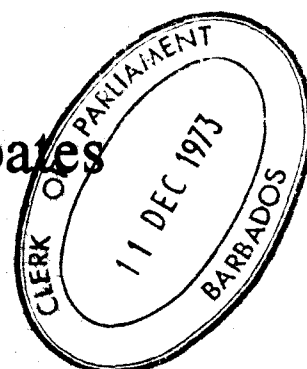


THE

House of Assembly Debates

(OFFICIAL REPORT)



FIRST SESSION OF 1971 - 76

HOUSE OF ASSEMBLY

Tuesday, 30th May, 1972

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

PRESENT

His Honour N. G. A. MAXWELL, LL.B., (Speaker); Hon. C. E. TALMA, C.B.E., (Leader of the House); Hon. G. G. FERGUSON, (Minister of Health and Welfare); Mr. R. St. C. WEEKES, J.P.; Mr. W. R. LOWE, J.P., (Chairman of Committees); Mr. W. C. B. HINDS; His Honour C. A. E. HOPPIN, (Deputy Speaker); Mr. L. S. CRAIG; Mr. ELLIOTT D. MOTTLEY; Mr. C. L. BOLDEN, LL.B.; Hon. F. G. SMITH, Q.C., S.C., B.A., (Minister of Communications and Works), and Dr. the Hon. R. B. CADDLE, (Minister of Home Affairs).

Prayers were read.

Hon'bles L. E. SANDIFORD and P. G. MORGAN entered the Chamber and took their seats.

MINUTES

Mr. SPEAKER: The Minutes of the meetings of Tuesday, 25th April, 1972, and Tuesday, 16th May, 1972 are before this House for confirmation. If there are no corrections, the Minutes will be confirmed. There being no corrections, the Minutes will be confirmed. There being no corrections, the Minutes are confirmed.

PAPERS LAID

Hon. C. E. TALMA: Mr. Speaker on behalf of the Hon. Prime Minister, I am commanded to lay the Civil Establishment (General) (Amendment) (No. 3) Order, 1972.

On behalf of the Minister of Finance, I am commanded to lay:

1. The Third Annual Report and Financial Statement of the Barbados Development Bank for the year ended 31st March, 1972.

2. The Statement showing the Net Customs and Excise Receipts for one month ended 30th April, 1972.

Hon. L. E. SANDIFORD: Mr. Speaker, I am commanded to lay:

The Annual Report and Financial Statement of the Barbados National Stadium Corporation for the year ended 31st March, 1971.

Hon. P. M. GREAVES entered the Chamber and took his seat.

GOVERNMENT NOTICES

Hon. C. E. TALMA: Mr. Speaker, on behalf of the Hon. Prime Minister, I beg to give notice of a Resolution to approve the Order entitled "The Civil Establishment (General) (Amendment) (No. 3) Order, 1972".

Hon. C. E. TALMA: Mr. Speaker, on behalf of the Minister of Finance, I beg to give notice of a Bill to grant an additional sum of money out of the Consolidated Fund and appropriate the same for the service of the Island for the Financial year ended 31st March, 1972.

I may mention that the Hon. Prime Minister wishes to deal with a matter which is not yet on the Notice Paper. It is an amendment to the Motor Vehicles and Road Traffic Act, 1937, and I am asking for leave to deal with it in all its stages today in case it comes in today. I want hon. members to know what we have in mind.

Mr. CRAIG: Mr. Speaker, the Leader of the House has intimated that he has an amendment to the Motor Vehicles and Road Traffic Act, 1937, and he would like to deal with it in all its stages

today. I think he will appreciate the fact that it will not be kind to hon. members on this side to deal with anything that is not on the Order Paper today. I know that they have the numbers on the other side, but might is not always right.

Hon. C. E. TALMA: Mr. Speaker, I think I was courteous in mentioning what is operating in my mind. There is an amendment to the Motor Vehicles and Road Traffic Act 1937, which I have only heard of recently, but I have not seen it. The Prime Minister would like to deal with it, after it has been given notice of. Unfortunately, it is not on the Notice Paper, but I thought I would mention it at the beginning of this sitting, so that hon. members would not be able to say that nobody mentioned anything about it. I was asking for leave to deal with it. I can wait until it comes in and then ask for leave to deal with it. It is nothing to fuss about.

Mr. CRAIG: Mr. Speaker, I can appreciate what the Leader of the House is saying. I can also appreciate the fact that it is his intention, if the amendment should come in today, to deal with it in all its stages. We, on this side, would have to object to that because it would not be fair to us to deal with any legislation that is not on the Order Paper in all of its stages today. We will oppose it and they can use their numbers and vote for it.

Hon. C. E. TALMA: Mr. Speaker, the hon. member can hold his fire until such time as the amendment is brought before the House and leave is sought to deal with it. I am decent but not foolishly decent; I can get very rough.

Mr. CRAIG: Mr. Speaker, I am not concerned with the decency of the Leader of the House. What I am dealing with is that the members on this side will not sit here and allow Government to deal with a matter in all of its stages without giving us an opportunity to study it. Mr. Speaker, you are here to protect this side of this Honourable Assembly, because we are in the minority. The Government has the majority of votes, so they can pick up anything and say that they are going to deal with it in all its stages. How can you expect us to sit here and accept that sort of thing? I hope that the Minister will use his better judgement in this matter. The Leader of the House is now seeking leave to deal with this matter.

Hon. C. E. TALMA: On a point of order. I am not seeking leave now.

Mr. SPEAKER: Two hon. members are on their feet. Let us cross our bridges when we meet them.

Hon. C. E. TALMA: Mr. Speaker, I beg to move that a Bill to grant an additional sum of money out of the Consolidated Fund and appropriate the same for the service of the Island for the financial year ended 31st March, 1972, be now read a first time.

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

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

GOVERNMENT BUSINESS

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

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

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

SUSPENSION OF STANDING ORDERS

Hon. C. E. TALMA: Mr. Speaker, I beg to move that Standing Orders Nos. 5, 14, 16, 18, 19, 40 and 45 be suspended for the remainder of today's sitting subject to the rights of the Opposition to deal with any matter of urgent importance as they may think fit.

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

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

Hon. A. DaC. EDWARDS entered the Chamber and took his seat.

Hon. C. E. TALMA: Mr. Speaker, I beg to move that Order No. 3 under Government Business be the first Order of the day.

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

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

RESOLUTION TO ACQUIRE LAND AT HINDBURY ROAD, ST. MICHAEL

Mr. SPEAKER: Order No. 3 is the instant Order of the day, and it stands in the name of the Hon. Minister of Lands, Housing, Labour and

National Insurance to move the passing of a Resolution to approve the compulsory acquisition of land at Hindsbury Road, St. Michael, for the purpose of extending the Hindsbury Girls' School.

Hon. P. M. GREAVES: Mr. Speaker, I am seeking the approval of this Honourable Chamber to this Resolution to acquire nearly four acres of land in the area of Hindsbury Road known as Dr. Hamlet's Land. This land is quite adequately described in the Schedule, and I beg to move that this Resolution do now pass.

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

Mr. CRAIG: Mr. Speaker, I do not think that we on this side would set out to oppose Government if they are going to acquire 3 Acres 3 Roods and 24 Perches of land for the purpose of extending Hindsbury Girls' School, but at least what we would like to know is what Government is paying for this land. We would also like to see the plan. This has always been the policy from the other side, and the Minister should not merely read the Schedule without giving more information for Hansard. I think it would be nice if the Minister would let us see the plan and give us more information. I am sure that if the Minister of Health had this Resolution he would tell us in detail whether there would be an area for a playing field. We realise that Government has a tendency to acquire land to extend or build schools, but then the playing fields are left five and six years before they can be put in order. We would like to know something more about this land, and I would be very grateful if the Minister would give us some more information.

Hon. P. M. GREAVES: Mr. Speaker, it is not always possible for me to give the price for land because we are not always able to come to terms with the person from whom we are acquiring the land. Sometimes land has to be acquired compulsorily not necessarily in order to acquire an indefeasible title, but sometimes because we are unable to reach agreement as to price. This is not the case on this occasion. Before I give the price, I will also state that I am Minister for Lands, but very often my Ministry is used as a post office for acquiring parcels of land. In this case the land is required by the Ministry of Education, and I will not be in a position to answer in detail all the questions raised by the hon. member for St. James, because I do not know how much land will be reserved for playing fields. I do know that the Town and Country Planning Department has its own standards for school sites, and I believe that the minimum amount of land for school sites according to their standards is four acres.

I am sorry the Minister of Education is not in his seat as he would have been able to give more detailed answers to some of the questions posed by the hon. member for St. James as to how much land will be reserved for playing fields and so on, but I will merely state that this is the minimum requirement for school sites.

As regards the price of land, I think we have got it fairly reasonably. After protracted negotiations we have been able to reach agreement at a figure of 75 cents per square foot for the greater portion of the land. The land is in the ownership of two persons of the same name. The smaller portion of land was acquired at 70 cents per square foot, but with regard to the other portion we were not able to reach agreement at 70 cents and the person has accepted 75 cents per square foot, which as you know and as the hon. member would appreciate because he is in real estate, is not an exorbitant amount to pay for the land.

Mr. HINDS: Just one small point, Mr. Speaker. I wonder if.....

Hon. A. DaC. EDWARDS: On a point of order, the Minister introducing the Resolution has already replied; so if any hon. member wants to speak, he would have to do so with leave.

Mr. CRAIG: Mr. Speaker, I think you are in a position to determine whether the Minister gave way or gave his final reply, because I know that on more than one occasion you have looked across both sides to enquire if any other hon. member wanted to address the Chair before the Minister gave his final reply. What childish behaviour is the Minister getting on with when he says on a point of order that the Minister gave his final reply? You are to determine that, Mr. Speaker.

Mr. SPEAKER: The House is not now in Committee, and my understanding is that the Minister gave his final reply; he did not give any interim information; and so the Minister having replied, there is now no opportunity for further debate on this Resolution.

2.50 p.m.

Mr. HINDS: Mr. Speaker, I might ask for leave to speak but I would just like to draw this to Your Honour's attention. The hon. member for St. James asked some questions and the Minister who introduced the Resolution got up and said that he was sorry that the Minister for Education was not in his place who would well be able to supply the information sought by the hon. member, and he sat down.

Mr. SPEAKER: I shall grant you leave on this occasion. Let there be no misunderstanding in the future.

Hon. A. DaC. EDWARDS: On a point of order.

Mr. SPEAKER: Leave has already been granted to the hon. member.

Hon. A. DaC. EDWARDS: On a point of order.

Mr. SPEAKER: Two hon. members are on their feet, will the hon. member for St. Peter please sit down.

Hon. A. DaC. EDWARDS: Mr. Speaker, it is not that we would object to the hon. member speaking.

Mr. SPEAKER: Would the hon. member please sit down? I have already given my ruling.

Hon. A. DaC. EDWARDS: I am on a point of order and you have not heard my point of order.

