

THE House of Assembly Debates

(OFFICIAL REPORT)

SECOND SESSION 1971 - 76

THE

House of Assembly Debates

(OFFICIAL REPORT) FIRST SESSION OF 1971-76 HOUSE OF ASSEMBLY

Tuesday, 22nd May, 1973

Pursuant to the adjournment, the House of Assembly met at 12.05 p.m. o'clock.

PRESENT

His Honour N. G. A. MAXWELL, LL.B., (Speaker); Hon. C. E. TALMA, C.B.E., (Deputy Prime Minister and Leader of the House); Hon. G. G. FERGUSON, (Minister of Home Affairs); Mr. R. StC. WEEKES, J.P.; Mr. W. R. LOWE, J.P., (Chairman of Committees); Mr. L. S. CRAIG; Hon. F. G. SMITH, Q.C., S.C., B.A., (Minister of Communications and Works); Mrs. G. L. EASTMOND; Mr. H. deB. FORDE, M.A., LL.B.; Dr. the Hon. R. B. CADDLE, (Minister of Health and Welfare); and Mr. A. MORRISON.

Prayers were read.

Messrs. BOLDEN and HINDS entered the Chamber and took their seats.

MINUTES

Mr. SPEAKER:

The Minutes of Tuesday, 17th April, 1973 are before you for confirmation. If there are no amendments or alterations these Minutes will be duly confirmed.

There being no amendments or alterations the Minutes of this Hon. House for Tuesday, 17th April, 1973 are hereby confirmed.

Also laid on the Table of this Hon. House are Accounts and Statements for the months of May, June and July, 1971 of the Accountant General's Department.

PAPERS LAID

Hon. C. E. TALMA:

Mr. Speaker, on behalf of the Prime Minister I am commanded to lay the Air Services Agreement between the Government of Barbados and the Government of Belgium.

I am also commanded to lay on behalf of the Prime Minister the Civil Establishment (General) (Amendment) (No. 2) Order 1973, and on behalf of the Minister of Finance the Report on the Audit of the Accounts of the Auditor General's Department for the years 1970-71 and 1971-72.

GOVERNMENT NOTICES

Hon. C. E. TALMA Mr. Speaker, on behalf of the Prime Minister I beg to give notice of a Resolution to approve the Civil Establishment (General) (Amendment) (No. 2) Order 1973, and on behalf of the Minister of Finance a Bill to provide for the raising or guaranteeing of loans from the Caribbean Development Bank by the Government of Barbados for the purpose of financing development projects in Barbados and for connected purposes.

I am asking for leave to deal with these two matters, the Resolution and the Bill, in all their stages today. We have copies which will be circulated, and unless there are some valid objections we will deal with them today.

Mr. SPEAKER:

Permission is being sought for these matters to be dealt with in all their stages today.

Mr. CRAIG:

Mr. Speaker, surely I do not think that any of us on this side of the House will try to hold up any measure which will encourage development in this Country. From what I heard the Leader of the House reading out, I must confess that in the absence of reports from these various Boards, we find it very difficult to support a measure like this when it comes to the House with such haste. We have been out for the past two weeks and for the first time today we are hearing of something which is so urgent and must be dealt with today.

I sincerely hope that members will appreciate the fact that this hasty type of legislation should be looked into much more carefully. You yourself, Mr. Speaker, have commented on more than one occasion on this and I do not see why we should have these things rushed through Parliament without giving us an opportunity to know what they are all about. I would like to suggest to the Leader of the House to postpone this until next meeting.

Mr. SPEAKER:

I also recall that on that occasion I withdrew any comments I had made, and it is unfortunate that the hon. member should now refer to it.

Mr. CRAIG:

Sir, I must apologise, but it was a feeling you expressed.

Hon. C. E. TALMA:

I think the acting Leader of the Opposition may have some valid points. As far as the Resolution is concerned there is no urgency about it, but the Bill is a very pressing matter. In truth and in fact it is not a long matter so that although there was a long adjournment, there is nothing speedy about it. A reasonable time will be given to members to look at the Bill and whatever reports they need will be furnished if they are available.

Mr. CRAIG:

Sir, I am not going to start any debate on this issue, but industrial development in Barbados to my mind needs a closer look. The Government is asking us to allow the Caribbean Development Bank to raise loans, and the Leader of the House is saying he is going to give us ample time to deal with this matter later in today's sitting. I believe that we on this side of the House would like to do a bit of research on a matter of this nature so that we can really debate it. They should have realised this pressing need when we were out, and I would suggest that we do this at the next sitting of the House even if it means calling another meeting before next Tuesday. To do it today would be ramming something down our throats, and I would ask the Leader of the House to postpone it. As a matter of fact, hon. members on this side have made it abundantly clear that they are not prepared to do it today.

Hon. C. E. TALMA:

The point is well taken. A reasonable time could be regarded as tomorrow morning at 10.30 a.m.

Mr. SPEAKER:

Leave is not granted to deal with the Resolution and the Bill in all their stages today. 12.15 p.m.

NOTICES OF QUESTIONS

Mr. BOLDEN:

Mr. Speaker, to enquire of the Appropriate Minister,

1. Is the Minister aware that

(a) within the last five (5) months poultry feeds have been officially increased by approximately 40%?

(b) Gasoline has been increased by 10% and 11.36% respectively?

(c) Labour charges have been increased by approximately 25%?

(d) That the wholesale price of whole chicken sold by the farmer has only been permitted a 12% increase?

2. The present method applied to variation in control prices is unrealistic and is creating uncertainty and hardship in the island's diversification programme?

Will the Honourable Minister tell this Honourable House and the people of this Country:

(a) How soon will Government create a policy which allows for the immediate adjustment of consumer prices based on fluctuating production cost?

(b) How soon will the increase in the cost of locally grown animal and poultry meat be adjusted to meet the increased cost of production?

To enquire of the appropriate Minister,

(a) Would the Honourable Minister tell this Honourable House what is Government's Policy in relation to cigarette smoking?

(b) Is Government prepared to ban smoking in or on Government properties and in confined public places where there is a heavy concentration of people?

If the answer to the above is in the affirmative, would the Minister state how soon Government intends to bring in the necessary legislation to put its policy into effect?

To enquire of the appropriate Minister

Is the Minister aware that once in every quarter, the Courtyards of this island are filled to capacity with persons who have applied for liquor licences?

That much valuable time is wasted by the Courts only to hear these people take an oath?

1. Would the Minister say how soon will this practice be changed?

2. Would the Minister state how soon the laws will be amended so that liquor licences can be granted on sworn affidavits by the applicants, except in cases of objection?

To enquire of the appropriate Minister,

1. (a) Would the Minister state what training is given to:

1. Bus drivers

2. Bus conductors

3. Taxi Drivers

4. Mini bus drivers

before they are allowed to operate public service vehicles on our busy roads?

(b) Would the Minister state if Government intends to bring into operation a "Public service vehicle licence" with rules and regulations governing such vehicles, as is customary in all developed countries for persons driving or dealing with the travelling public?

If the answer is in the affirmative, would the Minister state how soon does Government intend to bring the necessary legislation before this Honourable House?

To enquire of the appropriate Minister,

1. Is the Minister aware that for several months now the general public has been unable to obtain suitable vehicle batteries in this Country?

2. That the single institution which controls the production and importation of vehicle batteries has been unable to supply the needs of the market?

3. That there are wide spread complaints that those batteries supplied in Barbados have not lasted for even the period covered by the guarantee?

Will the Minister state:

(a) How long does he intend to let this state of affairs exist?

(b) How long does he intend to protect such industries under the pioneer status and inflict suffering and hardship upon our community?

(c) Will licences be granted for the importation of batteries of quality into this Country?

To enquire of the appropriate Minister,

Is the Government aware that there are numerous taxis operating in the Country with no means of identifying the drivers and/or the proprietors?

Would the Minister state: How soon does Government intend to create the necessary legislation to make it compulsory for all taxis to carry their registration number, the name, number and photograph of the driver and the name of the proprietor affixed in a conspicuous place inside the cars; so that passengers can have all the necessary information relative to the vehicle they are using?

BILLS READ A FIRST TIME

Hon. C. E. TALMA:

Mr. Speaker I beg to move that a Bill to provide for the raising or guaranteeing of loans from the Caribbean Development Bank by the Government of Barbados for the purpose of financing development projects in Barbados and for connected purposes 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.

PERSONAL EXPLANATIONS

Mr. FORDE:

Mr. Speaker, at the Order Paper under Private Members' Business, No. 5, there is a Resolution which stands in my name. I am not sure whether we will be able to deal with it today during Private Members' time, therefore, I am asking the leave of the House to permit this Resolution to be taken as dated from today, and I am asking that it be permitted to remain on the Order Paper, despite the fact that three months will have elapsed on the 27th April, 1973.

Mr. SPEAKER:

The leave of the House has been sought to allow the hon. member's Resolution to remain on the Order Paper. The Rules are that after three months and a Resolution has not been dealt with, it lapses automatically. With your leave the Resolution can be revived, and that is what the hon. member is seeking. There being no objection, permission is hereby granted for the Resolution to remain on the Order Paper.

LEAVE OF ABSENCE

Hon. L. E. SANDIFORD:

Mr. Speaker, I wish to acquaint this Honourable House that I will be unable to attend any meetings of the House summoned during the period beginning from tomorrow until the 4th June, 1973, as I expect to be out of the Country on Government business in North America.

NOTICES OF REPLIES

Hon. F. G. SMITH:

Mr. Speaker, I beg to give notice that the Reply to Parliamentary Question No. 82 standing in the name of the hon. member for St. Lucy is now ready.

Hon. C. E. TALMA:

Mr. Speaker, I beg to give notice that the Oral Reply to Parliamentary Question No. 63 asked by the hon. member for St. Peter is ready.

Also the Oral Reply to Parliamentary Question No. 74 asked by the hon. and learned member for St. Joseph is ready.

SUSPENSION OF STANDING ORDERS

Hon. C. E. TALMA:

Mr. Speaker, I beg to move that Standing Orders Nos. 6, 16, 17, 18, 20, 21, 22, 43, 44 and 47 be suspended for the remainder of today's sitting, subject to the right of the Opposition to deal with any matter of urgent importance which they may consider necessary to deal with today. This is one of the ways of getting things done quickly, Sir.

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.

Hon. C. E. TALMA:

Mr. Speaker, Item No. 1. I beg to move that Your Honour do now leave the Chair and the House go into Committee of Supply.

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

The question was put and resolved in the affirmative without division. 12.25 p.m

SUPPLEMENTARY ESTIMATES 1973-74 NO. 5

Hon. F. G. SMTH. Mr. Chairman, as the Addendum clearly sets out the request is for \$240,000 to make a grant to the Transport Board to pay their creditors to July, 1972. I think hon. members will appreciate that when the Estimates were being dealt with, I did deal with this aspect of public transport and of overnment's and my endeavours to modernise and if possible to make it a viable operation. But as I say, it is a question of time and of money. I think the Honourable House knows that the Government set up two Committees, at least one technical and the other administrative and otherwise, to report on the best method of bringing this system up to date. There was the King Commission which reported some time this year and the report is being studied now by this Ministry with a view to implementing it, and only a few weeks ago we also received the Richardson Report mainly on the technical operations of the Transport Board. This was technical assistance given by the British Overseas Development Division, and this Report which I think is an excellent one, dealing mainly with the buses, the rolling stock, the keeping of accounts, type of staff, is receiving my urgent and immediate attention.

You will appreciate that in July, 1972 bus fares did go up, but I think the hon. member for Christ

Church who did take part in the enquiry before the Public Utilities Board will agree with me that not only the fare stages but the fares allowed by the Board to the various concessionaires could not bring in and could not allow them to have a reasonable margin of profit, and this Resolution is not concerned with post-1972, but with pre-1972 before the new fares to enable the Transport Board to pay its sundry creditors and repay a loan of \$126,000 to the Port Department which it borrowed in November, 1971.

