–

The Motor Vehicle and Road Traffic (Amendment) Regulations, 1971.

GOVERNMENT NOTICES

Hon. J. C. TUDOR: Mr. Speaker, I beg to give notice of the following:–

A Resolution to approve the vesting of three parcels of land at Wildey, St. Michael, in the Industrial Development Corporation.

On behalf of the Minister of Finance, I beg to give notice of the following:–

A Resolution to determine the aggregate of the liabilities of the Barbados Development Bank.

Hon. G. G. FERGUSSON: Mr. Speaker, I beg to give notice that Oral Reply to Parliamentary Question No. 180, asked by the hon. senior member for St. James, is ready.

Also, Oral Replies to Parliamentary Questions Nos. 193, and 199, asked by the hon. junior member for St. Joseph, is ready.

PRIVATE MEMBERS' NOTICES

Mr. CRAIG: Mr. Speaker, I beg to give notice of the following Resolution:–

WHEREAS old-age pensioners, senior citizens of this Country, have made a massive contribution to the development of this Country.

AND WHEREAS in their old age such persons have to exist on state pensions of $5 weekly and such other assistance as they can muster.

AND WHEREAS their incomes, especially pensions, are more or less fixed for many years at a time.

AND WHEREAS the continous and substantial increases in the cost of living make it impossible for our old-age pensioners to subsist on the current level of state pensions.

BE IT RESOLVED that the Government take immediate steps to alleviate the desperate plight of old age pensioners of this Country.

BE IT FURTHER RESOLVED that the Government take immediate steps to increase substantially the present rate of old age pension to at least $10 per week.

Rt. Hon. E. W. BARROW, Messrs. ST. JOHN and ELLIOTT MOTTLEY entered the Chamber and took their seats.

QUESTIONS

Mr. BOLDEN: Mr. Speaker, I beg to give notice of the following Questions:–

To enquire of the appropriate Minister:

(a) Is the Minister aware that several houses have been re-sited at Lammings, St. Joseph and that because of the terrain of the area, the majority of these houses are so placed that if the occupants have use of one exit or entrance, the other exit or entrance cannot be used because of its height from ground level?

(b) That there are cases in which the ground level at the exit or entrance of some houses are 8 ft. - 9ft. from ground level?

(c) That the owners of these houses are old and/or in the low income bracket and are unable to meet present day high building costs?

If the answers to the above are in the affirmative, would the Minister state:

1. Whether Government will provide the necessary facilities to these houses?

2. Will the work be commenced in such time so that all these facilities be completed before the next crop season when cane fires threaten this area? 12.25 p.m.

To enquire of the appropriate Minister:–

Is the Minister aware that (a) persons who have been granted permits to learn to drive in the country are not allowed - during learning period - to use certain roads and areas in this country namely: Roebuck Street, Broad Street, Milk Market, Baxter's Road, White Park, Eagle Hall, and the Bank Hall area, and are also not allowed to use all the other roads after 8.00 p. m.?

2. That when such persons are taken for their driving tests by the authorities, they are tested along the said restricted roads and in the restricted areas?

3. That if these drivers are fortunate to be granted driving licences they are immediately permitted to drive in the above areas and that licences issued are from the date of issue to 31st May immediately following?

Would the Minister state: Whether Government would consider

(a) removing these restrictions for learner drivers

(b) issuing all drivers' licences for three year periods at the appropriate costs, such periods to run from the date of issue?

To enquire of the appropriate Minister:–

Since that Tent Bay in Bathsheba, St. Joseph, is a large fishing terminal with many persons using the area daily; and in view of its location in relation to hotels and beach houses?

(a) Would the Minister state whether Government is prepared to provide changing rooms, toilets and bath facilities for the use of persons engaged in and attending the fishing industry?

(b) How soon will these facilities be provided?

To enquire of the appropriate Minister:-

(a) Is the Minister aware that since 1935 there has been great development in the Family Law and especially Divorce Law?

(b) That the Divorce Law and related topics in this country are badly in need of revision?

If the answer to the above is in the affirmative, will the Minister state: how soon will new Legislation be introduced into this Honourable House to bring our Family Laws up to date?

To enquire of the appropriate Minister:-

(a) Is the Minister aware that at Lammings Housing Area, St. Joseph, there are some 40 or more houses which were resited there by the Goverment?

(b) That the roads in the area are unmade and difficult to traverse?

(c) That there is one pipe on the entire estate to accommodate the said houses?

(d) That the residents of the said estate experience great difficulty in getting water both in the early mornings and in the early evenings because of the number of persons drawing water at the same time?

(e) That as a result of a single water supply in the area several quarrels arise between young children at the same pipe.

(f) That because of the lack of proper drainage in the said area the waste water from the single water supply has been flowing around the founda-

tion of other houses in the area causing grave discomfort?

(g) That there is no electicity supply in the area although several of the houses now resited there were previously serviced by electric power?

If the answers to the above are in the affirmative, will the Minister state:

1. How soon additional water pipes would be installed in the area?

2. How soon would the roads in the area be prepared and surfaced?

3. How soon would proper drainage be installed?

4. How soon will the electricity supply be introduced in the area?

To enquire of the appropriate Minister:-

Will the Minister state whether Government will acquire the entire field north of the said Lammings Housing area so as to protect the houses in the area from possible threat of cane fires, if the fields remain under the present ownership and are replanted in sugar canes?

Will the Minister state how soon the abovementioned fields can be acquired?

To enquire of the appropriate Minister:-

1. Is the Minister aware that the road from Fruitful Hill in St. Joseph through to Cane Garden, St. Andrew, has been broken and impassable since 1962?

2. That the residents of this area have been cut off from St. Joseph since 1962 much to their dissatisfaction?

3. That the water supply in this area is frequently shut off?

4. That the Waterworks Department sends a water lorry in the area infrequently?

5. That recently the said lorry driver has been given orders not to go into Fruitful Hill, St. Joseph, because of the bad condition of the passable road in this area?

6. That there is no electricity in the area?

If the answers to the above are in the affirmative, would the Minister state -

(a) What are the Government's plans for the rebuilding of this road?

(b) How soon will work begin?

(c) When will a proper water supply be made available to this area?

(d) Will instructions be given that the water lorry visit the area daily until a proper water supply is restored?