Mr. SPEAKER: Would the hon. member please sit down.

Hon. A. DaC. EDWARDS: I will sit but I am getting up on a point of order again.

Mr. SPEAKER: I have given the hon. member for St. Peter leave and he shall speak.

Hon. A. DaC. EDWARDS: On a point of order.

Mr. SPEAKER: Would the hon. member for St. Andrew please take his seat?

Hon. A. DaC. EDWARDS: According to the rules of this House the Speaker cannot give a member leave without the permission of members on this side. We are not objecting to it, but he must have the leave of the House. I did not come in here on a donkey cart, and I know that there are rules to be observed.

Mr. CRAIG: Mr. Speaker, Sir,

Mr. SPEAKER: Would you please sit?

Rt. Hon. E. W. BARROW entered the Chamber and took his seat.

Mr. SPEAKER: Is it the pleasure of the House that leave be granted to the hon. member for St.

Peter to speak? Would hon. members indicate by voice "Aye"? It is not the pleasure of the House that the hon. member should speak, and that is the end of the matter.

Mr. CRAIG: Mr. Speaker, Sir,

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

Mr. CRAIG: Mr. Speaker, I would like, with your permission, to have this Resolution recommitted. I am going to move that this Resolution be recommitted.

Mr. SPEAKER: May I have a seconder?

Mr. CRAIG: I am speaking on the motion. I can appreciate Your Honour's position at times, but I want to draw to Your Honour's attention Order 35 which states that the decision of the Chair is final and is not open to question. After the Minister was questioning your ruling you asked him to take his seat and you made it abundantly clear.....

Hon. P. M. GREAVES: On a point of order, Mr. Speaker, I was never asked to take my seat.

Mr. SPEAKER: I would hope that you speak on the motion.

Hon. P. M. GREAVES: On a point of order, the hon. member said that the Minister of Labour was asked to take his seat, but I was never asked to take my seat.

Mr. SPEAKER: Is there a seconder for the motion?

Mr. CRAIG: I am introducing the motion. You would appreciate, Sir, that I drew to Your Honour's attention.....

Mr. SPEAKER: I am not prepared to hear the hon. member as to the reasons of procedure, while I concede that the hon. member has the right to recommit the Resolution, let it be recommitted and let me have a seconder.

Mr. CRAIG: I am stating why I want it recommitted, and I will do it in no uncertain terms.

Mr. SPEAKER: I am not prepared to hear the reasons, the hon. member has the right to move that the Resolution be recommitted.

Mr. CRAIG: I would consider it failing in my duty to the people of this country and this Hon. House if I did not give the reasons.

Mr. SPEAKER: Would the hon. member please sit? May I have a seconder to that motion?

Mr. MOTTLEY: I beg to second the motion.

The question was put and resolved in the negative, the House dividing as follows:

NOES: Rt. Hon. E. W. BARROW, Hon'bles. C. E. TALMA, A. DaC EDWARDS, P. M. GREAVES, F. G. SMITH, P. G. MORGAN, G. G. FERGUSSON; Dr. the Hon. R. B. CADDLE; Messrs. W. R. LOWE, His Honour C. A. E. HOPPIN, Hon. L. E. SANDIFORD, E. E. GREAVES, A. MORRISON and R. St. C. WEEKES — 14.

AYES: Messrs. J. M. G. M. ADAMS, E. D. MOTTLEY, L. S. CRAIG, H. deB. FORDE and C. L. BOLDEN — 5.

Rt. Hon. E. W. BARROW: May I rise on a point of order? I think that from time to time because of the irregularities which are introduced in the course of debates in this Chamber, particularly since 1966, that we tend to lose sight of the Standing Orders of the House. There is no provision in the Standing Orders of the House for the recommitment after a vote has been taken on a motion or third reading of a Bill, and the particular Standing Order to which I refer is Standing Order No. 46.

3.00 p.m.

Mr. CRAIG: On a point of order, Mr. Speaker. I do not know what is before the House.

Mr. SPEAKER: Only one member can rise on a point of order.

Mr. CRAIG: On a point of order is what I have said, Sir.

Mr. SPEAKER: Will the hon. member for St. James please take his seat.

Rt. Hon. E. W. BARROW: I just want to say categorically that even if I have risen before on a point of order, this is the only real point of order which has been raised in this House since September, 1971.

Mr. CRAIG: On a point of order, Sir...

Mr. SPEAKER: Will both hon. members kindly sit. It is really gratifying of an hon. member to draw the Speaker's attention to a point of order. Will the hon. member proceed to make his point of order succinctly?

Rt. Hon. E. W. BARROW: Sir, the point of order is being made on Standing orders. This is only for the purpose of clarification of members of the House. I have been here for nineteen or twenty years, and I think I should know the Standing Orders. I do not think my qualifications are in question. Now Standing Order 46 states —

“Recommitment of Bills reported from Committee of the whole House

1. If any Member desires to delete or amend any provision contained in a Bill as reported from a Committee of the whole House or to introduce any new provision therein, he may at any time before a Member rises to move the third reading of the Bill move that the Bill be recommitted either wholly or in respect only of some particular part or parts of the Bill or some proposed new clause or new schedule, no notice of such motion being required, and if the motion is agreed to the Bill shall stand so recommitted.”

Now, *mutatis mutandis*, this has to apply to Resolutions as well.

Before the final question is put on a Resolution before the House, you can ask for something to be recommitted, and you can say that you proposed an amendment — you can make a verbal or other kind of amendment; you can delete something — but it is quite improper in circumstances where the question has been put — that is a vote of the House, and the only way you can correct that is to introduce some amending Resolution at some future date upon which proper notice is given, or to introduce an amending Bill.

Now, Standing Orders themselves are not quite clear on the question of Resolutions, but.....

Mr. SPEAKER: I think the hon. member has gone far enough to make his point of order.

Rt. Hon. E. W. BARROW: This is not a question of dispute; this is something I have been observing in here from 1951 to 1972. I do not see why, because we have a few new faces, we should have new Rules as we go along.

Mr. ADAMS: On a point of order, Mr. Speaker. Can the Prime Minister say if in 1951 there was also a Rule that the Speaker's decision was final?

Mr. SPEAKER: That is no point of order.

STATEMENT BY THE HON. MINISTER OF FINANCE

Rt. Hon. E. W. BARROW: I should like permission to make a statement, Sir. Under normal circumstances, I should have introduced my Financial Statement and Budgetary Proposals today. This is what I have originally intended. I have not completed my researches due to circumstances certainly beyond my control. If you have to work with people to get information and so on from the general public and from the Private Sectors it is a Herculean task, but I think I am beginning to see some glimmer of light and I propose at next Tuesday's meeting at 4.30 p.m. to deliver my Financial Statement and Budgetary Proposals.

I want to get this on the records. The same considerations will apply as before. The Opposition will have equal time with the Government reserving a right of reply, if I so elect to exercise it to myself without any additional time. If the Opposition so desires, there will be hiatus for the reply, because they will say that they want time to consider it and, provided they give the Leader of the House notice of the day on which they wish to reply, we will see that the ordinary formalities are observed.

There is one extra financial budgetary matter which, because of the requirements of the law, I propose to deal with today in all its stages. It is an amendment to the Motor Vehicles and Road Traffic Act, 1937. I think that the Leader of the House has intimated that I propose to deal with that measure today. Had I introduced the Budget today that would have been included in my Financial Statement, but as the law requires that fees should be paid on the first day of June in respect of motor vehicles, I would be dealing with that aspect of the budgetary proposals today by way of an amendment to the 1937 Act and certain other minor amendments which I consider necessary and which I will explain at the time when I introduce the amending Bill.

Mr. ADAMS: Mr. Speaker, if the Leader of the House would permit, I was not in the House.....

Mr. SPEAKER: On what has the hon. member risen?

Mr. ADAMS: On what the Prime Minister has said.

Mr. SPEAKER: There should be no reply or debate on a Ministerial Statement. I am not minded, at this stage, to give leave to speak. Will the hon. member kindly take his seat.

SAVINGS BANK (AMENDMENT) ACT, 1972

Hon. C. E. TALMA: Mr. Speaker, I am asking for leave to deal with Item No. 4 standing in the name of the Prime Minister and Minister of Finance. It is to move the Second Reading of a Bill to amend the Savings Bank Act, 1914. The Bill is rather simple.

The Bill would amend section 28 of the Savings Bank Act, 1914 (1914-3) in order to —

- (a) provide for a monthly examination by the Auditor General of transactions relating to deposits and withdrawals by depositors conducted by or on behalf of the Savings Bank in a country outside Barbados in place of the daily examination required by subsection (1) of that section; and
- (b) to increase from \$2,400 to \$3,000 the contribution which the Savings Bank is required to make annually to the Consolidated Fund under subsection (4) of that section towards costs incurred on account of services rendered to the Bank by the Audit Department.

The position is that the Cabinet has recently decided to set up a Branch of the Government Savings Bank in London for the benefit of Barbadians living there. The final decision was made on the 20th January, 1972, and a Branch of the Government Savings Bank is being established in the United Kingdom to facilitate Barbadians living in the United Kingdom, and the venue will be at the Barbados High Commissioner's Office.

It is felt that the volume of business of the Branch of the Savings Bank to be established in London will not require the daily audit of accounts stipulated by Section 28(1) of the Savings Bank Act, 1914. The second amendment deals with when the London Branch of the Savings Bank is established, the auditing of the Bank's accounts will entail additional audit duties for the Auditor General's Department.

3.10 p.m.

That is the reason for increasing the contribution which they made to the Consolidated Fund from \$2,400 to \$3,000.

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

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

Mr. ADAMS: Mr. Speaker, the Bill which is now before the House which has been introduced by the Leader of the House is an unexceptionable one, and the Opposition, subject to what comments may be made by some of its members, will not be in any way hindering its passage. Contrary to what may sometimes be believed, the Opposition is here to take part in the government of this country and the proper discharge of the activities of members of Parliament. This is why perhaps I rose a moment ago bearing in mind that the Prime Minister had left one or two questions in a statement he made. I am Leader of the Opposition, a constitutional function which is enshrined in the Constitution, and just occasionally it is possible that the Leader of the Opposition might be allowed, if I may say so with respect, to help expedite the business of this House. This is our object to the best of my knowledge at all times. We want to expedite the business of the House even though we may be disagreeing with a measure, and we want an opportunity to say if we are agreeing to the measure that we are expediting the business. I just mention this in passing. I have not been in here as long as the Prime Minister, but I have been in here for long enough and had sufficient contact with people who have been in here for a long time to know my place; I put it at that level if Your Honour does not mind my saying so.

On this particular Bill we have heard before in here that the Government was going to open a branch of the Savings Bank in London, and who is better a person than the Auditor General to see about carrying out inspections? And I think the raise in the contribution is an admirable measure. This is not a Bill which in any way, as I see it, can impinge upon party political considerations, and we in the Opposition do not intend to make it an occasion for a general debate on the functions of the Savings Bank. We have already had that in here this very Session, and it has already been dealt with by the Prime Minister.