I know the Transport Board lends itself to a lot of criticism I myself get numerous complaints, but I suppose the transport system in any Country is one in which you cannot completely meet the needs of people especially in a limited economy. The transport system affects many people because it is the poor man's motor car more or less and I would ensure hon. members that I am doing my best to get rid of those buses that only give 21/2 miles to the gallon in order to make it, if possible, a viable operation and to refrain from coming to Parliament from time to time for sums such as this.

I beg to move that this Resolution do now pass.

Hon. G. G. FERGUSSON:

I beg to second that.

Mr. HINDS; Mr. Chairman, I am sure that the Hon. Minister who has just sat down very well knows that he has come here today to ask this House to sanction administrative inefficiency at the Transport Board. The Minister's first task at the Transport Board must be to find out where the Board is losing the revenue that it normally receives. The Minister would find out that the Board has created for the National Assistance Department a very heavy and unnecessary load in many respects. There are a lot of people who would be glad to carry out their jobs to their best and help the Board while earning a living for themselves, but there is frustration, they are being taunted and jaunted, tormented, there is personal spite and political spite, petty jealousies and all these things. Men are posted here and there 20 or 30 miles from where they normally live, so that when they come to the end of their tour of duty they have then got more trouble to get where they live and they have to set up a second home. These things are systematically planned by the people who are responsible for running the Transport Board. All this has got to be rooted out, and what we are going to find is that it is going to look very hard on us to dismiss somebody, but I am saying that we have got to dismiss somebody at some stage to serve the rest of the community from being saddled with this unnecessary burden.

Mr. Chairman, nobody credits a bus fare today. You get in a bus with your fare in your pocket or hand and pay before the bus moves. How strange it is that the Rocklyn Bus Company with the worse route under the sun, with all the hill work and with a similar type of bus to what the Minister has told us is giving 21/2 miles to the gallon on level road can make a profit! You can fill a tank of any bus or of your vehicle or mine and if you send it to some garages, when it comes back, it would only go for half a mile on that particular day. That is the type of thing that is happening. The Minister knows very well of the losses of batteries at the Transport Board. I know that the Minister is going to say that he is not a policeman which is nonsense, but the taxpayers have got to police their pockets. You must remember, Sir, that it is no small fry at the Transport Board who is indulging in all this that is carrying the Board to the depth that it has sunken and cannot pay its debts.

The Minister spoke of the increase in bus fares and of the fare stages. He has seen and understands how unreasonable the fares allowed to the travelling public happen to be, but how often have we heard

this Chamber debating the writing off of a loan or supporting the Elite Bus Company or Rocklyn Bus Company who are doing equally as good a job as the Transport Board? 12.35 p.m

I am not saying that the other buses are making money, but one thing I am satisfied about is that their losses seem not to be as great. Here is it the Minister tells us he has had the benefit of the reports of two Committees which have investigated the transport system and made recommendations, but we on this side of the House - and I think I can say the whole House have not had the benefit of any of the recommendations being placed before us. How does the Minister know whether or not we would have been able to see some means whereby in a short space of time this \$240,000 could be saved for the benefit of the taxpayers if we had seen the recommendations? All we hear is that the Minister is studying these reports, they are engaging his attention and this official jargon and nonsense associated with it that you hear from time to time, but that does not put us anywhere with this \$240,000. The Minister says that this \$240,000 is due up to July, 1972 but we are now very near to July 1973 and there has been no information coming from the Minister that the Transport Board has made any profit of worth that has saved it from continuing in the red between August 1972 and today. No information to that effect has been given, so we are concerned with the last report.

When was the last report of the Transport Board published and made available to hon. members? The Minister should be in a position to tell us this. What would it then reveal? All you have been hearing from time to time is what the Manager of the Transport Board has to say, how many people he has disciplined, how many people's lives he has tormented and persecuted and all such things. He is lord and master of all he surveys. He is making people's families starve as a result of all this and then the taxpayers have to pay for it. I feel that the Minister owes the Country a duty to be able to tell us whether he has discovered from time to time, that if a particular operation was embarked upon the Board might be able to effect a saving there and at the same time, bring alongside of it facts and figures to bear out where the Board has been losing money, but the Minister has not tried to do anything about this. He has not called on the Board to look into these matters, so they all just stand by and wait on us to vote money for them from time to time.

You hear that the pickups are robbing the various routes and that there are more and more of these mini buses coming on the routes from time to time. We must only say that we are glad for the travelling public to see them coming, although the Minister has instituted a system whereby you have to apply for a certificate from the Ministry before certain types of vehicles can go on the highway, before taxis can apply for hire and that type of thing, and I am warning the Minister here and now that he ought to know that all has not been working well with the system as instituted by him in the first instance. He ought to examine those persons who have made application, examine their applications carefully and try to find out what was brought to bear that caused certain applications to receive priority treatment in preference to others who have been giving satisfaction for many years. I do not want to be calling names, but the time will arise and must arise to do this when you have people like J.G. Kreindler's son-in-law and others who have come here and are now being allowed by the Ministry of Communications and Works by showing favours, to get permits before other people.

Hon. F. G. SMITH:

Since I have been in the Ministry of Communications and Works I have given no permit or priority treatment to J. C. Kreindler's relatives or anybody else. If you know that, you may draw it to my attention, because you are accusing me either of corruption or bribery and I totally resent that.

Mr. HINDS:

Mr. Chairman, all I said was that J. C. Kreindler's son-in-law got favours from the Ministry of Communications and Works, I never suggested that the Minister was the whole ministry.

Hon. F. G. SMITH:

He went further and insinuated that I was the one issuing permits and that something was wrong with the system I instituted.

Mr. HINDS:

Mr. Chairman, I never said so, I said that the Minister instituted the system and I know that the Minister himself found that it was too much for him to be signing all these permits and he delegated the function to other people. I would not say that the Minister did something he did not do because it is not true I have no evidence against the Minister nor have I ever suspected him or tried to associate him with any sort of corruption in his Ministry. I have never found him in anything like this, nor would I ever say any such thing about him unless I had evidence to that effect.

There are people Sir, who have been able to find favour with the Ministry of Communications and Works to the detriment of others, and the others I am referring to are people who have been bearing the brunt, who have been suffering in the lean years about here before taxis were the recognised form of transport, when the police were hounding them down. They are the people who have had to stand up before the Police Magistrate six and seven times, they are the people who must get permits first rather than the J. C. Kreindler crowd who want to come here and take over from these people. That is what we are getting at, and we are urging upon the Minister not to expect us on this side of the House to support this Resolution at all. We cannot be expected to support a Resolution of this nature in the absence of the latest report from the Transport Board. 12.45 p.m.

The Minister ought to be decent enough to the Opposition, if not to the members on his side of the House, to bring a report or something from the auditors to give us some guide-line as to the financial standing of the Transport Board as it stands at the moment so that we would know exactly about what we are talking. The Minister merely tells us that this is up to July, 1972. We should have before us the annual report of the Transport Board. Is the Minister going to encourage his Board to function without submitting its annual reports to him? The Board is now perpetually ignoring the Minister and all of the rules. The Board is not paying any attention to the Minister, because it knows that it can send information here without any figures to support a Resolution and rely on the weight of Government members to support it.

I believe, Mr. Chairman, that we should have the benefit of the Richardson Report, the King Report, and the Annual Report of the Transport Board before us to give us some idea of what exactly is taking place and where it is losing money. So far as the Rocklyn and the Elite Bus companies are concerned, when they have to go to the banks to borrow money, they have to produce their balance sheets annually to the banks before they can get any money. We are now being asked to give the Transport Board

\$240,000 to pay off its debts and it has not produced a balance sheet since 1970. How can we accept this?

Mr. CHAIRMAN:

Your time is up.,

Mr. HINDS:

All right, Sir. I will make this list point. The Transport Board is supposed to have borrowed \$126,000 from the Port Department. When did the Transport Board borrow this money? Do you mean to say that the Board has made no attempt to repay any part of it? We are suggesting that, from the day the Board borrowed the money, it had no intention of ever repaying it, and it decided to come here one good day and saddle the taxpayers with this amount of money.

Mr. Chairman, we are fortunate in having people in this community; like Mr. Coward, Mrs. Rock, the Simpsons, the Lucases and the Trotmans. These people had to mortgage their properties, their land, and so on in order to get money to provide a transport system to carry people to and from work. I observe in the newspaper, from time to time, that commuters on Route 2 and so on have been complaining about the bus service. The Minister has told us that he has been trying to modernise his fleet of buses. How can he ever hope to modernise his fleet if, whenever he gets money, he has to give the Transport Board \$1240,000 to pay off old debts? These are things on which the Minister should have given us more information, and he has treated us in the most scandalous manner this morning by coming here with no facts to support his request for \$240,000. The members on this side cannot support his frittering away the taxpayers' money. If the other concessionaire are not making profit from their operations, we believe that they are not running into the red as the Transport Board which has the best route. Something is wrong at the management level and at the administrative level. There was a time when it was said that conductors and drivers were paying a \$5.00 a day meeting turn and so on, but we do not hear that now.

Mr. CHAIRMAN:

At this stage I will interject and ask the hon. member to take his seat.

Mr. HINDS:

Mr. Chairman, the conductors and drivers are no longer carrying away the money. Somebody is carrying away the money.

Mr. WALCOTT:

Mr. Chairman, I think that the hon. member for St. Peter, sometimes, treats a very serious matter facetiously. He has made some points, and he has referred, to some of the problems of the Transport Board. I think the problems in the Transport Board started in this House, and there is no point in blaming the Minister for them now. We have to be more realistic about these matters. There is no point in praising Mrs. Rock, the Elite Bus Company, and so on, because the Transport Board was created as a result of these persons asking for more money and as a result of the party to which the hon. member has the honour to belong, not having the economic and financial sense to see what was the best thing to do at the time. They have put this on the public, and it has a long history. You cannot do anything with it now. When you once make transport a public matter, it is not easy to denationalise it. The reason is that the bus service in Barbados is beyond and at a stage higher than the general economic position of Barbados. Barbados is enjoying a total bus service superior to any other area in the Caribbean with a similar economy.

Mr. Chairman, if you go to Grenada St. Vincent, or Georgetown, you will see the position. If you drive

from Mackenzie to Georgetown, or from San Juan to Port of Spain, you will know what type of service you are getting as, a public transport service in the buses. If it were a political matter, you would know what you would get from politicians, 12.55 p.m.

All parties have opinions, so if you set up a political institution, you put your politicians in charge. The Government appointed their man as Chairman. The hon. member talks about bribery, but it seems to be a commonplace thing in this Island that if you are in charge of a public department by statute, there is nothing wrong if you try to see how much you can get out of it during your life time. This is more so with rolling stock where you get people ordering things for their friends even if they are not the most suitable, because we still have politicians who are afraid to tell people what the score is when it comes to money. Some people want to openly bribe some of us. Some of us they can bribe and some they cannot, and this has been so since the beginning of time. If this were not so, there would not be the Watergate case going on, and they have the Senate Committee which can investigate these things because they have the congressional system. You do not have the system here, and in Barbados you want to know who is the person you want to get at, not what is wrong. It is a matter of who is wrong more than what is wrong.

Mr. Chairman, there was another chairman of that Body, and the Board bought bogus buses which were not suitable; they bought Mercedes Benz which were not suitable for the roads they were travelling on, and they did not know if the man who bought them was advised that they were the best. They brought a man from England also, but the facts of life were that the Government was saddled with a decision made by this House to take over the buses, and at that time the people were only asking for one cent as an increase in bus fares, but the Government of the day were afraid of the political implications that were likely to arise. You get Ministers and politicians who are afraid of an increase in anything, and even today they believe that prices are static and try to make the public believe that they will rationalise the world, and that as long as they are in power no increase would take place. That is a joke. Increases will take place and the politicians who are afraid of facing increases when they come are afraid of being politicians.