(e) Will Government assist Barbados Light and Power in installing an electric supply and street lamps in the area?

Mr. SPEAKER: The senior member for St. Joseph, his question *re* roads in St. Joseph.

Mr. SMITH: Mr. Speaker,

To enquire of the appropriate Minister:-

1. Is the Minister aware of the fact that there are roads, in the parish of St. Joseph, which were damaged by the heavy rainfall during the last flood, and the flood some five years ago, such as Fruitful Hill, Mascoll Road, Spa Road, Church Village Road, and those above-mentioned damaged roads are causing the residents therein great hardship, embarrassment and the loss of income because the said roads are urgently in need of repair?

2. If the answer to the above is in the affirmative, will the Minister instruct the Director of Communications and Works to estimate the cost of having these roads repaired, and to have the estimate laid on the Table of this House not later than one month from today's date?

3. Will the Minister give an assurance that these repairs to the above-mentioned roads will be done before this Parliament dies or is dissolved?

Mr. SPEAKER: The junior member for Bridgetown, his question *re* water mains for New Orleans.

Mr. ELLIOTT MOTTLEY:

To enquire of the appropriate Minister:-

1. Is the Minister aware that there is no water main in the 9th Avenue, New Orleans, St. Michael.

2. Will the Minister give instructions that a water main be laid forthwith?

To enquire of the appropriate Minister:-

1. Is the Minister aware that the Tenantry Road in the Beckles Tenantry New Orleans, St. Michael is in a state of disrepair?

2. Will the Minister give instructions to have the said road repaired immediately?

To enquire of the Appropriate Minister:-

1. Would the Minister state what has been the Annual Budget of the Industrial Development Corporation for the years 1966-71?

2. Would the Minister state the actual number of jobs created as a result of the effort of Industrial Development Corporation for the years 1966-1971?

3. Would the Minister state how many new industries have been created annually for the years 1966-1971?

12.35 p.m.

Mr. Speaker,

To enquire of the Appropriate Minister:—

1. How many Companies have been granted Pioneer Status by the Development Board or the Industrial Development Corporation since the year 1961?

2. Would the Minister state the name or names of the Company or Companies?

3. Would the Minister state the names of the persons who made application and the name or names of the Company or Companies on whose behalf the applications were made?

4. Would the Minister state how many Companies to which pioneer status was granted are actually operating?

Mr. Speaker,

To enquire of the Appropriate Minister:

Would the Minister state what is the amount of the daily allowances paid to (a) the Chairman and Manager (b) the Members of the Industrial Development Corporation when overseas on business.

LETTER FROM CHAIRMAN OF COMMITTEES

Mr. SPEAKER: I have the honour to inform the House that I have received a telegram from the hon. Chairman of Committees stating that he will not be here until sometime tonight; therefore, the Leader of the House may propose an Acting Chairman of Committees for today.

NOTICES OF QUESTIONS

Mr. SMITH: Mr. Speaker, there is another question here for me.

Mr. SPEAKER: It has now been brought to light that there is another query in the name of the hon. senior member for St. Joseph. Will he proceed?

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

Is the Minister aware that the Barbados Light and Power Company has sited the electric poles in Joes River Tenantry, St. Joseph, over one year ago for the purpose of electrifying the said District, and due to the absence of a suitable road for the company to carry out the installation of the service they were forced to discontinue the istallation.

If the answer is Yes, will the Minister give this Honourable House the assurance that the Road will be done in due course, so that the people can enjoy the amenity of having the service in their homes by the end of July, 1971.

Mr. ELLIOTT MOTTLEY: Mr. Speaker,

To enquire of the Appropriate Minister:

1. Is the Minister aware that the stand pipe erected at the junction of Westbury Road and Third Avenue has been knocked down?

2. Would the Minister give instructions that the said pipe be immediately erected to alleviate the hardship now suffered by the Residents?

PRIVATE MEMBERS' BUSINESS

Mr. ELLIOTT MOTTLEY: Mr. Speaker, I beg to give notice of a Bill to amend the Public Order Act, 1970-15.

BILLS READ A FIRST TIME

Hon. J. C. TUDOR: Mr. Speaker, I beg to move that a Bill to amend the law in force in Barbados relating to notice in respect of transfer or creation of legal estates and charges by way of legal or equitable mortgage and to the priority of mortgages 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. J. C. TUDOR: Mr. Speaker, I beg to move that a Bill to amend the Barbados Citizenship Act, 1967, 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. J. C. TUDOR: Mr. Speaker, I beg to move that a Bill to amend the Provost Marshal's Act, 1904, 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. C. E. TALMA: Mr. Speaker, I beg to move that a Bill to amend the National Assistance Act, 1969, be now read a first time.

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

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

PRIVATE MEMBER'S BILL

Mr. ELLIOTT MOTTLEY: Mr. Speaker, I beg to move that a Bill to amend the Public Order Act, 1970-15 be now read a first time

Mr. CRAIG: I beg to second that.

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

12.45 p.m.

APPOINTMENT OF TEMPORARY CHAIRMAN OF COMMITTEES

Hon. J. C. TUDOR: Mr. Speaker, the Chairman of Committees is not now in his place. I expect he

will be returning to the Island sometime later this evening .I n the circumstances, I beg to move that the hon. senior member for St. Joseph be appointed to act as Temporary Chairman of Committees in the absence of the Chairman 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.

SUSPENSION OF STANDING ORDERS

Hon. J. C. TUDOR: Mr. Speaker, I beg to move that Standing Orders Nos. 5,14, 16, 18, 19, 30, 39, 40 and 45 be suspended for the remainder of today's sitting.

I have had a word with the Hon. Leader of the Opposition pointing out that we have done today first readings of Bills because we could not take the first reading on Friday last when we had the Special Meeting. He has represented to me that there are one or two of those Bills which he is not ready to proceed with today because he has not been able to study them, but there are still two other Bills which are simple enough and which can be disposed of today, namely, the Provost Marshal's Bill and the National Assistance Bill. In the light of this, Mr. Speaker, I think the Standing Order which requires that Bills may not be read a second time until five days have elapsed or have been printed can properly be suspended with the understanding that the two important Bills will be held over until next Tuesday.

In addition to this, the House will proceed to Question Time and Private Members' Business at the appropriate times.