Mr. FORDE: Mr. Speaker, I should perhaps like to make a few comments on the general principle of the Savings Bank and the general principle of the measure which is before us at this time. As I understand it we are about to open a branch of the Savings Bank in London, and I think that whereas this is a very admirable step, it is a step that has come perhaps very late in the history of the Savings Bank movement in this country. If one looks at similar situations in Jamaica, you will find that there are over 300 branches of the Jamaica Savings Bank in that country, I think Guyana has certainly over sixty and Trinidad well over I believe, seventy-five. If one looks at the growth in the Sixties in particular in the deposits in

Guyana and even in Jamaica and Trinidad, there has been a significant increase in the deposits which were being placed in the Savings Banks in those countries.

It is still true to say that our Savings Bank has made no progress in being attractive in any way, and there are lots of reasons, I would submit, for this and there are reasons I would urge the Minister to look into. I know that attempts have been made by way of budgetary proposals to give incentives to people to deposit in the Savings Bank, and I believe that people with sufficient income in the range of \$5,000 and over may have been attracted to do so; but I still think there is a greater measure that the Savings Bank can play in this country if the policy and the measures adopted by those who run the Savings Bank had a bit more vision. I have never seen an advertisement by the Barbados Savings Bank once as far as I can remember even in Government publications, and certainly when it comes to attractive premises, I think the premises from which the Bank operates here can hardly be said to be attractive. I understand that the Government has proposals for moving this Bank to the new building to be erected opposite the Fairchild Street market, but why doesn't the Government consider not merely extending branch offices in London but extending branch offices in other parts of this country to take the business of particularly the small people who are working in the industrial estates and various other areas so that at least we know that they can see the attractiveness of banking with their own Savings Bank.

I have been at a loss to understand why the commercial banks must go all the time even after the small savings, and they have quite a large number of small savings, whereas the Savings Bank is not able to do so. There are areas for instance, like Belleplaine, where we should have some branch of the Bank. I can think of Six Roads, Oistins, Speightstown and even St. James, and I believe that steps should be taken along these lines in order to improve the position somewhat. Also the premises should be made attractive, and they should be aggressive in advertising their position, the rates they are giving, and the fact that there are tax incentives which make what looks like a gross rate being paid effectively a higher rate for them, and I would urge seriously on the Minister to have a new look at this aspect of the matter. We are having a growing middle class group of people who in my view should do much more about savings in their own bank, because after all I think that the funds available should be looked at in a better light. I have not checked this point, but I am not even sure what is the limit which one must hold of local funds as against foreign funds. I am sure the

Minister will keep this in mind. I think that certainly there can be no infringement of the principle of financial rectitude by moving much more of the funds back in for investment within the West Indies, and perhaps the ratio in this respect should be looked at much more closely by the Minister concerned, and I hope that if we are moving to new premises and moving to London, we will consider moving also to the United States of America where we have some of our wealthiest nationals who still have an interest in their country, and there is no reason why we should take only the United Kingdom in mind. Certainly the Barbadians in America are a strong source of funds for investment and for savings in this country that could be used profitably without denying them legitimate interest on their funds for helping in the development of this country. This is one step, of which I would like to see ten more steps taken, both internally and externally, and I hope within the next financial year we shall hear about this measure being adopted.

Rt. Hon. E. W. BARROW: Mr. Speaker, I suffer from a tremendous disability. I have not come like a novitiate to the fold to now learn about Government. The file I have before me discloses that as far back as 1963 the Manager of the Savings Bank wrote a memorandum which merely commenced in this way — this is dated 29th March, 1963:

“With reference to the proposal advanced by the Hon. Premier (I was then Premier of the country) for the establishment of a branch of the Barbados Savings Bank in London, I have to report that the Directors considered the proposal at a meeting on the 15th March, 1963, and agreed to the opening of such a branch subject to the undermentioned conditions.”

Salaries were subsequently decided and an officer was actually trained to manage the branch in London and has taken me from 1963 until now during which period for five years I had the actual physical room of the Bank closed up., with all the protection that is needed, and with big bronze doors at 229 Kensington High Street, and it has taken me all this time to get it off the ground.
3.20 p.m.

We have written to the Bank of England to find out whether they have any objection, the people in the Colonial Office — as it then was — as far back as 5th November, 1963 — I do not know whether that had any significance — they attempted to put some gunpowder under the plan and said all we needed to do was to use postal orders if we wanted to transfer savings, and transfer the postal orders to the branch in Barbados, and there was some resistance here. The

point is that we have been working on this over six years, so this is nothing that we have just taken up and brought in, although the hon. member said that the Cabinet decided that this should be dealt with now, this is one of the matters I have been working on from almost the day we took over Government.

As regards taking the banks to the people, the hon. member mentioned three places as far as I can remember — Belleplaine, Oistins and Speightstown — all of which places already have the branches of the Savings Bank. It is not the Government Savings Bank, it is the people's bank. I have from time to time expressed my opinions on the activities of the bank which do not always coincide with those of members of the House. I think a savings bank should do what it says, like the Post Office Bank in the United Kingdom and the Post Office Bank in Jamaica, which is to mobilise the people's savings and give them some incentive to save. I do not agree that a savings bank where the people's money is put for safe keeping should be used for speculative purposes, for hire purchase or to indulge people in conspicuous consumption. In other words, the Savings Bank should not be used for making loans to people, we have enough commercial banks in Barbados who charge rates of interest which people seem willing to pay and which they can ill afford, and as long as I am Minister of Finance I am not going to allow the people's savings to be used, especially since the word “Government” appears to be attached to the institution when it is not Government at all, I do not intend that the people's savings should be used in this way.

I just want to make my position clear, and I am not making any apologies for it, if we did not have institutions in this island which went in for consumer credit there would be some justification for the Government establishing such an institution, but the Savings Bank, as far as I am concerned, is an institution to give the people incentives to save. The people's money must be assured and guaranteed by the Government, and except for one or two defalcations under an amount of erring Civil Servants, the money has always been safe. We have a surplus of over \$3 million.

I just want to inform the hon. member that I may agree with him on the question of publicity. Even he did not know that we have branches in the Post Offices in this island, but there are used chiefly by old age pensioners. I agree that they ought to be a little more modern in their approach and must do a little more advertising, because after all a bank makes money and we want to mobilise the savings of the people.

On the question of premises, I have stated before — and I should like to repeat it — that I have already made provision for the Savings Bank to be temporarily accommodated on the first floor of the Treasury Building, on the same level as the Accountant General's Department. The Eastern Caribbean Currency Authority is moving to another part of the building and relinquishing their section to the Savings Bank, and as soon as I can get the Ministry of Communications and Works to do the necessary alterations that will be done. That has been decided over twenty months ago, and the work has not yet been embarked upon much less completed, but those are the things we have to face.

As far as permanent location of the Bank is concerned, we have already acquired an extensive area in the middle of Bridgetown, Fairchild Street, for the building of a new structure which will house National Insurance, the Savings Bank, perhaps the Barbados Industrial Development Corporation which should have a prominent place in the City, and the Ministry of Labour, National Insurance and Housing. The hon. member for Christ Church West may rest assured that we have not been sleeping on this job.

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

On the motion of Hon. C. E. TALMA, seconded by Hon. P. M. GREAVES, Mr. SPEAKER left the Chair. The House went into Committee on the Bill, Mr. LOWE took the Chair.

The clauses of the Bill were called and passed.

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

On the separate motions of Hon. C. E. TALMA, seconded by Hon. G. G. FERGUSON, the Bill was read a third time and passed. Its title

Hon. C. E. TALMA: Mr. Speaker, I beg to move that Item No. 1 standing in the name of the Prime Minister be the next Order of the Day. Your Honour will remember that further consideration of this Item was postponed at the last sitting of the House.

3.30 p.m.

The matter was debated and then, eventually, I moved that further consideration be postponed. I

think the Hon. Prime Minister would like to clarify a very important point, which may be regarded as an error on my part for which I am very sorry.

The question that Item No. 1 be the instant Order of the Day was put and resolved in the affirmative without division.

RESUMPTION OF THE RESOLUTION TO
APPROVE THE ORDER ENTITLED
“THE LEAVE PASSAGES
(AMENDMENT) ORDER,
1972”

Rt. Hon. E. W. BARROW: Mr. Speaker, I was not present at the last meeting of the House when consideration of this particular amendment was postponed. Since that time, copies of the Barbados External Service Orders have been circulated on the instructions of the Leader of the House. I think that the objection which was made last time was that there was some reference to the External Service Orders, and members of the House did not find themselves competent to proceed with the amending Bill until they saw the External Service Orders.

The Leader of the House has graciously ordered copies of this to be circulated, and I am not taking exception to that. There is no disagreement between the Leader of the House and myself on the matter of letting members see the External Service Orders, but what I must make clear, at this stage, is that, in accordance with the provisions of the Constitution, administrative Orders and Regulations which are vested in me by the Constitution are not to be laid on the Table of the House. If the Leader of the House at any time considers that members may not be entitled but benefit from seeing these Orders and Regulations, then it is a matter for him and I am not trespassing on his province. But I must make it clear that, according to the Constitution, the Civil Service has to be administered and it is administered day by day by administrative directives issued either by me, or by the Head of the particular Ministry, or by the Head of the Department, and we are under no obligation, either by the Rules of this House, by the Constitution, or by any law of Barbados, to lay these before the House.

If I were here at the last meeting of the House I, probably, would have explained this at the time, and we could have gone on with the Bill. (Asides) We do not run this Government by any kind of conspiracy, and since civil servants have to know the Orders under which they are functioning, then members of the House may very well desire to have a look at them. Civil servants can see them, and why cannot they? The point I am making is

that there is no legal obligation on the Leader of the House to vouchsafe any such information to a member of this House, and he cannot be censured or inhibited from exercising his discretion to release or not to release the information which was requested last week. Once you have that clear, I think we can proceed.

For years now the Public Service have been functioning under General Service Orders. These General Service Orders have not been laid in the House, and they will not be laid in the House at any time. If any member of the House wants to see the General Service Orders he can talk to one of his relatives who is a Public Officer, or even approach a Minister and ask to have a look at them, but I am not going to bring them in here. It would be a very dangerous precedent if the Minister responsible for Establishment, before he could direct certain matters, say, in relation to the Training Scheme Fund, the control of which I have exclusively, or in respect of the conduct of Public Officers inside or outside of their offices, had to bring things here. The running of the Government would then be a by-product of the divided will of a Chamber like this, and the Government would not be able to function at all.

On this occasion, I should like to make it clear that we are not objecting to members having had copies. They can see the type of Regulations which we have to make from time to time. The only reason why this Order was mentioned at all is that we are giving Public Officers a new consideration which they did not have before and they can elect to make a choice. As a matter of fact, they cannot elect to make a choice because they would be exercising two elections; so I want to be corrected on that. I should have said that they can exercise an option.