Now the Transport Board had a bad start financially and economically. Nobody takes over rolling stock lock, stock and barrel with all the old wheels and with all the buses that were not working and plant them on the community. Obviously, if you have 100 old houses that you have owned from the beginning of time, that cannot be as costly a proposition to you the owner as if you turned over those 100 old houses to somebody at current market prices, because you are asking this person to look for the finance for old houses and they do not have the built-in accretions that you were getting all along for owning the houses over the years. The Government started with that. In all instances, the Government does not get the best advice, or their policy is that they are going to take over something because somebody says it is cheaper. It is not cheaper in the sense that it costs you \$1.00 and if the Government takes over it is "going to cost 90 cents. Government institutions are not cheaper to run than private institutions, they are more expensive to run. The very nature of the public institution, the very bureaucracy of the public institution in itself is an additional cost which a private person is not going to pay.

Mr. Chairman, I will give you an example. Mrs. Rock can run her buses on a personal basis and see after them in a manner that the Minister cannot do. If he had one of the members of the Board put on a pair of short pants at night and go down in the bus stand; and he was a black man, so that when he put

on a pair of dungaree pants and a blue shirt and hid in the shadow from the light, one could not see him, and some of the bus drivers reversed on him, they could not be charged for killing in that sort of atmosphere, because he was hiding and looking to see if the fellows were taking out the money. You cannot run a bus service which involves hundreds and thousands of dollars on the basis of the Minister pimping behind a man at night to see if he is taking four cents from the bag. Therefore, you must have a system and you must appoint people. You must appoint a manager and have assistant managers, and the cost of these things would increase the running of the system. You cannot set up a public system and ask the manager to behave as if he is a private owner where the profits would be going into his pockets. Human nature being what it is, people are not going to do that. For that reason a public system becomes a more expensive thing. The idea of having public transport is a matter of policy in which you want to provide the public with a service that if it were private they would not be able to demand in the same way. Because it is public, we can come here and discuss and criticise it and demand certain things, and I have something to say in parenthesis to the Minister, and it is that I hope in dealing with this service he will allow one of these buses to go off the main road in Deacons Road and go through Goodland. He can provide a service there without putting in another bus.

Mr, Chairman, you cannot criticise a private institution in the same manner as you can criticise a public service, and transport in Barbados is suffering from that problem. The hon. member for St. Peter would know that it was private, unhindered and unfettered at one stage.

When I was a boy I had for a very good reason to travel to Silver Sands and I have travelled in a bus from Bridgetown up to the Garrison, through Dayrells Road, back along the turf road and back into town because the bus driver was looking for one person who was a regular passenger. One passenger was so important in those days. The public has taken it over now because there are many more people travelling. For example, when I was a boy a school bus was unheard of; so you cannot operate it as in those days because there are more children going to schools in the city of Bridgetown than there were then. The population has changed and the public transport system has changed with it.

Now the Minister has introduced here in a Resolution a system where you are asking for old age pensioners to be provided with assistance in public transport. That in itself you can only do if you are running a public system. 1.05 p.m.

If you were running a private system the hon. member could not dream of asking any of the people in town to give the old age pensioners a discount on any of the food that is being sold or any of the other purchases that old age pensioners have to make, and the old age pensioners have to make other purchases than bus fare. He cannot do it in the private sector but he can do it where the Government itself provides a subsidy, therefore public policy can be injected into these things, so we must clear the air about public transport. In the United States of America, which is the richest country in the world where the workers can be considered the best off in the world, you find that in New York City transport is subsidised by the City of New York. You do not ask if the people in New York are able to pay the bus fare, but you are talking about a country where \$3,000 per annum is regarded on the poverty line, so if we in our circumstances have to subsidise the public transport system we will be doing it not because of people stealing, not because of malpractices, but as a separate policy with public transport in itself. In a place like Barbados where you are importing expensive buses, gasoline, parts and other things, it is necessary for us to provide this kind of assistance in order that we can translate for those persons who have to use the public transport a bus fare that will come within their range. Let us remember that we

still have people in Barbados resisting, people who use public transport from getting more money. We still have people in Barbados working for \$20 and \$25 per week and these are the people who are paying the bus fares, so I feel, Mr. Chairman, that this question of public transport could be viewed in a broader light, and I am not afraid of any criticism of inefficiency because where you can show inefficiency, you should be able to identify it and not speak in vague terms. If there is inefficiency at any stage at the Transport Board any hon. member should get up and say this is where inefficiency resides, and the Minister should be able to say that he will deal with it, but there is a general tendency that unless inefficiency can be identified in a poor worker there is not any identification, there is vagueness about what has happened.

I support the resolution because I think in public transport it is essential that the public should give aid and assistance, and I am one of those who feel there should be an overhauling of the whole system. I should like to see a committee go into the whole transport system in a thorough investigation and determine where we should go and how. I know that a committee has already done this, and I have already given my views about it, and I hope that the views of the people who went before the committee can be made public so that the public of Barbados can understand what was said. I have submitted the views of the Barbados Workers' Union and I am not afraid to let the public know what we feel about it.

Mr. BOLDEN:

Mr. Chairman, I want to reply to the hon. member who has just sat down. Throughout the history of the transport issue the hon. member and members on that side like to get up and say that the peculiar system which exists with the Transport Board lies with the Barbados Labour Party, but if you look at the transport system.....

Mr. WALCOTT:

On a point of order, I did not say that any peculiar system lies with the Barbados Labour Party, I said that the Transport Board was taken over by the last Government, and that is a fact.

Mr. BOLDEN; He went on to say that the problems are that the party to which the hon. member belonged did not have any economic or financial sense, but the party to which he belongs has not got any economic or financial sense either, and having had the example of the party to which he used to belong, the one to which he belongs now does not have any. Ask them if they did not buy six Austin 3-litre cars for the Police Department which are now lying in the yard as scrap. He said that this party bought Mercedes buses acting on the advice which was given to it but his party did the same thing in buying Austin 3-litre cars. We all acted on advice and you cannot now say that we did not have any economic and financial sense. You want the Minister not to take the advice which is given to him by his technical experts, but why do you not say that if the technical experts knew what they were doing things would not be in such a mess now. If the technical experts did not know what they were doing it is high time now that the Minister should look and see if they are advising him correctly. You cannot have it both ways, you have to take your lashes.

Mr. WALCOTT On a point of order, Mr. Chairman, I do not understand what the hon. member is talking about, I made a broad statement about the buses which were unsuitable for this area.

Mr. BOLDEN He was a member of the party and the party acted on the advice of its technical experts, so what is he saying now? Let us get back to the Transport Board. Mr. Chairman, in this case the tail is

wagging the dog. The Minister brings a Resolution, he says he has told us about it already so he wants the money, but he has not produced the necessary financial reports which would help us to see where the

Board is losing money. The Transport Board is bound to lose money no matter what you do with it. Look at the inspectorate system, you put inspectors to stand up at a particular point, but you should hear the passengers in the bus and the conductors talking about what happens between point "A" and the point where the inspector is. The Transport Board should use a system of moving inspectors when they will be able at any time to check the bus and the number of passengers to see that the correct fares are being collected, and this will automatically the revenue which is" collected daily. 1.15 p.m.

The next point is that you say you are having competition from the mini buses. You must have competition from the mini buses. Mr. Chairman, you know full well that if you travel from St. Philip through St. George to Bridgetown you can see buses loitering behind each other while the mini buses are passing them and collecting the passengers. They will go to Bridgetown and return for a second trip and find buses loitering behind each other. How do you expect to get revenue under those conditions? There is a difference between private enterprise and the Government. It is like CBC and the Government, Mr. Chairman. They only have to say that they are down by \$2 million, and you should go to the House and write it off. Even although we have written off the \$2 million for C.B.C., when you turn on your radio, Mr. Chairman, you can still hear an unusual sound during the last few weeks.

The hon. member says that you have to watch Government business different from the way in which you watch private enterprise. That is the way he wants to watch it. The Transport Board falls into every one of these categories. The hon. Minister talks about a bus giving 21/2 miles to the gallon. Mr. Chairman, simple economics will show you that if you have a bus giving 21/2 miles to the gallon, it is better to carry it to Roebuck Street and ask somebody to take it and then come to the House and vote money to buy a new one. At the end of the year you will find that you have spent less money on the new bus than you would have spent operating an old bus.

Mr. Chairman, this is a question of the tail wagging the dog. The Minister must take the blame this time. From the time the manager submitted a report to him to the effect that a bus was giving 21/2 miles to the gallon, he should have asked the manager how long was the bus giving 21/2 miles to the gallon. If I were in the Minister's position and the manager told me that the bus had been giving 21/2 miles for more than a week, then I would have recommended that he be dismissed. I do not understand this method of mathematics. It is the taxpayers' money, so they are using the pretext that they are providing a public service and spend money every day without having to justify ways and means of getting it back.

The hon. member spoke of old age pensioners travelling on the buses, but old age pensioners only started to travel in the last few days.

Hon. F. G. SMITH:

That is not true.

Mr. BOLDEN:

Mr. Chairman, in order to satisfy the Minister, I would say within a year. It started less than a year,

Mr. Chairman, but this cannot be the real reason for this heavy loss. The manager should be able to see what is responsible for the heavy loss and make recommendations to the Minister. As long as the Minister will accept things and tell us that the Addendum sets out exactly what the position is, this Committee will never be in a position to know the facts. The manager will sit down, based upon the speech made by the hon. member, and decide that he is in a public institution and he does not have to pull his weight.

Mr. WALCOTT:

That is patently dishonest to say.....

Mr. BOLDEN:

I object to that, Mr. Chairman. I am asking the hon. member to withdraw that statement and to have it deleted from the record.

Mr. WALCOTT:

It is patently dishonest to say. ...

Mr. BOLDEN:

I object to that statement, Mr. Chairman.

Mr. WALCOTT:

I am on a point of order, so how can he be rising on a point of order? What sort of nonsense is this?

Mr. BOLDEN:

Mr. Chairman must rule. You cannot insult me on a "point of order, because I will insult you, too.

Mr. CHAIRMAN:

Will both hon. members sit!

Mr. WALCOTT:

Mr. Chairman, I am not going to let the hon. member rise ..

Mr. CHAIRMAN I ask both hon. members to take their seats.

Mr. WALCOTT:

I will walk out.

Mr. CHAIRMAN:

You may walk out, but I ask both hon. members to take their seats and I will decide the issue.

Mr. WALCOTT:

I rise on a point of order. I say that it is patently dishonest...

Mr. BOLDEN:

Mr. Chairman, I am asking the hon. member to withdraw that statement, and I would like to have it deleted from the Hansard.

Mr. CHAIRMAN:

I am asking for the second time that both hon. members take their seats while I consult the appropriate Standing Order in order to deal with this issue.

Mr. WALCOTT:

Mr. Chairman, you cannot...

Mr. CHAIRMAN:

I ask you to take your seat.

Mr. WALCOTT:

On what are you ruling? I rise on a point of order.

Mr. CHAIRMAN:

I would like to hear your point of order.

Mr. WALCOTT:

I am saying that it is patently dishonest for the hon. member to say that my speech was to allow the government departments to do as they like, and if I made that type of speech these departments...

Mr. BOLDEN:

On a point of order, Mr. Chairman. I never said that.

Mr. WALCOTT:

He said that if I made that type of speech these departments could do as they like and when the matter comes here all the Committee need do is to pass the money based on the speech which I had made. I never said that we would pass the money no matter what they come in here and say, For the hon. member to say that it would be patently dishonest. Do you object to that?

Mr. CHAIRMAN:

Point made and taken.