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

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

COMMITTEE OF SUPPLY

Mr. SPEAKER: The first Order of the Day stands in the name of the Hon. Leader of the House, and it is to move the House into Committee of Supply to consider the grant of sums of money for the service of the Island.

Hon. J. C. TUDOR: Mr. 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 affirmative without division, and Mr. SPEAKER left the Chair and the House went into Committee of Supply, Mr. SMITH in the Chair.

SUPPLEMENTARY ESTIMATES 1971-72 No. 1

Head 3 – PARLIAMENT – was called.

Hon. J. C. TUDOR: Mr. Chairman, we had put in a new item when we were doing the Estimates with a token provision of $1.00 for retiring benefits for the former Clerk of the House of Assembly who went on pre-retirement leave due to the re-organisation of Parliamentary offices in November, and this provision takes effect from 1st February, 1971 in respect of his gratuity and pension.

I beg to move that Head 3 - Parliament - stand part.

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

Mr. HINDS: Mr. Chairman, I believe the Leader of the House would take this opportunity to give hon. members some idea as to the formula followed in arriving at the amount that is asked for here because I think at some stage the former Clerk submitted to the appropriate quarter a claim for four times what is now offered here, and I would like to learn from the Hon. Leader of the House exactly what is the position and how this was arrived at.

I might also say that I well remember that the Deputy Marshal of this House was called upon to perform extra duties when the reorganisation of this Chamber was being carried out. I think this claim was submitted several months ago, but until now we have heard nothing, and I would certainly like to hear from the Leader of the House if he has any information as to this as well.

Hon. J. C. TUDOR: Mr. Chairman, this calculation is made on the basis as if Mr. Cumberbatch had been a member of the Civil Service who had to retire because of abolition of office. Therefore on this basis it would be as follows: a reduced pension being threequarters of the full pension for which he would be eligible, and that gives you $3,105 per annum, and the gratuity being twelve and one half times a quarter of the full pension which gives you $12,937.50. I think these sums added together give us $16,559 for the full year so to speak, at any rate, till the end of this financial year.

On the matter of the overtime for the Deputy Marshal during the time when the House was being done, this has come before the Debates Committee, has been approved in principle and I think it has been referred to the Ministry of Communications and Works for verification, and as soon as we hear from them, authorisation will be given for the payment of the amount.

Mr. HINDS: Now there is one other point that comes to mind, Mr. Chairman, and it is that the gratuity and pension, and more so the gratuity has been based on the assumption as if the former Clerk were a Civil Servant, but isn't it a case where Civil Servants are bound to retire on reaching a particular

age, but in the case of the former Clerk he could have gone on and on, and there had been no retiring age?
12.55 p.m.

I wonder if any consideration has been given to that aspect in arriving at the amount for paying him.

Hon. J. C. TUDOR: The former Clerk did submit a proposal to the Clerk of Parliament in which he represented that at the time of his compulsory retirement he was then 48 years old and that assuming that his normal expectancy of life would be till 70 he would be, under the proposals put forward, getting a pension of $258.50 a month for a period of 22 years, and he suggested that instead of such pension he would have preferred a capitalised sum to cover the period. Therefore, on his argument he would have been given an increased gratuity of $20,000 and a capitalisation of pension of $46,000, making a total of $66,000. That is what he asked, but it was felt that if this case was brought on all fours with comparable posts in the Civil Service, and interestingly enough the computation of the gratuity was exactly as it would be for anyone of us under the Retiring Allowances Act, because it is 12 1/2 times one full pension. What has been done in his regard is what will be done for a member of the House who qualifies for a pension or a member of the Civil Service who is retired under these circumstances. I do not know if I can help the hon. member any more.

The question that Head 3 – Parliament – stand part was put and resolved in the affirmative without division.

Head 4 – AUDITOR GENERAL – was called.

Rt. Hon. E. W. BARROW: Mr. Chairman Head 4 deals with the sum of $541 and it is in connection with the auditing of the accounts of the Overseas Missions. It is our practice every year to send around the Auditor General to all the Overseas Missions in order to carry out an audit of those departments overseas and to see that the accounting procedures are being observed, but there was a short-fall of $541 in connection with hotel accommodation and air fares for the Auditor General and an Auditor. I beg to move that Head 4 stand part.

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

Mr. HINDS: Mr. Chairman, I believe that the accounting in the Overseas Missions must raise a considerable amount of concern in this Hon. Chamber. We believe that what has gone on in some of these Missions, especially in United States of America, has made even the Government pretty uneasy and they would attempt to make us believe that they could feel happy with this situation. I think it was during the passing of the Estimates that the Leader of the House gave us to believe that it was not necessary for the Auditor General to make these overseas trips annually, but here it is today the Prime Minister is telling us that these trips are yearly trips and that the law requires this to be done.

Hon. J. C. TUDOR: If the hon. member would give way, I understand him to say that I said this during the Estimates, but it may be on another occasion dealing with something else because during the Estimates I did not deal with the Overseas Missions or with the other financial Heads.
1.05 p.m.

Mr. HINDS: Mr. Chairman, the Leader of the Opposition has caused me to remember a little more of what had been said at the time, because we were told that they were carrying out a reorganisation at the Barbados end so as to be able to exercise more effective control at the other end. That is the position. I am not confining myself to saying that it took place during the debate on the Estimates, but it was on an occasion when we were discussing the audit of these Overseas accounts. It was on that occasion when the Leader of the House gave us the information which I have just volunteered.

However, our concern must not be that the Auditor General is making this trip annually. Our view is that situations have arisen from time to time which, in our view and in the Government's view, necessitated more frequent visits by the Auditor General, his Deputy and senior staff. They should visit these Missions frequently. Perhaps the Government would not like everything that has taken place, probably in the U. S. A., to be brought up on the floor of this House. We would prefer the hon. senior member for St. John, the Minister of Finance, to give us some sort of progress Report to let us know if things are now functioning in a satisfactory manner, or if it is a case where he feels - and we know it is necessary - that more frequent visits should be made by the Auditor General and his senior staff.