Now, instead of referring to 16(10) or whatever it was in the General Service Orders, the draftsman could have set out all the provisions of the General Service Orders, and the members over there would never have known that External Service Orders existed. Since the Draftsman did it by reference which, in my opinion, without in anyway casting any reflection on the ability of the Officers — legislation by reference is always bad, and that is the first cardinal rule that a Draftsman should learn. If you want a legislator to understand what is happening, you should set out what is in the reference. Members of the House of Assembly should not spend all Monday night thumbing through the laws of Barbados trying to find the passage referred to. In this particular case, since it related to a matter which was not itself subject to Parliament, the thing to do in this particular Order should have been to set out *in extenso* the options

which are open to Public Officers and, since it now relates to leave passages which is a statutory arrangement, bring it in here as an amendment to the Leave Passages Order made under the relevant Act.

Mr. Speaker, I just want to get the Constitutional position straight, because I do not want anybody to rise and say that he heard that the Minister of Health had issued a directive and the House has not seen the directive, because that is purely administration. Again, I want to make it clear that this is a dispensation and not a precedent. There is a fundamental difference between the two things. A dispensation is a release from the ordinary rules of the day. A precedent is something which you may look upon to be observed in the future, which is not going to be observed, and I do not want anybody to go away from here today with the impression that I am bringing in all Service Orders in this House, or I will stand here and allow anybody to be criticised for omitting to bring them in.

On this occasion, as I have said before, we do not run the Government by conspiracy. We have to make these directives from time to time, but under the Constitution all it says is that the Prime Minister or the Minister in Charge should make these administrative directives. He must say what a man should do; how much allowance he is entitled to; whether it is 500 lbs. or 600 lbs. of baggage allowance and so on. There are petty considerations — important it is true — with which the Parliament is not usually concerned.

Let us keep our functions clear and distinct. I am not a part-time lawyer or a part-time Minister. I am a full-time Minister of Finance. I am Prime Minister on Thursdays; the rest of the time I am Minister in charge of Establishments and Minister of Finance. The only time I am Prime Minister is when I sign an Order, or when I am presiding over the Cabinet. I want anybody who has his eyes on the job to understand what it entails. It entails a lot of hard work and keeping people in order on Thursdays, and getting the Government's work done on behalf of the people of Barbados. That is all there is to the job, and that is the only reason why all of us are in here, Mr. Speaker. I am not delivering a lecture, but in order for the job to be done we must have a clear line of demarcation: matters which are subject to Parliamentary control, and those which are purely administrative in nature.

Having given that explanation, and the members now having had the opportunity to read something which they were not entitled to as of right, and which we will not deny them on this

occasion, I beg to move that the Resolution do now pass.
3.40 p.m.

Mr. FORDE: Mr. Speaker, before the motion is put, I would like to say that certainly speaking for myself I now understand what section 15A(2) is about after having had the benefit of seeing the Orders which have been incorporated into this legislation by reference, and I should like personally to say that it is commendable for the Leader of the House to treat the House with what I think the House should be entitled to as a right and by convention, that wherever legislation incorporates other Orders, Regulations or anything, as a right we do not have to ask for any dispensation of anyone to see that legislation, otherwise the House would exercise its own illegal functions, and that is to vote against the Order or the Resolution or the Bill which might come down to this House. Nobody is asking any Minister to give up his function, but if his function is performed in such a way that he sends to this House something that refers to Orders or Regulations that we do not know about, then in my submission it would be quite correct for this House to ask for that to be placed before it. Now that I know what is entailed, I can sensibly as I put the matter, get up and say that I will support the position as it stands. If the legislation is being framed in this way, I should hate the Ministers to take the attitude to the House that it is a matter of dispensation. There is no dispensation as far as I am concerned, in this matter.

Mr. ADAMS: Mr. Speaker, I am glad to hear the last speaker repeat broadly speaking what I said last week, as well as the Prime Minister, for you, Sir, will remember that when I came in last week the very words I used were "How can you ask the House to incorporate something by reference when what it refers to is not before the House?"

Praise is due to both the Prime Minister and the Minister of State for seeing this point right away, but criticism is due to whoever put it in the Minister of State's file that this document was laid in the House on 12th December last year, because that is what we were told, and the Clerk was sent to go and look for this document when all along if I may say so, I never.....

Hon. C. E. TALMA: On a point of order, I said that at an early stage and I finally said that a search had been made and nothing had been revealed. It is on those grounds that as this Resolution referred to the Barbados Overseas Service Orders that I felt that the entire Orders should have been seen and finally I did say that we could not trace them. I just want to get that point clear.

Mr. SPEAKER: That is a point of explanation.

Mr. ADAMS: The Minister did get up eventually after prompting from our side as to how 1972 Orders could be laid in 1971 and say that the Orders could not be traced. I was quite convinced at the time although one cannot always carry the courage of a conviction to the point of contradiction, that it was unnecessary to lay the General Service Orders or External Service Orders on the floor of the House, and that is why I always found the original measure offensive, since it seemed to me that it was incorporating something by reference that we could never refer to, and it turns out now to be true. This I am sure is the first time for many years, because I have seen General Service Orders but never External Service Orders before, this is the first time I have seen Civil Service Orders printed and laid like this, that I can recall, on the Table of the House, and I think that all hon. members can now with a safe conscience vote for the Order as it originally came down now that we are familiar with the document to which we were referred in it, and I am very glad as has often happened in this session to join with the Prime Minister, or to have the Prime Minister join with the Opposition, let me put it that way, in seeing and agreeing with a sensible argument based upon the dignity of the House and the proper conduct of the Ministers of the Government of Barbados. In the three or four months the Prime Minister has often had to come in here and do this, and I think that the example which he is setting is one which many of the newer faces to which he made reference earlier but on his side could very well take to heart and see if they can grasp the particular points which out of experience, if not wisdom, the Prime Minister produces from time to time, because whatever you may say generally about the hon. member for St. John, he has been there for some time for one seat or the other in the House.

Rt. Hon. E. W. BARROW: Mr. Speaker, I am not flattered at all by the pronouncements of the Leader of the Opposition. As a matter of fact when the Leader of the Opposition praises anybody, it is like the kiss of death; at least it is considered so by some. I would like to make it clear that as far as the General Orders are concerned, I have no objection to the members of the House seeing them either. I am not volunteering to give them but I have indicated a way in which they can be done. We had a gentleman by the name of Mr. Hammond working for years down here who in six months had done a fantastic job for the Windward islands and Grenada producing Orders which any recruit entering into the Government Service could read and understand

what his job was and how it related to the general public and other people in the Service, and I had Mr. Hammond's services retained specifically to carry out that function of producing a similar document for Barbados, and that is how we got General Orders for Barbados, because I was in the Civil Service at one time and I did not know the difference between the Auditor General and the Commissioner of Police except for uniform. As far as the Public Service was concerned, they never outlined to me what the duties of the Auditor General were supposed to be. I just went there and was put behind a desk and told to work. That was a deplorable situation; so we have these General Orders now and in the External Service Orders, we have incorporated some things which are actually Statute Law of Barbados, and there are other things which unfortunately were done by reference which is a method of drafting which I personally deplore. I think that legislation by reference is a poor way of dealing with matters, and the same way you set it out somewhere else, you can set it out here. I have had the experience in this House of having legislation by reference to something that had been repealed and did not exist at all, and we had to come back and repeal the whole Bill because we had three references to legislation which had been repealed over a year before. So it is always a bad principle of drafting in my humble opinion; but I am also responsible because I allowed the Bill to come before the House in that form not seeing the defects that could possibly arise. Now that we have cleared up the misunderstanding, I think Your Honour will be anxious to proceed with the motion.

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

THE REPATRIATION ACT, 1972

Hon. C. E. TALMA: Mr. Speaker, I beg to move that Order No. 5 be the next Order of the Day.

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

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

Mr. SPEAKER: Order No. 5 stands in the name of the Hon. Minister of Communications and Works to move the second reading of a Bill to repeal the Repatriation Act, 1923, and to make new provision for the engagement in Barbados for service on foreign ships of citizens of Barbados and citizens of or persons belonging to British or former British possessions in the West Indies.

Hon. F. G. SMITH: Mr. Speaker, the matter for consideration by this Honourable House is an amendment to the Repatriation Act, 1923, so that Barbadian citizens or any other British West Indian citizen may be engaged in this Island for service on foreign ships without the necessity to execute a statutory bond in respect of those engaged.

If you look at, section 2 of the Act to which I have referred, Your Honour will see that it clearly requires that a bond should be entered into by the person recruiting seamen. When the original legislation was enacted in 1923, in the far off days that some people referred to as the bad old days, the prevailing conditions were such that there were no regular shipping lines or agencies and communications were very difficult, and the possibility of seamen engaged on a foreign ship being stranded was therefore great. Conditions of course have improved and more so during the last ten years and consequently steam ship lines now calling here are invariably represented by agents, and in most countries the immigration laws in which the ships are registered usually have some effect on seamen being left behind there. Consequently the statistics clearly show that from 1955 to 1956 over 1,000 seamen were engaged at Barbados for service on foreign ships without a bond being executed, and there have been no problems of repatriation and no difficulties have been involved.

3.50 p.m.

The main purpose of amending this law is to make it much easier for seamen to be recruited, because I think we all agree that the recruitment of seamen in Barbados is a very lucrative business in the sense that the families of quite a few seamen can be properly fed, the seamen can save money and send money home to help build houses, and consequently this Government is prepared to make it as easy as possible for more people to have the opportunity to go abroad and to send back money or to return and improve the status and position of their families. This Bill has now been brought, and the main reasons for this is that the agreements which are signed between the Master of the Ship and his crew usually contain a clause governing repatriation, and agents of foreign ships are usually loathe to tie up local funds in this way, especially since they correctly point out that the agreement already has a clause governing repatriation, and improvements in communications have undoubtedly removed the need for a bond and certain areas, and so the Government is asking this Hon. Chamber to do away with the bond. There is an agreement which has been drafted by the Crown Law Officers, and you will notice from the Bill itself, which is a very simple Bill, it makes provision for the payment of any expenses involved in repatriation, and therefore in my view — and I hope in the view of this Hon. Chamber —

makes it somewhat easier for seamen to be recruited in this country.

I should just at this point tell the Hon. House that the Union is very interested in having a say the recruitment of seamen, and my Ministry and the Government are not particularly concerned as to who recruit them, provided the recruitment is fair and just, without favour, fear or affection. This Bill I should suspect is not controversial, and I beg to move that it be now read a second time.

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

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

On the motion of Hon. C. E. TALMA, seconded by Hon. G. G. FERGUSSON, Mr. SPEAKER left the Chair and the House went into Committee on the Bill. Mr. LOWE took the Chair.

The clauses of the Bill were called and passed.

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

On the separate motions of Hon. C. E. TALMA, seconded by Hon. G. G. FERGUSSON, the Bill was read a third time and passed. Its title was read and agreed to.