Mr. BOLDEN:

I object to the words "patently dishonest." Mr. Chairman, if that is the position, he has just made more than a patently dishonest statement. He has said that we cannot look at the manager of the Transport Board and think that he will operate like the manager in a private enterprise. I say, again, that the manager is entitled to say "I can operate in a laissez-faire manner," based on the speech he has made.

Mr. WALCOTT:

On a point of order, Mr. Chairman. I never said so. I made reference to Mrs. Rock, and I said that when a person is operating a private business, you must expect him to operate in a different manner from when he is operating a public business, because in a private business, the bureaucracy of the business itself will require a different action.

Mr. BOLDEN:

Mr. Chairman, getting back to the issue before us, I do not mind those trivialities.

Mr. CHAIRMAN:

I was just about to ask you to come back to the Resolution instead of allowing me to deal with the issue as I see fit. Please carry on with the debate

Mr. BOLDEN:

Mr. Chairman, let us look at the buses. The buses are operating as a commercial enterprise 1.25 p.m.

Mr. Chairman, if you take the buses running along the roads, the advertising space on these vehicles are left dirty and unused for long periods of time. This is revenue earning space I know that certain contracts used to be awarded to people for the use of advertising space on buses, so is the Transport Board running its business efficiently? Because it is Government Business does not mean it can operate on a laissez-faire manner and not on a commercial manner of some sort. If you take your jurisprudence you will see that the Russians who believe in totalitarian methods are adopting the principles of the democratic institutions now in order to make their boards etc. pay their own way; so you cannot come here and seek to toss the Transport Board from one side to the next. With respect to the breaking down of buses, anybody coming from any of the country districts will tell you that if one of Mrs. Rock's buses breaks down, in a few minutes you will see a repair crew there. On the contrary, I have passed Government buses broken down while coming from St. Philip to Bridgetown, and I have travelled back to Boarded Hall and have seen the buses still by the road-side, and the mini buses are carrying the passengers and collecting the fares, and you are trying to control the mini buses in order to let the Transport Board pay its own way.

I should like to find out what is the system operated by the Board. On mornings you find ten buses on the route and during the midday you find the same ten buses loitering behind one another. Why can't the Board use a system where they put the maximum number of buses available at the peak hours on mornings and evenings and then reduce them or use a small fleet during the day and offer effective competition to the mini buses instead of trying to control them? We cannot come here now and refer to 1955 when the buses were taken over by the party in power. As I said before, they acted on advice. Ministers often say in here that they do not make decisions, but have to be advised by their technical officers; so why go back to 1955 when you have been running transport for eleven years as against six years by the opposition party. Why go back sixteen or seventeen years and say that the trouble started with the take over of the buses? If, as the Minister said, the Transport Board buses are giving 21/2 miles to the gallon, I feel sorry for Mrs. Rock because hers must be giving five gallons to the mile having to come over the hills; and she is breaking even which means that the Government buses should break even, but the Government is prepared to come here year after year and further subsidise the fares which have been awarded by the Public Utilities Board. That is all it is doing, because you have to pay expenses out of the fares you collect, and if the Transport Board is going to be allowed to go to the Public Utilities Board to make out a case for more fares, and when they do not get them, they come to Parliament to write off its debts, it is but equitable that you do something for the other concessionaires. The Minister cannot on the one hand say that the other concessionaires are doing a beautiful job while they are competing against the Government which is being subsidised year after year on the same fare structure.

Mr. FORDE:

Mr. Chairman, there are few points I should like to ask the Minister. He spoke in his opening remarks about two Committees which have reported to him from time to time, and I am sure that the statements made by these Committees are of more than passing interest to this House. Certainly when we are called upon to vote money in this way, we should have all the available information in front of us. Obviously the Richardson Report and the King Commission Report must be of interest to the private concessionaires, and I should like the Minister to tell us what means have been suggested in these two reports so that in future the direct subsidy being asked for from the Country may be minimised unless of course Government takes a decision that it is going to subsidise transport.

I believe that if there was one point made by the hon. member for St. Michael West which is correct, it is that there is a bit of a fear when it comes to fixing fares before the Public Utilities

Board to put the true economic facts before the Country, and then if the Government is the final arbiter to take the decision as to how best it intends to run the transport system The Transport Board put up a case before the Public Utilities Board based on the principle that it was not asking for more than what it considered a minimum fare which would cover its operating costs. This would mean that any capital replacements as well as in this institution, I would expect, bad debts would have to be met from somewhere. Government is either going to inject money into the structure by way of direct grants through this Legislature on the capital account so far as equity is concerned, or it is going to participate in the operating costs as well which it appears to be doing now All I would say, Mr Chairman, is that if this is the policy for one section of transport, it is discriminatory as against the private concessionaires in this instance not to give them a bit more than the limited concessions which they got. There are certain rebates on parts and in duty in bringing in vehicles and engines, but if they are to be bound by the same fare structure as the Transport Board, then I think we have to take a long look at whether we are being fair at all, because either the Government must subsidise them capital wise, or make a much different organisation with them administrative wise, and that is why I say the Richardson Report should be of interest to the whole transport industry. There is nothing wrong in amending the Transport Board Act to have direct participation by private concessionaires if they are efficient. If on the other hand one wants to subsidise and nationalise the industry, then that nationalised industry must be run efficiently.

I do not for one moment believe that when you take a commercial activity and give it to managers at a public level that the standard of efficiency should be less than the same commercial activity given to managers at a private level. If this is so, and the Government, I hope, does not believe this, they should not really be socialists because one of the basic principles is that one feels that Government should be able to operate as efficiently if not much more efficiently than private enterprise, and this must be Government at all levels: Government at the level of direct Government where you get as I know you have in the Prime Minister's department, Organisation and Methods study trying to look at this very point, cost analysis, cost accounting, the whole apparatus to look at the efficiency of Government as in other quasi-Government levels like the Transport Board, and I think what members would like to be assured by the Minister is that these reports have made positive suggestions for increasing the efficiency and cut out any waste or misuse of funds at the Transport Board and have up to date a transport system so that some of the complaints which we have will at least stop, be lessened or be answered. I would like the Minister to assure me that he is going to make the benefit particularly of the Richardson Committee Report available to the other sector who is working with him hand in hand in running public transport in this Country,

There is one other aside that I should like to make on the question of subsidising old age pensioners' fares. I believe the Minister will concede that the system has been a tentative one and is running into some snag in that some people apparently on the Transport Board misused the system, and they have now restricted it (to a particular number of passes during the day. 1.35 p.m.

Obviously I do not think that because the whole transport system has not agreed to this "goody-goody" that the Government should be annoyed with the other concessionaires. Remember that the private sector in transport is not being given this sort of subsidy, so even if an old age pensioner is on the bus free, the Country as a whole including other pensioners whose pensions are subject to direct and indirect taxation, are in other ways still paying for freedom of travel. People in Barbados seem to expect that the Country should subsidise transport by way of grants from the Treasury as we are seeking to do now rather than by making them pay what would be an economic fare. For a Government in power, it is politically wiser to follow that, and I think that is what the hon. member for St. Michael West was trying to say, but the Government would much prefer to come down here and face an Opposition of a few members, with a Press that does not function properly and so does not give correct reports, than hearing a rise in fares that they know to be economical because of the howl that will come from the Country, and they would think that this is not politically feasible. Others might be prepared to face the music, and I do not think that the hon. member for St. Michael West has said anything other than the truth. In this subsidised manner, you are spreading the burden a bit more in this respect and I believe we can get a better system if some of the comments made by the hon. member for St. Peter were borne in mind. He has certainly drawn the Minister's attention to some of the deficiencies which exist, and I hope the Minister will take a broad look at this issue and try to implement any worthwhile suggestions not only in his sector of transport but also in the private sector.

Hon. F. G. SMITH Mr. Chairman, the trend of this debate is not altogether unexpected. I have been in political life long enough to realise and appreciate what are the areas of dispute and what lends itself to political talk. In introducing this Resolution I did not go into great detail for obvious and personal reasons, but I will now within the time allotted to me endeavour to answer most of the questions posed, and I will start out by saying that the present state of the Transport Board is not of my creation or even of the Government's creation but it is a situation which the Government is endeavouring to remedy daily within the limit of its economic power. I should just like to give to this Hon. House some facts and figures, because when you hear this lot of hot air the public is not aware of the position.

Out of a total fleet of 134 buses no less than 47 were purchased as long ago as 1957, two were purchased in 1958 and a further 16 in 1960, making a total of 65 buses which are now over 13 years of age, the bulk of them being 16 years and over. The maximum life of a bus in the conditions existing in Barbados, I am advised, should be 12 years. If that is the opinion of experts, what is a Minister to do? Can the Government afford to replace 65 buses at any one time? If hon. members would just do their homework they would realise that the Government has agreed for the next four years to buy 12 buses a year, so the Government is endeavouring to phase it out over a period of time, and this year we have to have approximately 20 new buses in the fleet. There are several diagnostic reasons why the Transport Board will take some time before it becomes a viable operation, and they are quite clear.

The absence of proper operating schedules make it impossible for management to know whether the Board's buses and platform staff resources are being used with maximum efficiency. This is one of the results of the Richardson Report, and the Board is now looking at this aspect of it in order to carry out

and introduce these schedules to get the maximum out of the service. Do not let us fool ourselves, every Barbadian is an expert on everything, and public transport of any magnitude calls for a certain degree of expertise and Barbados has not got, in my view, that expertise for running a first class modern bus service. You get experience but the expertise necessary for the efficient running of a top notch bus service is completely lacking in Barbados. Obstruction of traffic at peak periods affects the running of the buses and therefore a loss of revenue results. This situation is not made any better by the presence of the numerous mini buses both authorised and unauthorised. This also results in the delay on many of the routes, and when you find passengers standing up by bus stops, it is because the bus cannot get back out of town because of the vast amount of traffic moving out of town at peak periods. It is not that the buses are inefficient, but when you get a big bus in town to get it back out with thousands of motor cars moving in and some stalling on the way is a difficult task.

The poor layout, lack of space and inadequate facilities at the Fairchild Street bus stand in Bridgetown result in delay and inconvenience to the travelling public. The Government is looking at the Fairchild Street bus stand with a view to its improvement, but at the moment delays result from the poor layout of the bus stand.

Many bus stops in Bridgetown are placed at too frequent intervals and this causes unnecessary wear and tear on buses and slows down the service. It also adds to the general traffic congestion. Bajans do not like to walk, they want a bus stop in front of every house, and it is amazing to see the number of requests received daily at the Ministry for bus stops.

The hon. member for St. Joseph raised the question of the mobility of the traffic superintendent, but that is another matter. This officer is not provided with personal transport and this restricts his activities. We are looking at that, and this is one of the things I am trying to remedy.

As far as the engineering aspect goes, the presence of a large number of over-aged vehicles in the Board's fleet of buses is detrimental to its efficiency, and nearly 50% of the fleet is beyond further economical operation. The circumstances result in too great a concentration on repair work at the expense of a skilled routine maintenance engineer, and the poor utilisation of buses in the absence of a fully experienced commercial vehicle fleet engineer at management level results in poor administration in the workshops and lack of communication with the general manager in regard to engineering matters, and the Government is thinking of getting an engineer for this particular operation. It is a big enough operation to justify the post of a qualified mechanical engineer. Right now we have been pinch-hitting with a foreman who knows something about engines. There is a lack of an effective system of routine preventative maintenance, and in addition to that, there are eight different types of buses in the fleet and the Government is endeavouring to have standard type equipment and rolling stock from the point of view of efficiency. 1.45 p.m

We have 8 different types of vehicles added from time to time to the fleet, making it difficult to get parts. Some of them are obsolete and out of date, and we have to cannibalise from time to time. In addition to that, we are in need of certain very important pieces of equipment which should be in any properly-run public transport workshop. There are other administrative problems which we are advised can be remedied, Mr. Chairman, and which the Ministry is looking at. In those circumstances, in view of the facts which I have related and which are the results of expert advice given to the Ministry about two month ago, it will take time to implement certain things; consequently, it must result in the requests

which we have to make to Parliament from time to time.