Overseas Missions today, Sir, cost this country very considerable sums of money and they far outstrip the projected cost, if we were, for a single moment, to reflect on the White Paper published by the Government on this mater. Since the high cost of these Missions now cause us to be uneasy, and the administration of the funds has caused some distaseful reports to come from the United Kingdom particularly, we would like to hear from the Prime Minister what is the true position with regard to these Missions and how the money is being spent. It must be remembered that it is the taxpayers' money.

Rt. Hon. E. W. BARROW: Mr. Chairman, this is a very simple Resolution asking for a supplementary appropriation for the Auditor General's visits, as required by law, to the Overseas Missions. The number of days spent on each Mission going into the accounts - the hon. member would wish them to be gone into as the law requires in the United Kingdom Mission it was 12 days in all; the Mission in Ottawa took 5 days plus 2 non-working days being the week end; the Mission in Washington took 5 days; the United Nations Mission took 8 days, and the Consulate in New York took 8 days, making a total of 40 working days. This amount was underestimated, because it was never anticipated that they would take so long to do the accounts.

Now, we have a Public Accounts Committee which was inaugurated by this Government, and the Auditor General not only in the course of his duty as Auditor General, but also in accordance with the requirements of the Financial Administration And Audit Act, 1964, and the Financial Rules, 1964, must audit the accounts of all Government Departments and some Statutory Bodies at least once a year. It is not feasible, because of the nature of the documents and supporting evidence which has to be produced, for that information to be sent to Barbados, because someone may say that things got lost in the post. It is much better for the Auditor General to go around where he can call on any member of the staff and ask questions about the keeping of the accounts or any matters related thereto.

Now, I do not think in a Ministry where the Opposition accuses us of spending some $5 million, but in respect of which we probably spend some $3 million altogether including contributions to various organisations which we made when we were even a Colony, that an expenditure of $10,000 in order to see that the accounting is properly done in Government Departments is any great expenditure of money. The total is $10,000, and I do not see how anyone in this House or outside of it can twist this into a political matter. It is a question of whether you agree that the Auditor General - the House has already agreed to it - should undertake these missions with one of his accounting officers.

It is no part of my duty to tell the Auditor General that he should give Mr. X or Mr. Y. a trip. The Auditor General does not function on that basis. I happen to know something about the Audit Department, because the audit of the Audit Department is the only audit in Government which is done within the time required by law, because the law requires me as Minister of Finance to carry out that audit. Within 28 days of the close of the Financial year I have presented the audit of the Audit Department to this House signed by me as Minister of Finance and done by me with every book, receipt, ledger and all available material. Since I have been carrying out this duty from 1964, I have only found $5 that I could not account for, which was a double payment into and not out of, so that we were $5 to the good in 7 years. I think that is a pretty good record for the way in which they keep their accounts. All we have to do is to approve or not approve the Resolution. There is nothing more to it; you cannot put this in a manifesto and say that you agree to $531 for the Auditor General to do something which the Legislature has already approved.

1.15 p.m.

The question that Head 4 – Auditor General – stand part, was put and resolved in the affirmative without division.

Head 9 – MINISTRY OF FINANCE – was called.

Rt. Hon. E. W. BARROW: Mr. Chairman, we now come to Head 9 Item 2 which deals with the Valuation Division which is for a house allowance of $80 a month for the Commissioner of Valuations from 1st April, 1971 to 31st March, 1972. Permanent Secretaries and Senior Heads of Departments who are in receipt of similar salaries get house allowances, but these allowances are not paid when an officer is occupying a Government letting. The Commissioner of Valuations, Mr. Chairman, is in this same bracket in so far as his present emoluments are concerned. He gets $13,200 per annum and he is therefore entitled to the payment of a house allowance of $80 a month.

I therefore beg to move that Head 9 - Ministry of Finance - stand part.

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

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

Head 15 – STATISTICAL SERVICES – was called.

Rt. Hon. E. W. BARROW: Mr. Chairman, I should just like to point out that when I moved that Head 9 stand part, I had only dealt with Item 2 - Valuation Division, because I did not think that the other matters were matters that the Committee would like to discuss.

I go on now to Head 15, Sir, Statistical Services. The supplementary provision required for furniture and equipment for the Statistical Office is $2,557, and these expenses arise out of the approval by the House of the increase in the number of posts under the Civil Establishment (General) (Amendment) Order. 1971. These posts were one Statistician, 2 Statistical Assistants, 2 Senior Field Investigators, 2 Field Investigators and four Clerical Officers, a total of eleven new posts.

I beg to move that Head 15 - Statistical Services - stand part.

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

Mr. HINDS: Mr. Chairman, the note to this Item explains, as the Prime Minister has just read out, the increase in posts for this Department. Now, I am sure that nobody has any objection to the item included here for furniture and the like, but I just want to say that we on this side sincerely hope that the increase in staff and the accommodation sought to be provided here will make for increased productivity in this Department. We have experienced in the past that very necessary information is delayed too long from being made available to the public as in the case of a census. You wait from one census to the other before you get the necessary information. We are satisfied that the Head of the Department is doing his best, and if this increased staff is necessary, by all means we hope to see greater productivity in the future.

Rt. Hon. E. W. BARROW: I should just like to say that the question of delay in the Statistical

Office was to some extent due to shortage of staff, and a much larger increase in the numbers employed in the Statistical Office was demanded by the Government Statistician in his first overtures on the question of staff increases. The hon. member may not be aware that we have in the Government a Statistical Advisory Committee on which members from the Ministry of Finance, the Statistical Office and also the Data Processing Unit are very much concerned in these statistical exercises, and one of the big problems we have had in the Statistical Department is not solely the question of inadequacy of staff due to the increased volume of work, but due to the fact that particularly the business community and Government Departments are very slow in sending information. It is extremely difficult to get information from Government Departments, and I have frequently to say that I will report matters to the Public Service Commission as a question of insubordination. If I want information as I did for my economic survey which members will have next week, and they take seven months to give me information, and I have all the other information for the Economic Survey, we send a circular to the Government Departments, and they do not even have the decency to reply. This is how they have been brought up, and it is only when I say that if I do not get this information in three weeks to the Statistical Office I would regard it as insubordination to be visited on by a Report of the Public Service Commission that I get anything from them at all or they know you are serious.