SUSPENSION OF SITTING

Hon. C. E. TALMA: Mr. Speaker, apart from the matter with which the Prime Minister wishes to deal — the Motor Vehicle and Road Traffic Act, which is a revenue Resolution in accordance with the Budget — Government Business is completed. I beg to move that the sitting be suspended for half an hour.

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

Mr. HINDS: Will copies of this proposed Bill be circulated so that hon. members can have it in their hands during these thirty minutes?

Hon. F. G. SMITH: I think the hon. member will appreciate that if, as the Hon. Prime Minister says, it is part of the Fiscal and Budgetary proposals of this Government, it might be wise not to circulate it beforehand.

Mr. ADAMS: Mr. Speaker, I am not worrying with the hon. member for St. Michael South

Central today, but I would ask him very sincerely if he wants to get the House move quietly, never again in this House get up and say anything on another Minister's behalf. The Prime Minister has said enough and the Leader of the Opposition has enough intelligence to answer it without the assistance of the Minister of Communications and Works, a junior Minister. I am giving him this advice as a friend, he will irritate hon. members when they obviously can understand what is happening. The Prime Minister has set out quite clearly the circumstances under which he is asking the House to deal with this particular matter, so I hope that no hon. member will feel impelled to say that this matter is one we should resist, and I would equally hope that no hon. member on the other side will need to tell people who can add two and two, and who can add much better than they that you should not circulate fiscal measures beforehand.

4.00 p.m.

It is possible that there are hon. members in here who have heard many more Budgets in here than, perhaps, the whole of the front bench starting from the Minister of Labour going down, and we are very understanding and very capable of appreciating the issues involved in fiscal measures. But I wish to sound a word of warning. This has been put to us in the proper way by the Minister of Finance, and we are therefore accepting it for what it is. Do not disrespect the House in general by bringing in measures which it is sought to push through in all their stages in one day without this sort of reason. In other words, without a good reason founded either on the urgency of the moment, or on the best constitutional practice. This I take to be founded on the best constitutional practice. It is intended to bring in a tax tomorrow. It could have been done a particular way, but the Minister of Finance is not yet ready. We appreciate this, and we will be glad to look at the documentation during the tea interval.

The question that the House be now suspended for half an hour was put and resolved in the affirmative without division, Mr. SPEAKER suspended the sitting accordingly.

On resumption

PRIVATE MEMBERS' BUSINESS

Hon. C. E. TALMA: Mr. Speaker, there is an item standing in the name of the hon. member for the City, and I do not know if he would like to start it now. This is a good opportunity to start it; he has a full House; he can probably get to a certain point in his speech, and carry on at a subsequent sitting. I do not know what the hon.

member will say about that. It is to move the passing of a Resolution calling upon the Government immediately to take steps.....

Mr. CRAIG: Mr. Speaker, I can put the Leader of the House at rest. My colleague on my right is suffering from a bad throat and, though he has the necessary information to proceed with the matter, he would not like to deal with this matter today. I daresay that it will not be necessary to do any more Private Members' Business at this stage. It was mentioned that the hon. member has a full House today, Sir. I do not know if he has a House as full today as when we were about to debate the Resolution on C.B.C. during our last Session, when Government members did not see it fit to come back on many occasions for us to carry on the debate.

Hon. A. DaC. EDWARDS: Mr. Speaker, the hon. member said that the hon. member for the City has all the relevant information on this Resolution which he has under Private Members' Business. From time to time in this House we have seen hon. members, either on that side or on this side, having relevant information concerning matters which were dealt with or to be introduced by other members and the matters were carried on, that is, one hon. member doing the job for his colleague. If the hon. member has the information, then the hon. member for St. James is so versatile that I see no reason why he could not do the job for his sick colleague. I know that he is capable of doing it.

Mr. SPEAKER: Is the hon. member on a point of order?

Hon. A. DaC. EDWARDS: I am just trying to point out.....

Mr. SPEAKER: Let me remind the Hon. Chamber that this House is not a Debating Committee for slick points and all the rest of it to be made. We are either debating something of substance or we are not. If the hon. member in whose name this item under Private Members' Business stands is not in a position to carry on, then there is no point in playing cat and mouse in this manner.

Hon. A. DaC. EDWARDS: Mr. Speaker, there was no limit put on the representation made by the hon. member for St. James. The Hon. Leader of the House got up and suggested that, perhaps, it would be appropriate for the hon. member for the City to deal with his Resolution at this time. The hon. member for St. James got up and he represented that the hon. member for the City was not ready but that he had the facts. I take it that

no limit was put on the time when the hon. member for St. James was representing the cause of his colleague who is indisposed, and in like manner I would think that there should be no limit put to my representation of the point that the hon. member for St. James is capable of dealing with this matter as he has done on several other occasions.

Some of us, Mr. Speaker, are long-winded; some of us are short-winded; some of us approach a matter by the straight and narrow way, but others prefer a circumlocutory way.....

Mr. SPEAKER: I really cannot understand what the hon. member is trying to say. *(Laughter)* There is really nothing before this Hon. Chamber.

Hon. A. DaC. EDWARDS: That is why we are talking, because there is nothing before the Hon. Chamber, but you allowed the hon. member to speak on nothing. I submit, Mr. Speaker, that I should be allowed the same right as hon. members.

Mr. SPEAKER: I ask the hon. member to take his seat.

Rt. Hon. E. W. BARROW: Mr. Speaker, I originally understood that, after we had concluded the items of Government Business for which notice had been given prior to today, we would proceed with Private Members' Business. That is why the sitting was suspended for half an hour.
4.35 p.m.

The documents which I would like to circulate are on the way, and there being no Private Members' Business, I do not think we should spend a lot of time here just mouthing a lot of words and I would respectfully request that the sitting be suspended until 5.15 p.m. When the documents arrive, which will be soon, I will circularise them to members who are somewhere within the precincts so that they will have an opportunity to read them. It is only an amendment to the Schedule of the Motor Vehicle and Road Traffic Act, 1937, but I think hon. members would like to read them and compare them with the old Schedule before they come to the Chamber, and this will give us approximately 35 minutes to do so. Alternatively if hon. members prefer, we would make it a little later, say 5.30 p.m., but I am certain I will have them long before 5.15 p.m. I am positive that I will have the documents by that time even if I have to go for them myself.

I beg to move that this sitting be now suspended until 5.15 p.m.

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.

On resumption

The Rt. Hon. E. W. BARROW: Mr. Speaker, you will remember that earlier the Leader of the House intimated that there was an emergency measure which has to be enacted before the end of this month which is tomorrow, and the Bill is entitled An Act to amend the Motor Vehicles and Road Traffic Act, 1937.

I beg to move that this Bill be now read a first time. Copies have been circulated to hon. members.

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

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

THE MOTOR VEHICLES AND ROAD TRAFFIC (AMENDMENT) ACT, 1972

Rt. Hon. E. W. BARROW: Mr. Speaker, I now rise to move the second reading of this Bill. I mentioned to hon. members of the House earlier that it was intended that the provisions of this Bill should have been incorporated in the Financial Statement and Budgetary Proposals which I had proposed to make today, but it became clear to me at quite an early stage that it would be impossible for me to have completed my exercises in time for that statement and those proposals should have been made on this day, and I have also promised the House that they will be made at the next sitting of the House a week from today at 4.30 p.m.

The reason for the urgency of this Bill which normally as I said before would have been incorporated in the Financial Statement and Budgetary Proposals is that the licences and fees which are due under the Bill fall to be collected on 1st June in each and every year which is two days from today's date. Usually the authorities allow one month within which these licences and fees are paid because of the difficulty of collecting all of the fees on any one particular day. It would be impossible to attempt to do it because there are probably 30,000 licensed vehicles in Barbados. I cannot tell you the precise number, but from our calculations there are pretty close to 50,000 holders of licences for driving motor vehicles, and because of the increases which I propose in the tax which has to be paid after 31st May on all types of motor vehicles, in this year, we are going to allow

three months' grace within which the tax should be paid, and if Your Honour would look at Clause 4 of the Bill which will amend section 11 of the principal Act, you will see in (a) in the case of the year 1972, (the tax will be paid) not later than the 31st August in that year. In other words, instead of having until 30th June to pay your tax this year, you will have until 31st August to pay the tax on your motor vehicle, and this is now being done by law. Before it was a kind of convenience. All the Act said as far as I remember is that they expire on 31st May, and the administration allowed a month because as I said before, you are not legally required to pay before 31st May and most of us do not believe in giving the Government money, including myself, before the Government is legally entitled to it. Sometimes they take it as in Pay-As-You-Earn, but in the case of most of us who have to work for a living and have to pay taxes, we do not believe in paying a day before the tax is actually due, because you could use that money for doing something else. If you are a businessman you may be able to pay for some goods arriving; if you are a Minister of Government like me you may have other bills to pay which are more pressing than paying something in advance which you do not have to pay in advance; so technically all the taxes are due on 1st June in respect of vehicle licences. You should not drive your vehicle without paying the tax on 1st June, but we allow a month. This year, because there are certain increases — they are not large increases, but increases which will bring in additional revenue which we need since we started off with a deficit of \$12 million — we will allow three months.

I will go through them item by item since the House did not have a long time to consider this matter. Now you will have three months, but of course there is a little rider which I will have to add to that.

5.20 p.m.

We have discovered that a lot of people pay half yearly, they pay the first instalment and neglect to pay the second instalment. Again it is our fault because we do not have the machinery or the machinery has not been oiled and functioning to go after the people either through the Collector of Taxes or the Commissioner of Police to make sure that the second instalment is paid, so what we are doing is giving three months, but they must pay all. By the 31st August we would have collected all the fees that are due and give you a little extra time so that you cannot say you did not have time to muster the money, because the rest of the money you should have had ready by 31st May.

Those are the major amendments. The real purpose of the Bill of course is to collect more

money, and that is done by amending the Schedule to which I shall refer in a moment. You will notice, Mr. Speaker, that there are approximately 19 clauses of the Bill and 16 of them, apart from the title, deal exclusively with the question of substituting the words "Collector of Taxes" for the "Treasurer of the Local Government Authority", so really the meat of the Bill is in the last two clauses where they refer to the Schedule. Clause 17 is the operative clause in which the new Schedule of Fees which have to be paid is substituted for the old Schedule. Although the Bill looks like a long one, the other 15 clauses of the Bill deal almost exclusively on the question of the party to whom the tax should be paid. Hon. Members should also notice that there is a clause of the Bill which legalises the taxes to be collected by the Collector of Rates and Taxes. In the last years, from 1969 onwards, they were being paid to the Collector of Taxes because they have actually been so collected when in truth and in fact no legislative amendment was made transferring the power to collect these rates from the Local Government Authorities, the Treasurer of the particular Local Government area in which a certain District Council had jurisdiction, to Collector of Taxes, but the Collector of Taxes was collecting the money. It was drawn to my attention this morning, in going through the Bill, by one of the Parliamentary Counsel that this was not done, and I take the opportunity to correct it here.