Let me say, as a politician, that I am extremely grateful to the hon. member for St. Michael West for the very able statesmanlike exposition of the problems in public transport. That is the kind of talk that people should listen to. He is explaining to the people - not in a political way - what they should expect of public transport; what is the history of the Transport Board; the allocations to the Transport Board, and is clearly indicating to the public that all the hot air about throwing taxpayers' money down the drain, when related to the Transport Board as a public entity, is not justified. His speech is one of the best on public transport, brief though it was, that I have heard in here. It was not coached in political, vote-catching nonsense. It is telling the people the truth as it is.

With regard to the hon. member for St. Peter, naturally, the hospital is one of his pet subjects, from the kitchen up, and transport is another. I did not anticipate this sort of thing, but the debates are hinged on that. I am no policeman; I am no scavenger, and I have no intention of going to any bus stand or to standing up at any bus pole watching what conductors do. I am not paid for that, and it is not my conception of my responsibility. I am no policeman; I am no checker; that is not my function, for I would have wasted my time studying law 22 years ago.

Now I want to say quite clearly that the Minister is responsible for policy direction. I do not get into the day-to-day running of the Transport Board. I am not interested in that, and I lay down certain principles. Anybody caught stealing, then the police must be called in or he must be dismissed if the department can satisfy the Union that the person was involved in irregularities. There are certain basic things that I demand as right. A man may hit a bus, and you may look over that. But if a man is involved in any dishonesty in the Transport Board, then my policy direction is that he must be dismissed and the police must be called in. Anybody in any of my departments who is involved in dishonesty will be dealt with by the police. That is my policy for the Waterworks Department, Highways & Transport Department and so on, and I want to make that quite clear. If something goes wrong at the Post Office, then the Police must be called in to deal with the matter. I certainly will not tolerate any dishonesty in this Government.

When the hon. member for St. Peter mentioned Kreindler, I think he back-tracked because he knows that I resent airy suggestion of corruption or dishonesty to the bottom of my soul, coming from any source high or low. He back-tracked, and I accepted it. As I have said, the hon. member for St. Michael West answered quite a few points. He endeavoured to show how the system developed. The hon. member for Christ Church West knows that I have held meetings with the private concessionaires about permitting old people to travel on buses as we have done on public transport buses, and they bluntly refused and said that they would lose too much money. The Government has done that. With regard to the question of subsidising private enterprise in the way that we are doing it, if you looked carefully at the matter you could not put that forward as an argument.

Mr. BOLDEN:

On a point of order, Sir. Nobody has put forward that so-called argument which the Hon. Minister is using that you subsidise private enterprise in this manner. I said that this system of coming to Parliament and asking for money to pay off debts is another method of subsidising fares which you were collecting, because you have to pay for your expenditure out of your revenue and your revenue comes from fares. If you are saying that you are not getting enough revenue, but you can get money from elsewhere, then it is

the same way as taking money from a business and paying debts.

Mr. CHAIRMAN. No point of order.

Mr BOLDEN:

A point of explanation then, Sir.

Mr. CHAIRMAN:

I will accept that.

Hon. F. G. SMITH:

If the hon. member would do his home-work, he would see that the Government subsidise water in this Country to the tune of 60.5%. This is not 60.5% of public transport.

Mr. BOLDEN:

On a point of order Mr. Chairman. You cannot use that as an analogy for comparison, because there is no private water.....

Mr. CHAIRMAN:

No point of order.

Hon. F. G. SMITH:

I am winding up now Sir. I want the hon. member for Christ Church to know that I want only one absolution and that is from our Lord and Saviour Jesus Christ. I do not want any from him or anybody else. There is only one I need, and it will come in due course. (Asides.) That is the only one I am looking for and I do not not know about you.

Mr. Chairman, I think I have answered most of the points. With regard to the Richardson Report, the terms of reference were purely for the Transport Board. I am going to read the terms of reference which say: "To make a diagnostic appraisal of the current problems of the Transport Board and thereafter to report and make recommendations in broad terms for the improvement of the Board's organisations and operations." That report would be no use to Mrs. Rock.

Now, the King's Report is an Inter-departmental report which the Minister himself had asked for. It was not a public inquiry; it is a report to a Minister in his desire to solve what, to some people, is an unending problem. He decided to enlist the assistance of intelligent people in the community in order to put up concrete suggestions to the Cabinet for its solution. Public transportation is not a one-man problem. We are concerned with the thousands of people who use the buses. There are a number of people in Barbados who for years to come cannot graduate to a car or even a bicycle. 1.55 p.m

Let me tell the House again, this might not be the last Resolution to come, and you will have an opportunity to criticise it. I shall endeavour as long as I remain Minister of Communications and Works to get the system running as efficiently as possible. There are certain obvious inefficiencies, financially and otherwise, which prevent this system from operating at maximum efficiency within a certain period. I cannot give you any limit. (Mr. BOLDEN: How much more are you coming for?) What I am saying is that I shall follow the advice given and try to cut out the inefficiencies as far as possible, try to improve,

defeat and try to give the public of Barbados the best possible service, but I want you to know that it is a question of time. Rome was not built in a day. There are no ready-made solutions to public transport in any part of the world, and I want to give you the assurance that I am as concerned as you are about the taxpayers' money and about the whole operation, and as long as I have the honour to be Minister of Communications and Works, I shall do my best to see that the system functions efficiently.

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

AYES:

Rt. Hon. E. W. BARROW; Hon. C E, TALMA; Hon. A. DaC. EDWARDS; Hon.P.M. GREAVES; Dr. the Hon. R. B. CADDLE; Hon. L. E. SANDIFORD; Hon. F. G. SMITH; Hon. G. G. FERGUSON; Mr. WEEKES; Mr. MORRISON; Mr. HOPPIN; Mrs. EASTMOND; Mr. GREAVES and Mr. Walcott - 14.

NOES:

Mr. CRAIG; Mr. HINDS; Mr. FORDE and Mr. BOLDEN - 4.

Hon. C. E. TALMA:

Mr. Chairman, I beg to move that Your Honour do now report the passing of one Resolution in Committee of Supply.

Hon. A. DaC. EDWARDS:

I beg to second that.

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

Hon. C. E. TALMA:

Mr. Speaker, I beg to move that this Resolution be now read a first time.

Hon. A. DaC. EDWARDS:

I beg to second

that.

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

AYES:

Rt. Hon. E. W. BARROW; Hon. C. E. TALMA; Hon. A. DaC. EDWARDS; Hon. P. M. GREAVES; Dr. the Hon. R. B. CADDLE;

Hon. L. E. SANDIFORD; Hon. F. G. SMITH; Hon. G. G. FERGUSON; Mr. WEEKES; Mr. MORRISON; Mr. HOPPIN; Mrs. EASTMOND; Mr. GREAVES; Mr. WALCOTT and Mr. LOWE -15.

NOES:

Mr. CRAIG; Mr. HINDS; Mr. FORDE and Mr. BOLDEN - 4.

On the motion of Hon. C. E. TALMA, seconded by Hon. A. DaC. EDWARDS, the Resolution was read a second time.

Hon. C. E. TALMA:

Mr, Speaker, I beg to move that the Resolution be now agreed to.

Hon. A. DaC. EDWARDS:

I beg to second that.

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

AYES:

Rt. Hon. E. W. BARROW; Hon. C. E. TALMA; Hon. A. DaC. EDWARDS; Hon. P. M. GREAVES; Dr. the Hon. R. B. CADDLE; Hon. L. E. SANDIFORD; Hon. F. G. SMITH; Hon. G. G. FERGUSON; Mr. WEEKES; Mr. MORRISON; Mr. HOPPIN; Mrs. EASTMOND; Mr. GREAVES; Mr. WALCOTT and Mr.. LOWE -15.

NOES:

Mr. CRAIG; Mr. HINDS; Mr. FORDE and Mr. BOLDEN - 4.

THE PENSIONS (MISCELLANEOUS PROVISIONS) ACT, 1973

Hon. C. E. TALMA:

Mr. Speaker, the next Item No. 2 stands in the name of the Prime Minister, and it is to move the second reading of a Bill to amend certain enactments relating to the payment of pensions, gratuities and other allowances. 2.05 p.m

Rt. Hon. E. W. BARROW:

Mr. Speaker the Objects and Reasons clause of this Bill is in my opinion not really adequate because all it says is that the Bill would amend certain enactments relating to the payment of pensions, gratuities and other allowances in order to extend the definition "pensionable emoluments". In truth and in fact there are several enactments which will be affected; the Pensions Act, 1947-20, the Casual Employees Pensions Act, 1961-44, the Public Employees Pensions Act, 1961-47, the Teachers (Secondary Schools) Pensions Act, 1962-47, the Statutory Boards (Pensions) Act, 1969-32 and the Statutory Board Casual Employees (Pensions) Act, 1969-33.

The reason why this Bill has been brought to the House is to ensure that the interim payments which were granted before the substantive revision of salaries which took place as from 1st April, 1972 could be pensionable for the simple reason that in the interval of time between the granting of the interim payment and the coming into effect of the substantive salary increases on 1st April, 1973, officers and employees who fall under the provisions of one or the other of the various enactments which are set out in the Schedule to this amending Bill have in fact retired from the employment of this Government of this Country, and unless these enactments are amended in the manner set forth in the Bill, they will be

deprived of the increments on the pensions which they will be granted as a result of the interim payments which were given last year. In other words, the interim payments are part of their pensionable emoluments. For those who retire after 1st April these interim payments will be incorporated or adumbrated by the substantive revision, but for those who retired before 31st March they will not.

The purpose of this Bill is a simple one but not so simple that it could be disposed of in the cursory way in which the Objects and Reasons have dealt with it. It is to rectify this situation and make these emoluments pensionable.

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

Hon. C. E. TALMA:

I beg to second that.

Mr. WALCOTT:

Mr. Speaker, I would like to say that what the Hon. Prime Minister has just said, seeing that there are about six Pensions Acts which will be amended by this, I would like to see that some consideration be given to the consolidation of a comprehensive Pensions Act of Barbados now, and maybe it may require a group to go into this, because it is going to give rise to a new way of thinking. In 1973 there is a different concept about pensions, from what it was when some of these pensions were passed, and I feel that there should be a department where the pensions are going to be computerised so that at a moment's flash people can know what pensions they will receive. In the United States of America where you have one hundred million people in the Labour force, they can give you an answer about all the pensions by calling Christian names, dates of birth and that sort of information.

There will be delays here in that some of these people who are casual employees, and who I have spoken about already, do not always know when they will get their pensions or what amount they will get. I know that sometimes this information is hidden at the Drill Hall. I do not know if this is for security reasons, but we have heard of some of this information being taken there. I would like to suggest that I think the time has come when pensions should be calculated on the basis of what the holder of any pensionable office should receive as long as the pensioner survives, a pension in consonant with the office he last held, because there is something iniquitous about receiving a small pension because you live longer today. It has happened in my own household where my father-in-law lived longer than the Government calculated he would have lived, and the pension he was receiving had nothing to do with what the living costs were and I feel that these things should be rectified.

Since we have a National Insurance Scheme which has made a tremendous impact on the economic and financial life of Barbados, and which has revealed certain facts to us that were not known before, I feel that with this on the one hand and Government pensions on the other it is time we have a comprehensive review to see what would be a proper basis for computing our pensions so that they could be accounted for promptly. I think the Government, has given thought to the other aspect of it, so that if a man or woman works in the public service he or she can decide to go into the private service and get the years counted for pension purposes. I think that the reverse is also true, but it is a system that has worked in Canada and I feel that if we do this we will be able to identify it. I feel that these pensioners should be taken out of the political ring and that pensions should be calculated so that when a man retires he knows what he is going to get until he dies. It will create a cost for the Government, but

the Government should look out to do it.