We are now investigating a revision, for instance, of our immigration procedures and the kind of documentation that we require of passengers entering Seawell International Airport, and four years ago I suggested that a team should go up to the Bahamas who have computerized all their information, billing and Government accounts in order to see what they have done done down there, and I have even brought down specimens of the computer card they use down there. This system in the Bahamas is being run by Barbadians who if they were still here would probably be relatively junior officers in the Treasury or in the Police Force; but they are up there running the whole system and have computerized all the accounts for everything. You get one cash bill which has on your water rate, light bill, Government property rates, trade tax and income tax all on one bill. Whether that could work in Barbados would be something different altogether, because we have to stagger these requirements and demands we make on people to pay money into the Treasury, but I am showing you how super-efficient the system in the Bahamas is at the moment. But it took me four years to get a team, and I think they are either about to go or have just gone to the Bahamas to understand what I was talking about; so you really cannot blame the Statistical Office. There is a shortage of staff because of the increased workload, and I have a full report on the workload here and on the question of leave, the question of people going out on training and matters of that kind.

1.25 p.m.

We have drawn up, for instance, a new programme of the kind of information we require from the Statistical Office to meet the economic requirements of Barbados, and this is as a result of having consultations with all the departments concerned in drawing up this new statistical series, and that is how we finally approved of the staff increases. The Resolution which we now have before us, Mr. Chairman, is merely to seek funds to provide furniture for the increased staff which we are employing in the Statistical Department, but just in conclusion, since I do not often discuss statistics in here, I would like to give members an idea of the new programme that we have drawn up for the Statistical Service.

First, it is divided into two groups; special studies which have to be undertaken and then what we call statistical series, and the specialised studies involving tourist expenditure surveys, fertility surveys, household income and expenditure surveys, educational surveys, health surveys and income distribution surveys. In the statistical series we have a regular continuous programme going on, agricultural surveys, labour force surveys, manufacturing surveys, financial transactions, statistics of the construction and the building industry, retail price indices, import price indices, export price indices, terms of trade in the Ministry of Trade and Tourism, capital formation estimates, balance of payment surveys, Government revenue and expenditure, national income accounts, population census and housing, census of agriculture and the industrial sections which involve a full scale investigation of business activity in manufacturing and distributive services. Until we get these properly organised the other Departments of Government cannot function properly, and neither can any meaningful economic planning be done for this island, or even planning for things like the housing requirements of the island, the agricultural diversification programme and matters of that kind, so what I am trying to emphasise right here and now, the hon. member suggested that the Statistical Department was behind hand in its work. That is true, they are a bit behind hand now in their work because they did not have the staff, but that is only one side of the picture, and secondly, because the private sector, the merchants and so in Bridgetown and elsewhere, and the Government Departments themselves are very indolent in so far as the supply of information is concerned.

The Director of Statistics in Barbados has the power to prosecute people for failing to supply information which is demanded; we do not intend to exercise that power, but I would like to advise the Manufacturers' Association and the Incorporated Chamber of Commerce that when they are sounding off about various inadequacies and so on in Government, they should examine their own internal structure and the way in which they answer correspondence or fail to answer correspondence, before they start criticising vital Government Departments like the Economic Planning Unit or the Statistical Service, because they are under my control and as far as I am concerned, every department under

my control has to function, and function efficiently, and produce. We are geared for production, but if we do not get the cooperation of the private sector or the Government Officers it makes the job virtually impossible. I beg to move that this Head stand part.

The question that Head 15 stand part was put and resolve d in the affirmative without division.

Rt. Hon. E. W. BARROW: There is under my office a matter of $78 needed for the Commonwealth War Graves Commission, which used to be called the Imperial War Graves Commission. I beg to move that this Head stand part.

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

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

Rt. Hon. E. W. BARROW: Mr. Chairman, members will remember that, I think it was during the debate on the Estimates for the financial year 1971-72, I was asked what was being done about the concession at the airport by various members. I remember distinctly the senior member for the City of Bridgetown and the senior member for Christ Church were very concerned about the business of the taxis at the airport, and I stated at that time that I was consulting with the operators and the outside taxi owners on a system which would be equitable to all concerned. I do not want to go back over the background of the concession fee which is now being paid by the 96 taxi cabs who visit Seawell Airport, but the background of this refund is that the proposals were discussed as to the basis on which taxi drivers and taxi owners from outside who were not members of the Cooperative or the other concessionaires would be allowed to come into the airport in order to collect passengers if they had requests from abroad for such pickups to be undertaken. When I say pickups I mean passengers and not in the sense of a van, but this was quite a problem because first the concessionaires were claiming that there were a lot of bogus - if I may use that expression, I do not consider it unparliamentary - should I say non bona fide claims have been made by garages and taxi drivers who were not part of the concession in coming to pick up passengers and departing, and there was no way of checking whether they had genuine contracts with persons outside to pick up passengers, because it is very easy for somebody to write a letter, to get your sister in Toronto or your cousin in Montreal or New York to write a letter saying I am Mrs. So-and-so and I am arriving by flight so-and so and I am requesting you to meet me at the airport.
1.35 p.m.

We feel that this was being abused, so the system which I improvised - I mentioned it to the House, but I could not give the House positive information because the matter was still under discussion with the operators and the concessionaires. Obviously, every taxi driver in Barbados, who is not part of the concession, is not going to be 100 percent in favour of any kind of scheme that you can devise in this matter. What we have agreed on, in so far as a general agreement can be secured, is that every person who has a letter which he submits to the Airport Manager in advance of the arrival of the flight which demonstrates that he has been requested to meet a particular passenger or particular passengers, on the payment of a fee of $3.00 he will be given a ticket for that occasion only. He can then produce the ticket to the dispatcher.

Mr. Chairman, it does not matter who the dispatcher is. There are two sets of dispatchers: one employed by the co-operative and the other employed by Dear's Garage. There are two groups operating at the Airport jointly: the co-operative and Dear's Garage in the proportion of 4 to 1. In other words - I will have to do a little arithmetic - I think that the co-operative has approximately 80 cars and Dear's Garage has 20 cars. These were the number of cars operating at the airport when the tender was agreed on and was awarded. In other words, we did not put anyone out of a job who was already operating at the Airport. Dear said that he had approximately 20 cars, and South Point Taxi Service, Kentruth and the others that we know together had 80 cars operating. We said that we were not giving the concession to any one person - neither Davis, Dear's Garage nor any single operator - but we were going to give the concession jointly to the people who were earning their living at the Airport. I do not think you could have anything fairer than that. They, eventually, came together and agreed to submit their tender on the basis that I have described.