The money will legitimately be paid to the Collector of Taxes, and of course the Collector of Taxes has sub-offices, so that there will not be any great inconvenience to the people who own motor vehicles or have driving licences, because they can continue to go to the sub-offices as the agency of the Collector of Taxes. I have taken the opportunity, Mr. Speaker, to shorten the different types of vehicles in the Schedule. I will demonstrate what I mean by that. In the old Schedule — and the very last revision that we had was in 1967, the Motor Vehicles and Road Traffic (Amendment) Act of 1967 No. 23 — in the Schedule to that Act you had motor cars and motor cabs, and from what I can see here you had 27 different categories of motor cars and motor cabs. I have shortened this list now to seven to make it easier, and I have removed all these odd numbers, and whereas before they had a motor car not exceeding 15 cwt. we have not exceeding 18 cwt. because we have taken the first four weights and classified them as one, and whereas the tax for a motor car was \$26, it is now changed to \$35 for a motor car of 18 cwt. and under which would include the mini coopers and so on. In other words, we have amalgamated the four different weights of 15, 16, 17, and 18 and we have stated everything under 18 cwt. should be \$35, then we

go to 18 cwt. to 22 cwt. which were four separate and distinct taxes and we state that everything under 1 ton 2 cwt. would be \$45.

The third Schedule under the Act of 1967 had every single cwt. having a different tax but in blocks of four, so for 22 to 26 cwt. the tax will now be \$55 where it used to be \$42.50 and then 26 to 30 cwt. will be \$64 where it used to be \$50 before. 30 to 35 used to go up to \$59 and they will now be \$75.
5.30 p.m.

Now, 35 — 40 will be \$90. They used to go up to \$71. Over 2 tons a motor car like a Rolls Royce would pay \$100. In the Motor Cab column we have made corresponding increases, but the increases in the Motor Cab column are not precisely to the extent — for instance, in the under 18 cwt. it used to be \$39 and it is now only \$45. In other words, anything weighing 19 cwt. will now pay \$45. Now, 18 cwt. to 22 cwt. will pay \$55 and that used to go up to \$51. Twenty-two cwt. to 26 cwt. will pay \$65, and that used to go up to \$61. Thirty cwt. to 35 cwt. will pay \$85, and that used to go up to \$73. (*Asides.*) I am giving you the top figure, because we have amalgamated four brackets, and we have tried to put the division at points where it would bring in the majority of cabs that are close to the top rather than close to the bottom. For instance, 1½ tons is a well-known unit in a cab. We have things like a 3-ton lorry and so on. Now, 15 cwt. is normal for a Mini Cooper and so on. We have rationalised it in every respect.

Now, the Motor Cabs between 26 cwt. and 30 cwt. used to pay \$67, and that has gone up to \$75. You will see that 35 cwt. to 2 tons will be \$95 where it used to be \$89 before. (*Asides*) The increases for motor cabs are relatively small — about \$6 in each group. Over 2 tons you will pay \$120.

We now come to motor cycles. Motor cycles were classified under four different Heads: Motor cycles not used for industrial purposes — \$9, and we have increased it to \$15. Motor cycles with a side car for private purposes — \$12, and we have increased it to \$20. We do not have many side cars in Barbados today. When you use a side car for taking out newspapers, selling fish, and so on, you will pay \$30 instead of \$18. A motor cycle when used for industrial purposes, that is to say by an office, will pay \$30, and when it has a side car and is used for industrial purposes \$40 will have to be paid. It is a question of \$13, \$20, \$30 and \$40 as against \$9, \$12, \$18 and \$26.

Now we come to vans, omnibuses and lorries. The old Schedule said that vans, omnibuses and

lorries shall be taxed on the maximum gross weight as follows:-

They deal with them in two different main types: those which have pneumatic tyres and those which may have two hard tyres in front on tractors and two pneumatic tyres behind. Let us deal with the ordinary vans, omnibuses and lorries that have four or six pneumatic tyres. A 20 cwt. used to pay \$35, and that is now increased to \$50. A 20 cwt. to 25 cwt. used to pay \$38 and 35 cwt. to 40 cwt. used to pay \$41. Those two groups are amalgamated and they will pay \$60, but they used to pay \$41. The 30 cwt. to 2 tons are amalgamated into one group and they will pay \$70 as from the first of this month, but they used to pay \$53 before. From 2 tons to 3 tons went up progressively in this manner: 2 tons, 2½ tons, 3 tons, 3½ tons and 4 tons. I have broken them into two groups: 2 tons to 3 tons will pay \$80, but they used to pay \$65 before. Then 3 tons to 4½ tons — I think most of the lorries fall within this group — will pay \$100, but they used to pay \$77 before. Now, 4½ tons to 6 tons will pay \$150, but they used to pay \$95 before. These are real heavy-duty lorries with dump trucks and so on.

We come now to the larger vehicles with three axles and six wheels. Up to 6 tons will pay \$100, and from 6 tons to 9 tons will pay \$150. I think most of the sugar lorries will fall under this category, because they have six wheels.

Now, four wheeled (2 axle) vehicles with dual tyres at each end of the rear axle, under 3 tons will pay \$75, but it used to be \$59 before. Three tons to 6 tons will pay \$120, but it used to be \$101 before.

5.40 p.m.

From 6 tons to 9 tons paid \$131 and they will be asked to pay \$180. No small lorry driver carries that kind of vehicle; these are oil companies, sugar lorries and people in that kind of occupation. Then we come to the next page which I believe is the last page of the Schedule, and these are four wheeled (two axle) vehicles. (*Asides*) All the vehicles are not fitted with pneumatic tyres. The vehicles I am thinking of are tractors, and you will see that I have put in a new definition "Four wheeled (2 axle) vehicles including tractors". They used to pay \$95 before and we are asking them to pay \$120; and then for each additional half ton they used to pay \$12 and they will now pay \$20 for each additional half ton. Trailers will pay one half of the rate which vans, omnibuses and lorries 4 wheeled (2 axle) vehicles will pay; so you have to do that by referring to the rate and the weight of vans, omnibuses and lorries.

Then we come to the most vexed one of all, the plantation carts. I think the Local Government

Authorities were besieged for years with protests from the small lorry owners that one tractor pulling two or three plantation carts would put them out of work, and I have decided to increase the rate from \$30 for the plantation cart to \$60. That is the highest percentage increase that we have.

As I said before this is largely a budgetary measure. Of course they can be introduced at any time in the year, and I beg to thank the House and Your Honour for the indulgence in allowing me to get through with this measure at such short notice.

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

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

Mr. ADAMS: Mr. Speaker, the Opposition has now seen the preliminary Budgetary Proposals and we will not require any time to give the answer to them; we will be giving a preliminary answer to the preliminary proposals right away. Now, Mr. Speaker, it should not be thought that our ready acceptance of the propriety of bringing in a measure at such short notice means that we are going to accept the measure or continue to accept a system by which the necessary calculations preliminary.....

Rt. Hon. E. W. BARROW: The hon. member was not in his place when I started the introduction to the Second Reading of the Bill, but I was careful to point out that this would normally form part of my Budgetary Proposals, and the Cabinet only gets two hours' notice of the Budgetary Proposals, and if the hon. member is in his place next week at 4.30 p.m. he is going to get about two seconds notice of proposals which are more far-reaching than what we are dealing with here now. After all what we are doing here now is only arithmetic; but we are coming to the calculus next week.

Mr. ADAMS: If the Prime Minister had been in his place when I got up and said that we would be ready to deal with this, he would know that I am fully aware that this is only a preliminary budgetary proposal because after all he has said so already today. Most of us on this side of the House are blessed with instant understanding of the kind of argument that comes from over there and the kind of explanation, and certainly we appreciated it and have already commented on it; but the fact that we appreciate that you can only get short notice of taxation proposals neither means that you are accepting a system which allows a budget to be presented piecemeal, nor that we are going to accept the proposals,,, and I am very glad in

advance, Mr. Speaker, to have the opportunity of dealing with a measure as far reaching in its importance for vehicular traffic in this country, and this is the time when vehicular traffic is in the news as this one. *(Pause)*

Mr. Speaker, I am sorry for the short interruption. My attention has been drawn to certain hon. members on the opposite side. For some time, Mr. Speaker, the Prime Minister must have known that he needs to raise more taxes; for some time it has been obvious to many people that the last budget before election giveth and the first budget after election taketh. It is a pity I used the phrase today because it may be one I will have to repeat next week, and therefore I will not elaborate on it at this time, and I advise the hon. member for St. Michael South Central not to come out today to remind me that I told the Prime Minister last year that that would be his last Budget Speech. Let him save that until later; do not remind me of it today. I am fully aware that I said this last year, that it would be the Prime Minister's last Speech. *(Asides)*

Mr. SPEAKER: Members not on their feet, please observe silence.

Hon. F. G. SMITH: On a point of order, is the Hon. Leader of the Opposition seeing an apparition as he saw me the other night?

Mr. SPEAKER: No point of order.

Mr. ADAMS: When I look in that direction I am only seeing dark shadows, Sir. (Hon. F. G. SMITH: Black is beautiful, Mr. Speaker.)

How does the hon. member know I do not mean the hon. member for Christ Church North Central? Does the hon. member think that he is the only person about whom I can talk in this House?

Mr. Speaker, if the Prime Minister knew that he is having to impose new taxation and that some of the taxation must be related to a June 1 deadline, he should make plans well in advance to bring the Budget for that date. I repeat, I am not going to anticipate everything that is going to be said at a later stage, but I do not believe that this has just come out of the Prime Minister's head this week or last week. I believe he has been planning this for a long time. *(Asides)* I hear a new apparition saying "nine days"; this is a nine days wonder type of apparition evidently. I cannot believe that a budget is planned on a question of "Oh let us bring the budget by a certain date because we want to increase the tax on motor vehicles and road traffic." Repeatedly in here we have said that we do not get the Economic Survey

in time to be able to analyse the budget properly. We have had to complain about this for a number of years and the Economic Survey came out in 1964 and 1965 in adequate time, but for three years at least I cannot recall it being laid at a stage when hon. members can study it and examine the budget in relation to it. Now we are getting something that whatever the immediate predecessor of the Prime Minister and Minister of Finance may have had as his short-comings, he never had a situation in which he had to bring in his taxation proposals by instalments.

I know that hire purchase is taking over in every sphere of activity in Barbados. Perhaps since so many congratulations have been going out to the Prime Minister one way or another recently, we ought to congratulate him on introducing the instalment plan into taxation. If he can bring in taxation by instalments, perhaps he ought to let us pay it by instalments as well.

5.50 p.m.