Mr. GREAVES:

Mr. Speaker, I do not think I should let this Bill pass without making a point which I promised one of my constituents to do as soon as I had an opportunity relative to pensions. From time to time complaints have been made by hon. members about the delay which pensioners experience in getting their pensions after they retire. Quite recently, I came across a situation where one of my constituents who had given valuable service in the Vestry system right up to about a year or two ago was forced to cease working on medical grounds. He was told earlier this year that he could retire under the 1947 Pensions Act, but unfortunately for him he has not yet got his pension. As a matter of fact, he was informed by the authorities that his pension would not be available until about July or August. 2.15 p.m.

This has forced the gentleman concerned to go on public assistance and I think, Mr. Speaker, that it is an extremely scandalous situation where a person, who has given such a long and dedicated service, is placed in such a position. I would hope that once more the plea for expediting the handling of the pensions of people who work in the public service would be taken seriously by the people who have the responsibility of computing these pensions to make sure that as soon as a person retires, the information is ready so that the person can receive his pension.

Mr. BOLDEN:

Mr. Speaker, since the Hon. Prime Minister is the Minister of Finance and, I presume, regulates expenditure, I would ask him to ask the department dealing with pensions if they could devise a system whereby the casual employees, particularly, are paid a sort of reduced pension or something on account of what they have to receive when they retire. This is a most burning problem with which we are faced today. We find that people who work in the less sophisticated departments of the Government, go on retirement and for a year or two years they cannot get their pensions. A typical example of this is when the Government closed down some of the district hospitals. There are several people who are still waiting on their pensions. Whenever you telephone a department you are told that they can only find information as from 1940 and they will have to make a further check. If it is established that the person has put in a number of years, then the person should be paid a reduced pension based on the information in the department pending full investigation of the matter. I know of a case where a man lived in Carrington Village. They called on him to retire. About two years later the man was still coming to me, and I was calling on the Ministry of Communications and Works in order to get his pension. Unfortunately, the man died before any pension was paid.

Now you can imagine someone who has given most of his life to the Government in a service of this nature, having to go on retirement and having to depend on his family or somebody else for charity, when he is entitled to a pension. However, because of the method in which the records were previously kept, nobody can blame the present Government for this delay, and we have to blame the system which was used. We have to blame the administration who was dealing with these people before. The books have disappeared, and we now have to rely on somebody to say that a man used to work with him for a certain number of years. The big problem is that you had some old overseers in the old Road Board who would tell you that they know the man was working, but they are not going to put their name on any paper. In the circumstances, the poor person is left in a state of limbo not knowing whether or not he will receive his pension. I should like to see this matter investigated. The same problem arises under the Provident Fund, but I do not believe this is the appropriate place to discuss this matter. I feel that

something should be done to enable these people to draw, at least, some sort of interim payment pending the receipt of the full amount.

Mr. CRAIG:

Mr. Speaker, I would have liked to make a comment on exactly what the member for St. Michael West said earlier. I am in total agreement with him because this is something which I have been considering for a very long time. I think that after spending some 20 years as an insurance underwriter I have a wide knowledge of how pensions - I am not saying that I am an expert - are being dealt with in relation to people who work in private enterprise. There is one thing, however, which bothers me. There are a number of people who work at the police outposts and at the Magistrates' Courts two or three hours each day cleaning the building. Very often these people work for a number of years at these places and, because of some change over at Governmental level as we have had in the Local Government, these people are left with the belief that when they are about to leave their jobs they will be given a pension. I would like to see such people taken care of and brought into the pension dragnet. I hope that when the Minister of Finance is going into this matter of pensions, he will also give close attention to the position of these people. I merely raised this point, since the hon. member for St. Michael West did not mention it.

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

Hon. C. E. TALMA:

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

Hon. A. DaC. EDWARDS:

I beg to second that.

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

Clauses 1 and 2 were called and passed. The Schedule was called and passed.

Hon. C. E. TALMA:

Mr. Chairman, I beg to move that Your Honour do now report the passing of one Bill in Committee.

Hon. A. DaC. EDWARDS:

I beg to second that.

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

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

APPOINTMENT OF LIBRARY COMMITTEE

Hon. C. E. TALMA:

Mr. Speaker, before we suspend the sitting for the luncheon recess, I would like to seek Your Honour's permission to deal with two short matters (1) The appointment of the Library Committee. The Committee has been set up and has actually reported. I would now like to move formally that the Hon. Minister of Education, Youth Affairs, Community Development and Sport; the hon. member for St. Michael South; the hon. member for Christ Church West together with Your Honour be members from this House along with two other members appointed by the Other Place.

Mr. SPEAKER:

They have already been appointed.

Hon. C. E. TALMA:

Well, I beg to move that those three members including yourself, Mr. Speaker, be members of the Library Committee.

Hon. A. DaC. EDWARDS:

I beg to second that.

The question was put and resolved in the affirmative without division. 2.25 p.m.

Hon. C. E. TALMA:

Mr. Speaker, I am asking leave for the hon. member for St. Lucy to give notice of a question. I believe he was not in his seat at the appropriate time.

Mr. SPEAKER:

With the indulgence of the House the hon. member for St. Lucy can give notice of the Question.

Mr. HINDS:

It can be done later.

Mr. SPEAKER:

It is felt that it could be done later in the day.

SUSPENSION OF SITTING

Hon. C. E. TALMA:

M. Speaker, I beg to move that this sitting be now suspended for one hour.

Hon. A. DaC. EDWARDS:

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:

Hon. C. E. TALMA:

Mr. Speaker, the next Item

Mr. SPEAKER:

If the hon. member would give way, I believe the hon. member for St. Lucy would like to seek the indulgence of the House on a matter.

Mr. GREAVES:

Mr. Speaker, I would like to give notice of a Question and a Resolution.

Mr. SPEAKER:

If there is no objection, leave will be granted.

There being no objection, leave is granted.

Mr. GREAVES:

Mr. Speaker, I beg to give notice of the following Question--

To enquire of the Honourable Minister of Agriculture, Science and Technology:

1. Can the Minister state whether or not the current swine fever epidemic has affected pigs throughout the parish of St. Lucy?
2. Or can the Minister state whether this fever has been confined to a particular area in the parish?
3. If the answer to Question 2 is in the affirmative, will the Minister state which area this is and the possible reason for the outbreak in this area?
4. Can the Minister state any sound reasons why the slaughtering of pigs has been prohibited throughout St. Lucy and will the Minister say what are the possibilities for lifting the ban on slaughtering pigs in the areas in St. Lucy which are not affected by the fever?

I beg to give notice of the following Resolution: -

WHEREAS a notice recently appeared in the Advocate News stating that River Bay, St. Lucy is private property.....

AND WHEREAS it is known that the Government's declared policy is that no beach, bay or sea in Barbados is private

AND WHEREAS the Government already owns land around River Bay.....

AND WHEREAS it is the considered opinion of knowledgeable people that the area owned by the Government is inadequate for the development of facilities for users of River Bay.....

BE IT RESOLVED THAT this House calls on the Government to have a survey done of the area urgently so that a proper plan can be made for the most effective utilization of the land in the area.....

AND BE IT FURTHER RESOLVED THAT

this matter be treated as an urgent one to which immediate attention should be given.

Hon. A. DaC. EDWARDS:

Mr. Speaker if the hon. member for St. Lucy would like the reply to his question, I can give him right away.

Mr. SPEAKER:

I would regard that as slightly irregular. I should allow the answer to be given when the time comes for Replies to Questions.

THE ANIMALS (DISEASES AND IMPORTATION) (AMENDMENT) ACT, 1973

Hon. C. E. TALMA:

Mr. Speaker, Item No. 4 on the Order Paper stands in the name of the Minister of Agriculture, Science and Technology, to move the second reading of a Bill to amend the Animals (Diseases and Importation) Act, 1949.

Mr. SPEAKER:

Order No. 4 is the instant Order of the day.

Hon. A. DaC. EDWARDS:

Mr. Speaker, early in the month of March there was reported by the senior veterinary officer to me that there was an outbreak of hog cholera in the Island. This disease was diagnosed at a farm in St. Lucy Husbands. Someone is asking who is the owner of the farm. The owner of the farm has since transferred it to a butcher whom I would not care to name. However, this outbreak started in St. Lucy and since the outbreak began there were four farms affected in St. Lucy, four in St. Peter, eleven in St. James, seven in St. Michael, one in St. George and one in St. John up to 20th March. Up to 30th March there were seven in St Michael and four in St. Peter.

Now in accordance with the Animals (Diseases and Importation) Act, 1949, it was my duty as Minister responsible for Agriculture to appoint inspectors to assist in combating and if possible eradicating this highly infectious disease. There was provision in this Act for the payment of the inspectors. The position is that one inspector could not do the job, and on the advice of the senior veterinary officer we have had to seek the assistance of other inspectors whose qualifications would be those equivalent to veterinary surgeons. We had to seek the assistance of doctors Hutson and Huey who were appointed as inspectors under the Act.

What I am asking here today is for an amendment to this Act to give a little more teeth and authority to

the Minister not only to appoint inspectors under the Act, but also to provide remuneration for these inspectors. The remuneration recommended is a similar salary to that paid to the veterinary officer under the Civil Establishment of this country. The terms of reference of these inspectors would be to report on all affected or sick pigs in the country, to inspect the animals whenever reported and to report the disease if found, and to determine whether slaughter was necessary. That is to say, if a pig keeper kept twenty pigs and there was one case or suspected case of the disease which would normally be determined by high temperature and certain other traits, the entire number of pigs on that particular farm or at that home being in contact with the affected pig would have to be slaughtered immediately it is diagnosed that one case is on the farm.

I was also advised that the carcasses of the pigs would have to be burned or buried in lime, the area would have to be disinfected and that all persons dealing with or having any contact with the sick animals would have to be disinfected, their clothing, shoes etc. We are also advised that the incubation period for the virus is fourteen days and it would be fairly safe to release the area which was free from the disease after, say, a month, if you want to be cautious and in this case, I have been more than cautious because the swine industry in this country is worth Barbados \$5 million. We had just reached the stage where we could see ourselves being self-sufficient in fresh pork, but I want to make the point here that despite the fact that Barbados was self-sufficient in fresh pork, it was still imported into the country, and we have got to be very careful about what we do in this country and about the immunities and privileges which we give to people. 3.35 p.m.

I do not want to say very much more on that, but it has been drawn to my attention that there were certain people who were allowed to bring cargo into the country, and that cargo was brought in without being inspected. It was brought in in bulk. My approach to this situation is that I do not see why anybody, whether he is American, Canadian, whether it is the Naval Facility or not, should be allowed to bring any sort of cargo into this country without having a certificate of origin and without declaring what it is, especially if you are going to take it ex-ship. I have made the point already, and I am making it here because I feel very strongly about it. It is a dangerous thing. This swine fever did not originate in Barbados, it was brought in and it could have wiped out the entire pig industry if quick action was not taken by the officers appointed by me to do the job, and if I did not have the cooperation of most of the pig keepers in this country.