You then had these outside people coming in, presenting letters, and not paying anything. After several meetings with them, I put forward the proposal which I mentioned to the House. It came from me, but I said I could not give the House any information on it because it was only a proposal at that stage, and I would have to get the agreement of the concessionaires and the majority of the people outside. I never aspired to, expected or hoped for a general concensus of all these individuals. It is hard enough to get the people in the co-operative to agree on every proposal that is put up although they are working as a team, far less a lot of individual taxi drivers.

I am not suggesting here that there may not be one, two or three taxi drivers outside who are not part of the concession who do not like this proposal. That kind of unanimity in Barbados you can only get in the grave. *(Asides)* You cannot get it at Seawell Airport. I can assure you of that. *(Asides)* I am not suggesting that they should be dead, but I said I know that, as far as taxi drivers are concerned, you are only going to get unanimous decisions from them in the grave. There are other branches

of people in the Island who are like that, too, and it is not restricted to taxi drivers. Merchant seamen are like that; they cannot possible get 100 percent agreement on anything. Lawyers are like that. Half of the lawyers do not speak to the other half in Barbados, and even inside - not in this Party - some political parties in this Island you will find that one lawyer will not invite another lawyer to his house even although he is a member of the same Party. You do not find that in our group, but that is only by the way. It is so bad that even among lawyers - not on law - even on the most elementary points you cannot get agreement.

I do not expect to parade here today that I have all of the taxi drivers with me, but I think I have got the best deal for them. It is this: they pay a fee of $3.00 and that fee is paid into the general revenue, because there is no provision whereby the Airport Manager can set up a special account. *(Asides)* They get $3.00 per trip and they get a ticket. We pay $2.25 to the concessionaires and 75¢ is retained for the Government. My recollection is that the last time I said it was $2.50 for the concessionaires, but when they brought it up again it was $2.25 and I changed it back to $2.50. Last Thursday it was $2.25 for them and 75¢ for administration. I have changed it back, as far as I can remember, to $2.50 because nowhere did I see that the Government should keep 75¢. I am satisfied that 50¢ will cover the cost of bookeeping as well as the cost of issuing tickets and so on.

Now, this $2.50 will be retained by the concessionaires, and how they will get it is very simple. No matter who is on duty at the Airport, he and not the Government collects the ticket - not the Government but the dispatcher of the concessionaires, whether he is working for Dear's Garage or the other side. Dear's Garage has the decent ones and we have the rest which is the co-operative. No matter who is on duty he will collect the tickets from the individual taxis coming to the Airport. It does not matter who collects them, because when they present the tickets we do not pay them $2.50; all the tickets go into a box as it were, and then the money is redistributed on the same basis of 4 to the concessionaires - every $10 you give the concessionaires, you give Dear's Garage $2.50. It is not in the interest of any dispatcher to hold back tickets or to try to collect as many tickets as possible for himself, because it is going to be done through an accounting system where they will be paid 4 to 1.

This means that whereas the people who are paying $40 a month are being deprived of a trip by this individual job done by the outside taxi driver, they are being reimbursed to a certain extent. They do not have to spend any money on gasolene and so on; they do not have to leave the Airport, and they get, in effect, $2.50 for every trip made by an outside taxi. That is the best system we could work out. In the very difficult circumstances and the very trying circumstances up there, I do not know what they are going to come with next. For the time being, apart from a little argument down by the "Flash'N" now and then, all is peace and quiet up there. We know what happens at the Flash'N"; thet get inspired by what is provided down there as the hon. member will know.

Mr. CRAIG: Mr. Chairman, I think the senior member for St. John is on a fairly good wicket today, especially when he said that he had the rest like the George Drummonds, and we have the decent ones. I agree that it is fair for someone to bring a letter and present it to whoever is in charge of the taxis at the Airport for the purpose of picking up someone. I think the Minister is well aware of the fact that a friend in Trinidad can send a message to a taxi driver and ask him to collect him at the Airport.
1.45 p.m.

The whole trouble at the Airport is the $40 per month which taxi drivers are called upon to pay, because there is a lot of double dealing. As the Prime Minister has rightly said, I am at the Flash'N so I hear them. You have Dear's Garage with 20 cars and the Cooperative with 80, and you find Dear's Garage having a lot of overseas contacts. They charge fabulous sums for transporting people from the Airport to their destination, and the man at the Airport who is in charge invariably calls up eight and ten cars from Dear's Garage before he calls one from the Cooperative, and the small taxi owners who may have five and six cars will not join the Cooperative because they feel it serves no useful purpose to them when they have to pay $40 per month. In the tourist season they claim they can make it, but out of the tourist season they cannot buy gasolene, furthermore pay $40 a month. Furthermore if a particular man cannot work his car because it is in the garage, he is still called upon to pay that $40 a month, and this is where you get all the trouble at the Airport. I think it is unfair to the outside taxis who are not affiliated to either Dear's Garage or the Cooperative to pay $3 before he can pick up a passenger at the airport.

Rt. Hon. E. W. BARROW: If the hon. member would give way, I thought he was going to say that is not enough and it is unfair to the concessionaires, because he is contending that out of the tourist season $40 a month was too much, and then in the same breath he is saying it is unfair to ask a man who is poaching coming from outside to pay $3 for every trip that he makes. My experience is that the man who is coming from outside is going to pass on that $3 to the customer anyhow. Some of them have a customer for a period of two or three weeks; these are people who have contracts. The hon. member gave way; so I would not worry to reply to the other points he is making.

Mr. CRAIG: Mr. Chairman, what the hon. member is overlooking is that that man still has to pay a schedule charge from Seawell Airport to wherever he is going; so if he is going to charge $10 from Seawell Airport to Bridgetown, in truth and in fact he is only really charging $7 because he has to pay $3 to go in. He could not then charge $10 from the Airport to Bridgetown; he would have to charge

$13, and as soon as he charges $13 he would be overcharging the customer, but the only way he can offset that $3 which he is paying to go in is by charging $13.