Mr. Speaker, detailed criticism of the proposals are their relationship to the things which have borne down heavily on the Barbados Community in the last few weeks — I refer of course to the bus fares — will be made by other hon. members on this side at a later stage in the debate. I am confining myself to saying that if this is to come in as a taxation measure and be justified in its urgency to the House as a taxation measure, it is no use to tell us it is part of the Budget, Budgets should come in once and for all. I believe that Budget Day in the United Kingdom is only a few weeks after the Estimates, in Barbados allegedly there was never a Budget before, but at least taxation proposals used to come in at the same time as expenditure proposals, and although for years I have listened to the argument that there was no Budget in Barbados until 1961 or after, and that all that used to happen was that at the conclusion of the Appropriation Bill a housekeeping account used to be given, I am more and more persuaded that the time to introduce taxation proposals is at the same time you tell people how their taxes are to be spent. If you have so competent a Minister as the Minister of Communications and Works to be Chairman of the Estimates Committee, why then the Minister of Finance should not take the overall view and plan for his Budget at the same time as the Estimates of Revenue and Expenditure?

Perhaps I will deal with this again at a later stage, but I myself cannot believe that the finances of Barbados are so complicated that an individual is incapable of preparing his proposals to raise revenue at the same time as he sets before the House his proposals for expenditure. In much

larger countries Chancellors of the Exchequer and Ministers of Finance are able to bring in Budgets twice a year, they do not like doing this, but sometimes circumstances force this on them, and I cannot see why a Budget cannot be brought in closer to the time that the House was discussing expenditure. I believe that had we known when we had the Estimates that motoring would become more expensive to every Barbadian, that our approach to appropriating expenditure for roads might have been different. We might have asked what are you giving the people in return for increased taxation on motor cars; where is the duplication of Highway 7; we might have pressed the Government, if we knew that the motoring population of Barbados was going to be taxed more heavily, what the motoring population was going to get for its increased taxation, because all I can see we are getting for this is increased bus fares.

Hon. F. G. SMITH: On a point of order, Mr. Speaker, I am suggesting to the Leader of the Opposition that on the question of the bus fares the matter is *sub judice* and that he as a citizen can put in his objections. He should not comment on them since the matter is technically *sub judice*.

Mr. SPEAKER: That is a point of explanation, I see no point of order.

Mr. ADAMS: I heard the Chairman of Committees remark that the hon. member had once been an Acting Judge, the hon. member has just explained why he was only acting, on one inefficient point of order.

Mr. SPEAKER: Will hon. members refrain from personal remarks?

Hon. F. G. SMITH: I would only ask the Leader of the Opposition, on a point of order, who set him on me like a duppy.

Mr. SPEAKER: No point of order.

Mr. ADAMS: My favours will be distributed with impartiality to any member of the Government who cares to interrupt me when I am speaking to be quite sure that what the Hon. Minister of Communications gets any member may get in due course. The Prime Minister is making sure that a burden is going to be placed on everybody in this particular instance. Subject to my hearing the general argument upon the Bill, who knows, I may deal with one or two matters in Committee, they are the views of the Opposition on that aspect of the Bill before us.

Mr. HINDS: Mr. Speaker, we have listened to the Minister of Finance in introducing this Bill, and

we appreciate the fact that with his fears over his \$12 million deficit or thereabouts, that something has got to be done at some stage to raise money. We see that the proposed increases do not in themselves set about to create any big payment problems perhaps, that is, on the face of it, it would not appear as if large increases have been introduced, but however one might look at it, Mr. Speaker, one sad fact reveals itself, it means that transportation, whether in private motor vehicles or by public transport, is costing more. This we must face. We have got to realise that over the past weeks – and we were made to understand that it was some sort of interim measure – we have witnessed an increase in transportation costs, but this increase in transportation costs has affected every living creature who travels by motor omnibus, and above all, the working classes who have got to depend on the minibuses to a very great extent in getting to and from their jobs.

6.00 p.m.

What we must make some comment on, at this stage, with regard to the mini buses is that despite the fact that they do not have the overhead expenses of the bigger buses they, too, have found it necessary to increase their fares. The increased licensing fees and so on are just the beginning of a series of increases that must evidently follow. The cost of gasoline must go up. The cost of oils must go up. Within a few days we are going to hear about these things, and we have to ask ourselves: Are we justified in bringing about these increases in order to raise money to liquidate our deficits and to service our debts? One must understand that the high cost of servicing our public debt is one of the things that is really crippling this nation. I am sure the Minister of Finance will not disagree with that.

We go on, Mr. Speaker, to examine the situation where the poorer classes of people – young people who have to travel to the industrial estates and so on to reach their jobs – are now called upon to pay high transportation costs. There is a situation which has cropped up with regards to the insurance of these motor vehicles which convey passengers. We know what difficulties some of the operators of mini buses have been experiencing in getting permission from the Government to carry a certain number of passengers, and we also know of the difficulties they have been experiencing in getting insurance coverage in case of an accident involving their passengers and so on. The same thing, Mr. Speaker, applies to motor omnibuses.

Now, let us face this situation and relate it to the increases we now have before us. As one looks at the figures given here, I am sure nobody would offer any objection in the case of these commercial vehicles and the big heavy duty lorries – money making vehicles. I have made a suggestion to the

Government of a comparatively easy way of collecting revenue; some of our vehicles should no longer be classified as private motor vehicles. I refer to those vehicles that are carrying advertisements. I have tried to explain to this Honourable House that advertising agencies are paid huge sums of money for conducting advertising campaigns, and they are using our private motor vehicles to put over the campaign at little or no cost to themselves and hoarding the money.

Mr. Speaker, I have seen a private motor car carrying nine or ten advertisements on the back of the car alone. I feel it is not fair to the poor motor vehicle owner. He does not know the advantage that is being taken of him. He does not know that other people are getting large sums of money for the advertisements he is carrying on his motor vehicle. The people ought to be alerted to this fact, and one way of alerting them to this fact is that they ought to be charged for each advertisement, if they want their vehicles to be considered as commercial vehicles, then they should pay the appropriate tax for them.

Sir, I have known cases where some snowball vendors, now familiarly called snowcone vendors, have been experiencing a certain amount of difficulty. A chap owns a small car and at week-ends he puts some ice cream or snowball in the trunk, and he goes about the country trying to make a few extra pennies to help his family. I know that the Police have been getting behind those people and charging them with using their vehicles for purposes for which they were not registered. I quite agree that they were using their vehicles for purposes for which they were not registered, but the same thing ought to apply to a person who is carrying a number of advertisements on his motor vehicle. It is no longer a private vehicle, and such persons should be charged for doing that. To my mind, this is where the Government is losing revenue. I am seriously inviting the Government to consider this aspect of raising some sort of revenue, at least, to help liquidate part of this \$12 million to \$14 million deficit that must give us all cause for concern as we go on from time to time.

I am sure, Mr. Speaker, that the question of bus fares is one which is worrying quite a number of people.
6.10 p.m.

People are trying.....

Hon. F. G. SMITH: Mr. Speaker, I do not want to interrupt, but as Minister of Communications and Works, I am prepared to

come to the House with a statement and give you the facts and every opportunity to discuss bus fares, but I would respectfully ask, since the matter is coming before the Public Utilities Board on 14th June, that you refrain from dealing with that matter. If you want a full-scale debate on all the facts, figures and position of public transport in Barbados, I as Minister can give you the assurance in this Honourable House that you will have ample opportunity to criticise or express your views; but I would respectfully ask, Mr. Speaker, that since the matter is a sort of judicial hearing where the public can oppose it and put forward facts, the hon. member for St. Peter should refrain at this point from dealing with the question of bus fares.

Mr. HINDS: Mr. Speaker, what better position would I be in than where I now stand speaking on behalf of the public? (Hon. F. G. SMITH — Come to the Commission.)

Mr. SPEAKER: I would ask the hon. member not to dilate too much on bus fares. I can see some marginal relevance between bus fares and the subject under discussion, but do not dilate too much on bus fares.

Mr. HINDS: We are not trying to do that at all, but we are merely making reference, and the truth is that the Minister seems to be so touchy when we came to discuss anything about his transport problem which is creating a very great strain on the Minister. I would not be surprised to hear that he has resigned any morning on the question of transport.

We appreciate the fact that the Prime Minister may want to take some credit for saying that provision has been made where people in the past paid only the first half of the year's taxes and then never paid the remainder, but with the increase coming about they are given only in this year until 31st August to pay the whole amount. That in itself, Mr. Speaker, may appear very good, but in the case of some taxi operators they were allowed to pay one half and then subsequently pay the other half. It is not their fault *in toto* that as the Prime Minister said they did not pay the other half, because if the Police had carried out checks on them and if the Rates and Taxes Division had taken steps, I am sure that we would not have the arrears which might have been giving cause for concern as we now find. I would like the Prime Minister to consider giving the taxi operators more time. Some people might say they do not deserve it, but I would still like to know that the taxi operators are given an opportunity to pay their taxes in two instalments. If this year they have to pay by the 31st August, they must do so, but in subsequent years I would like to see them given

two opportunities as in the past to pay, that is, for half the year, and then the subsequent half, to see if you can ease the situation.

Mr. Speaker, despite what we hear about the influx of tourists and the increase in the number of tourist ships, it is not every taxi owner who is seeing the brightest day. They are concerned over the very high insurance premiums that are demanded of them, and this is an area which I think the Government should investigate to see if something could not be done to rationalise the situation. I feel that the people are being blackmailed by some of these insurance companies, but the truth is that they are just turning from one brother to the other to find the same situation running through the gang of them, if I should so call them.

Hon. F. G. SMITH: Mr. Speaker, I shall not be very long, but since Communications and Works fall under my portfolio, I should like just to say that I am very grateful to see that the Leader of the Opposition has dealt with the principle of the Bill in the sense that he suggests, and that may be his honest and genuine feeling, that any budgetary proposals should be introduced at the time of the expenditure budget. That is his view, and I was very pleased to see that he did not at any stage quarrel with the quantum of the increases proposed by the Minister of Finance. Looking at the figures in the Schedule to this piece of legislation, I think it must be agreed that the Hon. Minister of Finance has gone out of his way to make reasonable increases in the costs as laid down in the Schedule. Obviously a Bill of this nature lends itself to political talk.

In any increase whether it is a penny, five cents or ten cents, people in this country can always say that you are imposing something on the taxi driver or you are imposing a greater fee on the private driver as the case may be, but let me say without fear of contradiction that a man who can drive a car in Barbados today worth \$6,000 or \$8,000 cannot grudge giving to the Government the increases which the Hon. Minister of Finance has imposed, especially when you divide the rates by twelve. If you look at them you will see that an 18 cwt. car is worth at least \$4,000 to \$5,000 by present prices; you pay garage profits of \$600 and \$800 on an 18 cwt car. Can a man who can afford a car or pretend to afford a car of \$4,000 and can pay a garage a profit and pay for spare parts grudge the Government less than \$3.00 a month? Let us start telling the people of this country what the facts are. Do not let us go in for cheap politics. In any increase in this country you can always get a bunch of people who are not prepared to shoulder their civic responsibilities. When you come to a man like my good friend the Minister of

Agriculture, I do not know what weight his car is and what is its value, could he grudge paying the Government \$20 a month at least? That is why I am saying they are reasonable rates. A Wolseley like mine is today worth \$6,000 or \$8,000; do you think I can grudge paying the Government the rates when every minute I have to listen to where there is a pot-hole or where there are sidewalks to be covered? It takes money and we have got to be fair.