Not so long ago I saw a pig keeper who disappeared when I started to deal with this matter. He refused to take heed, and I understand that this pig keeper was using swill, and when we enquired from all the hotels all around the island who was using their swill, we sent the veterinary officers to those persons to tell them not to use this swill unless it was cooked, this particular pig keeper said he was keeping pigs for so many years and we are now telling him not to use swill, and the very week I released five or so parishes, St. Thomas should have been included, but because of the fact that this particular pig keeper did not pay heed to the instructions of the veterinary officer which were passed on to him from the Ministry, and because this particular pig keeper felt that he ought not to be advised by the Ministry or the Minister of Agriculture he continued to use the swill and he lost 110 pigs. Where there is swill there is sway. I feel that cases like that should be dealt with severely, yet the law provides that the pig keepers are to be compensated for their animals which were ordered to be slaughtered under the Act. This pig keeper will be compensated like anybody else, but I hope that he has learnt a lesson, and that he realises that it is good to listen at times. We may be dealing with swine now but at another time we may be dealing with human health, and if you do not pay heed you can lose your life.

Mr. Speaker, when this outbreak took place and I am saying this for the benefit of my colleague over there, my shadow, the shadow Minister - we got help from Canada although the source of infection was not from Canada. Canada sent us three veterinarians who helped to control the disease, but contrary to the views expressed in the Press of this country they did not control swine fever in Barbados, they found the swine fever controlled but they assisted in eradicating the disease. We cannot say it has been completely eradicated, but they assisted us and they wrote a report and did the job which they had to do, but I want it to be made abundantly clear that before they arrived in Barbados, swine fever was under control. Were it not under control we would have lost the whole swine population of the Country, and I want to congratulate publicly Dr. Proverbs, Dr. Huey and Dr. Hutson for the good job they have done in controlling the disease. I read in the Press where it was stated that the disease was controlled by the Canadian Vets. We thank Canada for the assistance it gave us in sending these Vets, but we have a specialist in meat who is assisting us now by inspecting the carcasses of the pigs which we are allowing to be slaughtered.

Dr. Mc Watt is also on loan to us by the Canadian Government, and I understand that he is leaving about the 8th June, but we would hope that if we still have to keep on certain restrictions that we will have a replacement for him because he is also doing a good job. Only last week he was able to diagnose two cases in the market which I think originated in St. John, There was a man in St. John who thought that he should break all the rules and regulations and walk about a boar pig serving other pigs although there was some restriction on the movement of pigs. I do not know whether the boar was that vile and vicious that he could not wait, but he walked the boar all about St. John serving other pigs. This boar had swine fever and it eventually passed it on to other pigs and we had to slaughter five pigs from St. John as a result of this lack of cooperation in this particular gentleman. 3.45 p.m.

However, this a matter not for me; it is a matter for the Director of Public Prosecutions, if it is drawn to his attention and he chooses to take action against the man. I should like to report, however, that to date 1,050 pigs out of a population of 33,000 pigs have been slaughtered. The mere fact that only 1,050 pigs out of a population of 33,000 have been slaughtered under the Order, we can congratulate, and I would like the House to join me in congratulating the gentlemen whose names I have mentioned earlier.

Now, I know that all of us have constituents who are worried about the movement of pigs. I propose to release the Island on the 28th of this month. I propose to allow the movement of pigs for slaughter from all parishes as from the 28th of this month, provided that there are no more cases between now and the 28th May. We are hoping that there will be no more cases between now and the 28th May. We feel that the disease is under control.

The hon. member for St. Lucy will be pleased to note that movement of pigs will begin again in St. Lucy on the 28th May. I do not propose to allow only the movement of pigs for slaughter under the strict supervision of inspectors of the Ministry, but I have instructed my Permanent Secretary only yesterday, the Senior Veterinary Officer and Dr. Mc Watt, who is here with us, to have a meeting with the Chief Medical Officer to see whether it is possible for the Public Health Inspectors to assist us, after undergoing a short course of training, in inspecting piglets so that we can allow the movement of piglets from place to place. I cannot promise to have this done by the 28th May, because the Public Health Inspectors will have to be trained to find the symptoms of the disease. We have to be satisfied that the place to which these piglets will be removed is a safe place for keeping them free of the virus. We will

have to inspect all the pigs on the farm from which we are removing the piglets to ensure that there is no swine fever on this particular farm.

Sir, this calls for some thought; it calls for a great deal of planning, and I am hoping that I will be able to give the nation good news early next month. I am advised that I should be a bit more cautious and should wait until July, but I am hoping that we will be in a position to do this some time next month. The reason why I feel we should do it next month is due to the fact that it was drawn to my attention that there are certain people who are still moving small pigs from place to place.

I am making a statement now that it is illegal to remove a pig from any part of this Country to another part without obtaining a licence to do so. The butchers, who are now carrying pigs to the abattoir to be slaughtered, must have a permit to do this. Another reason which will defer the movement of piglets legally from place to place is the fact that they have to be tattooed, and we do not have enough equipment in the island to mark the piglets. We have ordered the machines. (Asides).

I do not know from where the machines are ordered, but I have issued instructions to order

them. We are hoping that as soon as we get these machines we will be in a position to let a number of Public Health Inspectors, whom we want to involve in this exercise to use them. In the circumstances, if a Public Health Inspector gave permission to remove a pig, then within 24 hours after the pig. has been examined it will be marked. If he has examined "X", then "Y" cannot be removed.

Mr. Speaker, I hardly think that there are any other points which I should raise at this stage. I want to assure this House that the swine fever is well under control. I want to assure the nation that the 1,050 pigs which have been slaughtered under the Order will be paid for and I will be bringing a Resolution to the House, after having determined what the cost of this outbreak would be, so that we can vote appropriate funds to compensate the pig keepers who have had their pigs destroyed.

In order to make assurance doubly sure, we visited all hotels, inspected their cold storage stocks as well as all supermarkets, and wherever we felt that pork would have been stored. We found 15,745 pounds of pork frozen. We confiscated this pork, and we propose to pay for it. It was burnt and buried, because the pork which was in cold storage could have been an additional source of spreading the disease; therefore, out of an abundance of caution, we took this action before we allowed the slaughter of animals. I do not think there is anything else which we could have done to arrest this situation.

I take great pleasure in moving that this Bill be now read a second time.

Hon. C. E. TALMA:

I beg to second that.

Mr. BOLDEN:

Mr. Speaker, I usually like to co-operate with the Hon. Minister of Agriculture in days like these, but this is one time I am going to vote against this Bill. I am very serious about this matter. They can go outside and tell Dr Huey and Dr. Proverbs that I have voted against the Bill. I say now God help the poor farmers of this Country. Where you have a Government department and several departments that do not understand what is happening in agriculture and the economics of agriculture, then the only way

to bring them to their senses is by voting against this Bill.

Mr. Speaker, I asked in this House that every man be treated with the same equitable consideration as his brother, and I maintain the same policy and the same statement this afternoon. 3.55 p.m

You cannot come to this House and ask to amend one section of an Act which makes it beneficial for certain people to profit under the law while others lose. The Minister said in here some time ago when I asked about compensation for poultry farmers that people had disobeyed the Ministry's instructions and refused to have their flock treated for coccidiosis and newcastle disease, and today he tells me that a pig farmer in St. Thomas disobeyed the order and is still likely to be compensated under this Act.

Hon. A. DaC. EDWARDS:

Mr. Chairman, on a point of elucidation, I have asked my Permanent Secretary to draw this matter to the attention of the Crown Law Office for advice as to whether this pig keeper or any pig keeper that disobeys the instructions of of the Ministry ought to be compensated under the Act.

Mr. BOLDEN:

The Act still provides for it, Mr. Speaker, and I am saying that unless the Minister is prepared to amend it by adding two words in Sections 8 and 9 of the Act to include compensation for poultry farmers who can be struck down overnight by a disease, I am not prepared to vote for this Bill.

Hon. A. DaC. EDWARDS:

On a point of order, the same Act makes provision for compensation for poultry farmers.

Mr. BOLDEN:

It doesn't, with all respect to the hon. member. It says only animals, and the definition clause of the Act specifically excludes poultry, and you cannot come in here today to amend an Act to satisfy the pig farmers of this Country and at the same time omit the other farmers who are Struggling day and night for an existence under a Ministry of Trade which does not understand the economics of agriculture.

Hon. A. DaC. EDWARDS:

On a point of order, there is provision for compensation for poultry farmers in the event of an outbreak of a disease, and the hon. member knows that.

Mr. BOLDEN:

Last year we had an outbreak of newcastle disease and inspectors visited poultry farmers and closed their operations and caused them to burn their birds day and night and not one cent was given to them. I can give evidence of one poultry farmer who rung the Income Tax Department and asked them to send an inspector to see the number of birds he was burning. (Asides). He has now come in and does not understand. You can always tell somebody who will jump into the deep end of a pool when he cannot swim.

Mr. Speaker, I said long ago that the Act is one which is operated at the whims and fancies of certain people. The Act needs a complete revision. Let us take the situation here. If you belong to a certain society or class, you profit, but when you are outside, you pay the penalty and suffer. You talk about controlling the outbreak of diseases, but why is it that a racehorse owner can send a racehorse to

Trinidad or around the Caribbean and bring it back without having to put it in quarantine? Why is it that you cannot bring in a bird or a pig from the same places which are all controlled under the same Act? The Minister speaks about compensation. Let me tell you why I said God help the poor farmers of this Country. The Minister is at pains to satisfy his fellow member for St. Lucy about the movement of pigs, but the Minister has to try harder than that, and he has to try with okras under his feet to slide the order through because the Ministry of Trade which is bound up in this has just published new regulations as to price control. Let us look at the stupidity of this whole operation. You keep a young pig for eight weeks and you sell it for \$35. If you keep the same pig for four or five months like an hon. member sitting in the back seat who has nine in his backyard, you have to sell it at 85 cents per pound; so you lose one dollar for keeping the pig for three months, and that is the sort of Government you have.

Mr. Speaker, when the Minister gets up and says he can give the answers and release the whole Island on 28th of this month, he still is doing nothing for the farmers of this Country who have already lost tremendously. When a man breaks the law like this, he has been forced into a situation where he must break the law. You increase the price of feed by 40%, you tell him that he must keep his pigs in the backyard, and when a pig gets to 41 lbs., he has to sell it at \$85 per 100 lbs. and he is losing. What must he do with the pig then?

On this question of ad hoc amendments I keep saying that if you have not got people in the Ministry of Trade who understand agriculture you should come to the House and say that you need staff who know what they are doing. The persons who looked at this Act cannot look at it only for the pig-keepers; they have to look at farming on a broad basis. If your policy in Government speaks about diversification, how can you look at an Act which controls not only pigs but the importation of certain things? The very veterinary officers he talks about are the people to issue certificates and you come here and congratulate them one by one, when on the other hand, there are so many big rocks you can throw at them. I know that the Minister does not issue certificates; so he cannot get up and tell us not to have any fear. He knows as well as the world that the whole thing is in chaos as it stands. What must the poor farmers do? You talk about a machine for tattooing pigs. I can give you an address and in two days you can get the machine here. Have you ever heard of a pigmatic? It is a little machine which you hold in your hand and they would fly it down here by air freight. How can I justifiably vote for the amendment when you have pig farmers keeping their young pigs and the excuse is that you are bringing in machines to tattoo them before you can move them while at the same time the poor farmer is losing? How can you expect to feed this community and talk about the importation of pork in a self-sufficient society?

Mr. Speaker, I have already predicted that in the next six months every Tom, Dick and Harry will be crying out because there is going to be no poultry nor pork available. The same rot will not set in at the milk plant, but unless Government looks at this thing carefully, we will all be heading for big trouble. I am voting against this amendment because I am not satisfied that one section of Parliament must be treated differently from the others.