Rt. Hon. E. W. BARROW: On a point of order, the Hon. member will know as inn-keeper of the Flash'N - and I would like to be in his position because I like the atmosphere, not all the people who frequent it; so do not let him think I am saying anything derogatory - that when you say that the fare from Seawell to, let us say, the Holiday Inn or the Hilton Hotel is $10, the position is that they get a lot more than $13 because sometimes they do not mislead the people; they just tell them that the fare is $10 and they get $US10. *(Asides)* I am not saying that they tell them it is $US10, but they tell them it is $10, and I know for a fact the frequently they get $US10. If you want to get money that the Exchange Control Authority has not granted you, or you have used up the $750 on your passport, I can tell you where to get $ U.S dollars from. Go to any of the redcaps at Seawell and they would ask you if you want it in 20s or 100s, or go to a taxi driver. They frequently get paid in U.S. dollars which is more than the equivalent in Eastern Caribbean Currency.

The point I am making is that I do not think it is illegal for a person who has made that request to pay $3 to the taxi driver which he has legally had to pay to the Government on behalf of the concessionaires. So if he says, "you wanted me to pick you up but I had to pay a $3 fee, that is one thing, here is my coupon and the fare is something else", I do not think it is illegal for the taxi driver to demand of the client that extra $3.

Mr. CRAIG: I take it then, Mr. Chairman, that when a taxi driver charges $10 - and these are words from the mouth of the hon. senior member for St. John - to the Holiday Inn or wherever they go and the people pay $US10 and they do not give back money, the Prime Minister is really and truly saying they are dishonest, they are robbers.

Rt. Hon. E. W. BARROW: On a point of order. I said that the people who travel in taxis frequently give them the same amount in U.S. dollars. The fee for carrying a bag at Seawell is 25 cents and I have seen on more than one occasion where an American gave $20 E. C. for four bags. (A VOICE: What did you do about it?) There is nothing illegal about it. As long as the concessionaires for the redcaps get 25 cents for each bag, that is what he is concerned about. People going out off-load all their spare change on taxi drivers and redcaps as tips, and I have seen one American coming in at 11 o'clock at night give $US20 to a redcap. The redcap did not charge him. The tickets are clearly marked 25 cents so what is he supposed to do? Go and ask any redcap if you think I am telling lies. $100 bills are not unseen by some of the redcaps and taxi drivers, because to some people that kind of money means nothing. They give them what they have in their pockets. What is illegal about that?

All I am saying, Mr. Chairman, is that in my opinion it is quite legitimate for a taxi driver to add on the $3 concession which the Government is charging to the regular fare. If you want to tell them not to do it, it is a matter for you. If the police prosecute them I am prepared to say that that is my opinion, but if they want proper legal advice, they can go to one of the people on the other side and pay $40 or $50 to find out that they can do the same thing, when they get legal advice for nothing. I see nothing illegal in their charging the extra $3 to go. You write a letter and say you must have me and me alone as your driver from Seawell and it costs me $3 more, What is wrong with my charging?

Mr. CRAIG: Sir, I do not mind this twisting and fancying around with the Prime Minister's words. He said here not too long ago that some taxi drivers charge $10 and receive $US10, and do not give back people the change.

Rt. Hon. E. W. BARROW: I did not say anything about giving back any change. They receive $US10.

Mr. CRAIG: I withdraw giving back the change.

Rt. Hon. E. W. BARROW: I would just like the hon. member to get this straight on a point of explanation. I said that they receive $US10 frequently. (Mr. ERNEST MOTTLEY: And keep all!) The people do not call back for it. All of us are Barbadians. The gypsies have a saying that what is not nailed down is lost. The people will give them $US10 which you can consider is $10 for the driver and $10 as a tip. What is illegal about that ? Where a fellow says you have to pay him $10 and they ask whether $10 E.C. or U. S. and he says it is U.S., that is illegal, and they should be prosecuted. But if you say the fee is $10 and the fellow takes out a $US20 and tells you to keep the change, that is not illegal. *(Asides)* This has happened because they have told me that a fellow would give them $US20 which is equivalent to $40 E.C. and still tell them to keep the change. Do you want to tell me that there are no taxi drivers in Barbados who have received $US20 when the fare is $20 E.C.? The hon. member's inn is the meeting place of a large number of Seawell taxi drivers, and he must hear this kind of talk. And they spend American dollars there too.
1.55 p.m.

They spend U.S. dollars, and maybe the hon. member is another source of foreign currency if you want it changed at the proper rates, but he knows that they spend U.S. dollars and I am not apologising for saying that, I can call any taxi driver at Seawell to prove that he is frequently overpaid by U.S. visitors who tell him to keep the change.

Mr. CRAIG: Sir, the hon. senior member for St. John does not have a clue as far as this is concerned. He called the taxi drivers robbers, he said that they receive U.S.$10.00 as a fare from Seawell Airport to Bridgetown, but the taxi drivers know that it is E.C. $10.00 but they keep the U.S. $10.00 paid by

the visitor, and now he is twisting it around by saying it is a tip.

Rt. Hon. E. W. BARROW: On a point of explanation, I never said that the taxi drivers are robbers, I made a simple statement, a statement of fact, and I have seen a man wearing a red cap receive $100.00 for seven bags. He turned to the gentleman and asked if he knew what he had given him and the man told him that it was for him. That happens so why should you accuse them of stealing? The hon. member was saying that it is unfair for a man to have to pay $3.00 out of his $10.00 fare, and I am saying that is not so as far as the law is concerned. The fare, if it is $10.00, he is entitled to charge, the extra $3.00 he has to pay if somebody has specially requested his services; that is all we are discussing.

Mr. CRAIG: Mr. Chairman, I do not mind giving up my job tomorrow and becoming a red cap and getting $100.00 for seven bags; only the George Drummonds can do this sort of thing, I do not know if the Prime Minister is in the company of the George Drummonds. If you are asking a man to pay $3.00 to go into the airport because he is not a member of the Association and then there is a scheduled rate where he can only charge $10.00 from the Airport to Bridgetown, in truth and in fact the man is only charging $7.00, therefore I do not think it is fair to ask any taxi driver at all to pay this charge because he is not a member of the Association, nor is it fair for him to have to produce a letter from somebody overseas asking him to pick him up, before he can enter the airport. Suppose the man lost the letter or he forgot it at home, all of these things are quite possible, but you are asking the small taxi driver who may have three or four taxis to go and join the Association and pay $40.00 a month while on the other hand you are telling the other taxi driver that if he comes to Seawell Airport to pick up anybody at all he has to produce a letter. I think it is nonsense.