Rt. Hon. E. W. BARROW: I would like on a point of order to say I wonder when the Minister will get the one on Collymore Rock repaired. (*Laughter*)

Hon. F. G. SMITH: Instructions were issued this morning. I think if he drives up there this afternoon he will find it has been repaired. Instructions were given this morning that immediate action must be taken, and I would ask any member of any constituency who sees any pot hole, burst pipe or anything to draw it to my attention personally if he cannot get in touch with the Chief Waterworks Engineer or Chief Technical Adviser.

Mr. Speaker, I shall not be long because this is one of the most reasonable pieces of legislation that I have seen come to this Chamber, and it is not a question of imposing legislation for the sake of imposing legislation, but the cost of maintaining roads has gone up; the grit has gone up, the cement has gone up, the barbergreen has gone up, every aspect of maintaining roads in this country has gone up, and as I have said before, the problem with Barbados is that we have too many good roads and we have too many roads.

6.20 p.m.

The cost of maintenance, diesel oil, gasoline, spare parts and equipment has gone up and consequently I say that there must be an increase, and if you would just compare these with what happens in Jamaica, Trinidad and even in the smaller islands you will see that these figures have not reached the figures imposed by islands where they have not got the roads that Barbados has, and I recommend this Bill to this Chamber as an eminent Bill. I hope that when they go out telling people about it that they will tell the people that they must be prepared to pay for the development of this country. Only last Tuesday I asked the people of this country to work hard to make Barbados a better place, and this is one way in which they can do it. The Minister of Finance in this measure has done everything possible to make this increase eminently reasonable, and I recommend this to the House as a reasonable, sensible and rational fiscal proposal.

Mr. CRAIG: Mr. Speaker, I must confess that sometimes when the Minister of Communications and Works says something, he opens the House to a very interesting and lively debate. He referred to a Minister driving a car worth \$18,000, but if he can afford to pay \$20 a month, what about the Postman or the Bus Conductor? (Hon. F. G. SMITH: They have no right with cars, if they cannot afford them). Let the Minister get up and say that on the floor of the House so that everybody can hear that a Postman or a Bus Conductor has no right with a motor car.

Hon. F. G. SMITH: Mr. Speaker, on a point of order, I say in this House for Hansard that if any man who is driving a motor car in this country, cannot pay the proposals in this Bill, he has no right with the vehicle.

Mr. SPEAKER: I do not want to hear any more hon. members rising on points of order which are not points of order, they are fraudulent and time wasting.

Mr. CRAIG: Sir, the Minister in an aside said that a Postman or Bus Conductor has no right with a motor car. I am challenging the Minister to get up and say that now.

Hon. F. G. SMITH: Mr. Speaker, on a point of order, I did not say that.

Mr. SPEAKER: This is no point of order.

Hon. F. G. SMITH: It is a point of correction. I said that any Postman or Bus Conductor or anybody for that matter, who cannot afford to pay these suggested taxes for the cars, should not drive a car.

Mr. CRAIG: Sir, I am going further than this. In the St. Joseph Bye-election.....

Mr. SPEAKER: Will the hon. member confine himself to this Bill?

Mr. CRAIG: Mr. Speaker, the Minister of Communications and Works made it very clear in an aside that a Postman or Bus Conductor should not drive a motor car.

Mr. SPEAKER: The Hon. Minister has denied it, there is no point going over it.

Rt. Hon. E. W. BARROW: Mr. Speaker, I am the same distance approximately from the Minister as the member for St. James, and the Minister never said anything like that. It is not gentlemanly behaviour or truthful for him to get up and say that.

Mr. CRAIG: The Prime Minister hears conveniently. If the Minister can only refer to people driving cars costing \$18,000 and saying they should be in a position to pay it, I agree with that, but he must also take into consideration the hotel worker earning \$30 or \$50 a week who buys a car to get him to work. He has to pay the same money as the man who is driving the \$18,000 car has to pay, because I have seen a number of hotel workers, artisans and skilled workers go to buy cars and are called upon to pay the same tax as the man who is driving a \$20,000 car, so you cannot come here and say it is fair, it is not fair. I will agree that it is not a very unreasonable charge, but for the Minister to get up in here and claim that the Bus Conductor and the Postman can afford to pay the same tax that a Minister of Government or a Director of a company can pay, I think that this is quite unfair.

I would also like to draw to the attention of the hon. member for St. John that it is all right for him to bring in this piecemeal legislation. I support everything my colleagues said, and I would like to see the day when Government would bring in their budgetary proposals and the Estimates at the same time so that we can sit down, know what we are doing and work in one spirit towards the enactment of legislation. I think this is a bad system they are employing, and I would like to conclude by saying that regardless of the way you look at this — my colleague said you give with one hand and take away with the other — but when we get this increase in wages you find an increase in taxation and an increase in cost of living, and people today are murdered under the hire purchase system.

You, Sir, have found yourself on several occasions with people coming to you with their problems, sometimes before they can pay one-third of the cost of the articles they have on hire purchase they are repossessed, and I would like to see the banks in the country properly controlled on these interest rates which would help the small man in a better way.

6.30 p.m.

You have this high, spiralling cost of living and the high interest rates charged at the banks on loans for purchasing these cars; you have now increased the taxation on the cars, and you can see where we are heading for. I agree that if you are to maintain your roads and you are to have essential services that people must pay their taxes, but I think the Minister has not done much justice to the Government's policy when he said that if you can drive a \$14,000 car you have a right to pay the small increase in taxes, as he puts it.

Mr. Speaker, you may find a carpenter who may be earning \$50 or \$100 a week, and he may buy a fourth-hand Rover to take him to work. He will then be called upon to pay this high tax. On the other hand, you cannot differentiate between the rich and the poor in something of this nature. I think the member for St. John made it quite clear that he was only blowing hot and cold, Sir.

Mr. MOTTLEY: Mr. Speaker, I just want to find out from the Minister of Finance, how much additional revenue the proposed measures here are expected to bring in at the end of the year.

Rt. Hon. E. W. BARROW: Mr. Speaker, I will be able to calculate that by Tuesday next. I had a rough idea before I amalgamated all of these groups and reduced the number of categories, and it was probably about \$680,000 then. I think I will be able to give you a more accurate figure on Tuesday next.

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

On the motion of Hon. C. E. TALMA, seconded by Hon. G. G. FERGUSON, Mr. SPEAKER left the Chair. The House went into Committee on the Bill, Mr. LOWE took the Chair.

Clauses 1 to 19 inclusive were called and passed.

The Schedule was called and passed.

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

On the separate motions of Hon. C. E. TALMA, seconded by Hon. G. G. FERGUSON, the Bill was read a third time and passed. Its title was read and agreed to.

Hon. C. E. TALMA: Mr. Speaker, this concludes Government Business for today's sitting.

I beg to move that this House do now adjourn until next Tuesday at 3.30 p.m.

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

Rt. Hon. E. W. BARROW: Mr. Speaker, speaking on the motion for the adjournment, I do not propose to make a long speech. I think the House would like to.....

Mr. SPEAKER: If I may interrupt the hon. member, there is no provision in the Standing Orders for a speech on the adjournment without notice being given.

Rt. Hon. E. W. BARROW: This is a Government Announcement, Sir.

Mr. SPEAKER: That is a different matter.

ANNOUNCEMENT BY THE HONOURABLE PRIME MINISTER

Rt. Hon. E. W. BARROW: I am sure the House is aware that His Royal Highness, the former Prince of Wales and Duke of Windsor, has passed on. Without making any speeches, we all know how we feel about people who have visited Barbados and have taken an interest in Colonial Territories.

The announcement which I want to make is that His Excellency the Acting Governor-General, in accordance with intimations given by the Lord Chamberlain, is observing Court Mourning from the 28th May until the 5th June and that all flags on all Public Buildings in Barbados will be expected to be flown at half-staff on the 5th June, 1972. The usual condolences have been transmitted on behalf of the Government and people of Barbados through my office. I just thought that members would like to have this placed on record.

6.40 p.m.

Mr. ADAMS: Mr. Speaker, on behalf of the Opposition, I would like to associate myself with the condolences which the Government has sent on behalf of the people of Barbados. The Duke of Windsor as King Edward the VIII was a Monarch of this country and while we remain a monarchy, I think we should pay due respect to our institutions by the steps and action which the Government has taken.

Quite apart from that, Sir, I would not wish what I am saying now in any way to be related to what I have said before. The two things are quite unconnected. This is to do with the adjournment, and the comfort of hon. members in the House. The air conditioning is not in a satisfactory state. You either have to have the House air conditioned and shut, or we have to have the windows open and air going through. If the air conditioners do not work, hon. members are placed in a very awkward situation. All this, Sir, is always related to the adjournment. There is no other time to speak on it really in the House. Technically I suppose I can say that we should adjourn to a later hour because the House would be too hot since the air

conditioning unit is not working, but I do not think we have to resort to such subterfuges to deal with a matter like this. I would respectfully suggest that the Clerk and the Marshal be put to work right away in finding out whether the air conditioning units are in reality not working or whether it is that they are at a wrong setting. I saw an air conditioner with a needle pointing to 80; that can only mean that it is conditioned to 80 degrees, and we would be cooler if we go outside if that is the case. If it is necessary to get somebody from the contractors who installed them and the Government Electrical Department, it should be done. If we have to have a debate in the House on what temperature is comfortable, that should be done too. If some members like 72 degrees and some like 75 degrees, let us have it out; but let the members of the House decide how they want their House of Assembly dealt with. Perhaps it should be referred to the Amenities Committee to take evidence as to the number of the people in the Public Gallery and their effect on the air conditioning.

Mr. Speaker, every person who comes into this room requires a thousand more British Thermal Units of extractive capacity just to keep the room at a stable temperature. We do not see the conditioners being adjusted to fit the conditions between a day with a relatively empty gallery and a

day when the House is full. A very drastic adjustment indeed should be made when there are 200 people in here. That is 200,000 BTU needed just to take off the heat from 200 bodies. I do not even know the capacity of these and I am sure the Marshals do not, and all this really should be dealt with. I know it is only teething troubles; so I am not quarrelling with anybody, but steps should be taken to deal with it especially for next week when we are going to have a large crowd. If necessary turn on the conditioners from the Monday afternoon so that the place may be ready. You may come in and it would be a bit cold on Tuesday, but by 4 o'clock it would be a proper temperature when the people inside have heated it up. Next Tuesday when out there is full, we should not be inside here sweating, and the television will be bringing in more heat. It should all be settled as a matter of urgency so that we can have a debate in some comfort next Tuesday afternoon.

The question that this House do now adjourn until Tuesday, 6th June, 1972, at 3.30 p.m. was put and resolved in the affirmative without division, and Mr. SPEAKER adjourned the House accordingly.

6.45 p.m.