Rt. Hon. E. W. BARROW: That is what they are doing now, but they are not paying anything for it. All the taxi drivers who are not part of the concession, of which there are between 96 and 100 cars, who wish to pick up passengers when they have had special requests, produce a letter now and they are allowed to do so by the Manager of the Airport. The only difference between what we are doing now in voting funds for the refunds - because all the money has to go into the Consolidated Account - is that we are asking them to pay $3.00 for the privilege of which they are depriving the concessionaires who have to pay $40.00 a month to work up there, and we give the concessionaires $2.50 out of the $3.00 we collect, and the 50¢ is for printing of tickets and general administration.

If the hon. member wants to make a suggestion that it should be $2.00 or $5.00 I could understand it, but a concession is a concession, you could not go to the airport in Montreal as an independent taxi driver under any circumstances whatsoever, I do not care what letters you have. You cannot do it in Trinidad, and we are introducing an innovation here which we have discussed with as many people as possible on both sides, both concessionaires and non-concessionaires and hotels, and we have got general agreement on it, so the hon. member will have to decide which side he is on because up to now I cannot understand.

Mr. CRAIG: Mr. Chairman, this is my personal view on the whole situation, because as the senior member said, I am an inn-keeper. Yes, I am an inn-keeper, therefore I am in contact day after day with these people. The whole problem, as I have already said, is that these people are dissatisfied; the man with the three or four taxis is not prepared to go up to Seawell Airport and spend a whole day waiting to get a call, simply because there are people like Dear's Garage and the other big garages who are getting two and three calls because of the number of taxis they have. This is the whole problem at the airport; Dear's Garage with 80 cars, for argument's sake,.....(Rt. Hon. E. W. BARROW: Dear's Garage has 20 cars). Teddy Jones with 100 cars then Mottley with 20 cars, I am only calling names for reference, the man with the large amount will get more calls than the man with a few, yet that man with the small amount has to pay the same $40.00 so I cannot understand how the senior member for St. John got these fancy ideas.

There are some people who have jobs and have motor cars which they run as taxis at night, and the Prime Minister is saying that it is not illegal to charge $13. I understand that if there is a scheduled rate of approximately $10, you cannot over-charge the customer; I do not understand the Prime Minister's argument at all, and I would suggest that you discuss this not only with Dear's Garage and the Co-operative, but with a few of the small taxi owners with five or six cars, and you will have a better picture of what is going on, because it is a monopoly between Dear's Garage and the Co-operative. Until you do this you will continue to get dissatisfaction at the airport all the time; do you know who suffer most? The visitors to the country, because they hear all sorts of bad language and they are at war with the police.

Rt. Hon. E. W. BARROW: I wonder if the hon. member will inform me whether he is accusing the taxi drivers of using bad language at the airport and interfering with the police, because this is what I understand he is now saying, and I am sure they will be pleased to hear that and maybe they will flash out at the Flash'N just as quickly as they flashed in to the Flash'N. He is now saying that the visitors to the Island cannot hear bad language but the taxi drivers are assailing their ears with bad language and interfering with the police.

Mr. CRAIG: The whole position, Mr. Chairman, as I said earlier, is that it is the visitors who suffer most because they are exposed to this bad language

and bad behaviour at the Airport by people like George Drummond and you, therefore, Mr. Chairman, I would suggest to the Minister in charge of this Resolution to have another talk with these small business men who have five and six motor cars. They cannot afford to pay the $40 a month, and they have to pay $3.00 to come in just to pick up somebody and then charge $10 to Bridgetown, so in truth and in fact they are only making $7.00 and I would suggest to the Minister that he looks into this matter more carefully, otherwise he will always have this dissatisfaction at the Airport.

Rt. Hon. E. W. BARROW: There is only one correction I would like to make. I said several times before that Dear's Garage has a concession for 20 motor cars and the Cooperative has one for 5, so the proportion is 5 to 1. Far from what the hon. member stated as being the truth about Dear's Garage getting 5 to 1, every time there is a broken down aircraft, Dear's Garage has a contract with the airlines for broken down crews..... We do not mean crews who are inefficient or had too much to drink, because they are not supposed to drink when they are flying. We mean when there is a broken down aircraft, very often late at night you will find that the crews have to be transferred to a hotel. The Airlines have argued that they have binding contracts in which they can be sued if they do not fulfil them. They are supposed to look after the broken down crews any hour of the day or night. Now, the 100 people in the co-operative do not have any such contract. What we have ruled up there is that if there is a broken down crew that Dear's Garage would have to take to the hotel that would have to count as one of their trips - the 1 in every 5. What was happening at first is that although they were in the same concession they were telling Kentruth, South Point Taxi Services and so on, that it had nothing to do with the concession, as it was a separate contract.
2.05 p.m.

I said that I did not expect them to break the contract, but Dear's Garage would either give some of the concessionaires some of the trips or they would have to be penalised, because every time a car left the Airport with a broken down crew or a plane came in late the trips would have to be included in their allocation. Nothing could be fairer than that. If the hon. senior member for St. James can hold a meeting at the "Flash'N" and invite me to attend and give me a formula as a result of the meeting which is better than what we have devised here, I will willingly accept the invitation. I will not do like other people and call it a ludicrous invitation; I will accept it.

Hon. J. C. TUDOR: Mr. Chairman, I beg to move that Your Honour do now report progress and ask for leave to sit again.

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

The question was put and resolved in the affirmative without division, and Mr. CHAIRMAN reported to Mr. SPEAKER who resumed the Chair and reported accordingly.

SUSPENSION OF SITTING

Hon. J. C. TUDOR: Mr. Speaker, I beg to move that this sitting be now suspended for one hour.

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

The question was put and resolved in the affirmative without division, and Mr. SPEAKER suspended the sitting accordingly.

2.15 p.m.

On Resumption:

ADJOURNMENT

Mr. SPEAKER: In the absence of a quorum, automatically this House now stands adjourned until Tuesday of next week, 20th July, at 12 o'clock noon.
3.16 p.m.