Another point Mr. Speaker is that under the Barbados Labour Party Government, we used to have what we call peasant agricultural inspectors. They have now been renamed, but each instructor had to take a course at the Pine where he learned how to diagnose certain diseases. How is it now that you have to rely on Public Health Inspectors to go around and inspect young pigs? This is moving the Ministry of Health into the Ministry of Agriculture and I am against this principle. If you must have a viable agricultural policy you must have cooperation between the Ministry itself and the Ministry of Trade. In

bringing in the Ministry of Health, you will always have the problem of somebody saying it is not his Ministry, it is the Ministry of Health or the Ministry of Trade and the poor farmer is being squeezed in the end. The Minister of Trade will then tell the consumers to come out and march and he will march with them. I would like to see him marching in front of the pig farmers and would like to know what he would tell the public when they cannot get a pound of pork in this Country. The Ministry of Agriculture would have to tell the Country why it is necessary to issue an import licence to bring pork into this Island because you have a pig farmer who has been saddled with the disease not due at all to his fault. 4.05 p.m.

The Minister said it was imported, but who would have granted a certificate to import pork into this Country if the Minister of Agriculture tells you that Barbados was self-sufficient in fresh pork? I said earlier that certain people were getting permits to bring in what they like and others were not, and the members on the other side jumped on me but now the Minister is saying that somebody is bringing in pork.

Hon. A. DaC. EDWARDS; On a point of elucidation, licences to import pork are not issued by the Ministry of Agriculture Mr. BOLDEN: That is what I said earlier, that you have a Ministry of Trade and a Ministry of Agriculture and the blame is being shifted from corner to corner, but I asked how could the Ministry of Trade issue a permit to bring in fresh pork when the Minister of Agriculture said that the Country was self-sufficient in fresh pork. What is the farmer in this Country to do? How must he live? The Minister of Trade said he would march with the people in protest, but where would he march? How can you have a policy like this, Mr. Speaker? I had said before that we need at least three Veterinary Officers employed by Government, and here it is you have had to enlist the help of other officers from another country.

I would very much like to vote for the Bill, because if you are going to put the other two on some sort of semi-permanent basis to enlarge the scope of veterinary assistance which could be given to the community I would be glad, but I say the amendment is too singular and therefore with all honesty to the other farmers in this Country who are trying day and night and still losing money, the poultry farmers, who are still being choked by the hands of the Minister of Trade, I could not vote for it when you are going to compensate the pig farmers and the poultry farmers are getting nothing. Let me say this again, the whole thing has gone away. You brought cattle in from Canada with five tits, you have milking machines which can only handle four tits and the people responsible for this cattle are not being given any compensation, so I cannot see how any right thinking person can vote for an amendment like this and I hope the Minister will carry it back and ask his staff to look through the whole process of this 'and amend the Act in a proper manner, because you cannot compensate one and not the other.

Mr. WEEKES:

Mr. Speaker, I would like to express my gratitude to the Government for all that has been done during the period in which we had this disease in this island. I know that the

Ministry of Agriculture has done its utmost and should be commended for the course which it has taken, but I must let the hon. member know that the owners of pigs in this Island have a grievance, which is that they are called upon to pay all the expenses for the transportation of these pigs to the market. Now, Sir, I also understand that certain butchers are paying less than the amount which has been scheduled by Government and this is a very serious matter. The people who are owners of pigs have

reared those pigs in many cases to pay their children's school fees, and speaking like one from among the people, I will say that the pig is the poor man's bank account. If you are getting the butchers offering the people less for their pigs because of this crisis, it is a very sad story.

I would expect the Ministry in the near future to do all that lies in its power to alleviate this hardship which the owners of pigs suffer at this particular time. If we do not look after this matter we are going to find ourselves in such a position that we are not going to have pigs in this island. You are going to get those who rear pigs now forgetting in future that there is anything called a pig, and it is going to be a very serious matter. Some people consider that as soon as the Government gives an order to go ahead and kill pigs just like before this disease came to this Island, that you are going to get certain people who will never think again about rearing pigs, and therefore I will appeal to the Minister as a member of this House to do everything possible so that the pigs can be killed in the various parishes as in the past. The butchers are all complaining, the pig owners are complaining that they have to pay the butchers to transport these pigs to the market, and all of these things are creating a hardship for the people who depend on pig rearing to educate their children and to assist in the repairs of their homes. 4.15 p.m.

Mr. Speaker, I appreciate all that the Ministry of Agriculture has been doing, but I must let the Minister know the consensus of the owners of pigs in this Island. This is a serious matter which calls for immediate consideration, and we should do all in our power to assist those people so that they would not become despondent and worried so that they would continue to rear pigs in the future.

Mr. HINDS:

Mr. Speaker, I believe that from what the Minister has told us on this hog cholera issue. we are now in a position to ask him to explain with some sense of reason, certain things. There are a limited number of veterinarians in this island. I think there are about five of them practising. The strange thing about the matter, Mr. Speaker, is that the Government is now going to employ Public Health Officers in the exercise. I am saying with authority that at this very moment, there are veterinary surgeons practising in this island who have not been called upon. There are some who have been working day in and day out, and they have not come across a single case of pig cholera. (Asides)

Mr. Speaker, we are not saying that there has not been an outbreak of hog cholera, but it is patently strange that three "Vets" only have been called upon and have been praised. One of those who had been called upon and has been praised has been sick for about four weeks; therefore, two have been working. This gives us an idea of exactly how hard they have had to work. But doing what Sir? The Minister tells us that a high fever was one of the symptoms. This is what we understand from all of the "vets" in the island. High fever is something that they have been encountering in their practice throughout the years, and it was never determined as hog cholera. The Minister told us that the epidemic to all appearances is over. That is as far as we can understand from the Minister when he made his last television broadcast or his last telecast

Hon. A. DaC. EDWARDS:

On a point of order, Mr. Speaker. The hon. member knows that what he is saying is not true. I do not think the hon. member should make that type of statement about me. I did not say that the disease is over. I said that in 6 parishes we were free for a certain period and the normal incubation life of the virus was 14 days. If you had an area free for 14 days, then out of an abundance of caution you would wait another 14 days and then release the area.

Mr. SPEAKER:

That is a point of elucidation.

Mr. HINDS:

Mr. Speaker, I said that the Minister in his last telecast said that the epidemic - he did not say that the disease had disappeared. I am maintaining that the Minister gave that indication. He said in his telecast that the epidemic was over, so I do not know what he is now getting up to say. The Minister has held the whole island, so to speak, up to ridicule, and the poor pig farmers have been suffering. The sort of quarantine that he has set up by way of the parish boundaries is the most idiotic exercise one could ever expect the Ministry of Agriculture to engage in. We very well know how our boundaries go in Barbados. Some people have their backyards in St. Peter and the front of their premises in another parish.

Mr. Speaker, one would have thought that if the disease had been located in an area that the Minister would have quarantined a one-mile limit around that particular area. Because in the extreme north of St. Lucy you encounter the disease there, as in the case of Husbands, you hold up the whole of St. Lucy. You go to some remote area in the parish of St. Peter and find an outbreak there, and you hold up the entire parish. I do not mind what the Government is trying to do, the consensus amongst the small people is that the Government is endeavouring to make the small farmers become disgusted and get out of the pig-rearing business because it has just seen that the industry is worth \$5 million to Barbados and certain people want to jump into it at this stage and keep out the small man altogether. I am asking the Minister to go on television and explain this matter to the people on another occasion. If it is not true, he should let the people know the true position. I am not saying that it is true, but that is how the poor people feel about this matter.

With regard to the movement of pigs and the inspection of them, the hon. member for St. Joseph has commented on the inspection of pigs by Public Health Officers. I am drawing to the attention of this Honourable House that there are veterinary officers whose services have not been called upon, and they are the people who would be capable of carrying out the type of inspection required at this stage. If we were to have improper inspection of pigs which will endanger the lives of people, what would be the alternative to all of this? It is all right for the Minister to say that certain people have qualifications, but we are saying that a veterinary surgeon is the best person to call upon. 4.25 p.m.

There must be some reason when you have an epidemic such as this cholera, such as we have had, why the Government vet, Dr. Proverbs, did not summon an emergency meeting of all the vets in the island and seek their cooperation in trying to eradicate the disease or the virus. A matter of this magnitude is nothing for the Government vet and two others to handle; it is a matter that calls for the assistance of everyone who know anything about the practice of veterinary medicine and I think the Government has fallen down. It has caused the poor farmer to suffer much longer and to a greater extent than he need have suffered, and it has given people cause to keep their animals for much longer periods. Do you know what it really means? I support in some measure what the hon. member for St. Philip South had to say, that the keeping of pigs is in part the small man's bank. He relies very heavily on this type of thing, and when the pig has reached a stage where it can be sold to a butcher or privately slaughtered, under the circumstances, he has to go on feeding the pig and it is just eating. There was a time when pig feed was scarce and they had to continue keeping the pig, but now that the price has been increased, what is the situation? They have had to keep the pig for longer periods and will get less by

doing so. I feel that the pig farmers have been made to suffer for much longer and perhaps harder under the circumstances. A heavy burden has fallen on them and it could have been handled in an entirely different manner, and I am sorry that the Government did not see through all of this.

Mr. Speaker, I believe that the Minister would be in a position to tell us, what this has cost the island to date, bearing in mind that he has got the figures of the 1,050 pigs that have been slaughtered to date. I know that in some cases they have to pay for the disposing of the carcasses, and he should give us an idea of what the whole exercise has cost us, and this would help us in some way.

I believe that the purpose of a Bill of this nature would best be served if it were sent to a Select Committee, as there are certain amendments which I believe the Minister -would be willing to accept. We have heard suggestions from the hon. member for St. Joseph and there might be the possibility of amending sections 8, 9 and 10 and you would be able to introduce amendments to deal more effectively with cases of diseased poultry and cattle and providing compensation therefor.

Mr. Speaker, the hon. member for St. Joseph made mention of the movement of horses. I believe the time has come when Government should also consider widening the scope for the importation of dogs to improve the pedigree of dog breeding in Barbados. I am sure that the R.S.P.C.A. and other vets like Dr. Donawa have clinics where ample quarantine facilities do exist or could be provided, and I am sure that we can make an effort to do this in view of the fact that there have been no known cases of rabies to affect us to any extent. I agree that our monkey population may give cause for some concern.....

Mr. SPEAKER:

The hon. member is straying from the Bill under discussion.

Mr. HINDS:

I am dealing with the importation of animals and I believe that the Minister should give some consideration to the importation of dogs on a trial basis, and see that both the dog population and the human population are not affected thereby. It should be done under the strictest quarantine methods so as not to impair anybody's health in any respect.

Hon. A. DaC. EDWARDS:

Mr. Speaker, I am going to reply to hon. members by starting with my shadow. I thought he was my shadow, but the hon. member is getting on like "Dark Shadows". I told the hon. member that provision is made in the same Act whereby compensation can be paid to poultry farmers. Section 24 of the Act specifically points out that regulations can be made under the Act in respect of poultry. I do not now remember the date on which regulations were made, but I know that regulations have been made in respect of poultry because I had to deal with poultry disease before. The hon. member and other people spoke to me about the question of poultry, and I investigated from the Senior Veterinary Officer why it was that no recommendation was made for poultry farmers who were attacked by the Newcastle disease to receive compensation and he explained. I did this as recently as last month when the hon. member raised it in a private conversation, and I discussed it with the Senior Veterinary Officer and he said he did not recommend payment or the making of regulations because he had advised the farmers that they were supposed to inoculate their poultry against this disease and they did not accept his advice.

Mr. BOLDEN:

On a point of order, this is the second time I have heard the Minister say this and I am going to challenge him now and say it is totally untrue and incorrect and that certain poultry farmers had to march up to the Prime Minister's office and demand the right to bring in the vaccine when the same gentleman prevented them from bringing it in. Do not let us cross swords now because I am mad to tell him what I know. 4.35 p.m.

Mr. SPEAKER:

That is a point of elucidation.

Mr. BOLDEN:

When the poultry farmers had their birds burned in their yards, they were refused compensation and cried out, they were told that they would not be allowed to bring the vaccine into the Country.

Hon. A. DaC. EDWARDS:

Mr. Speaker, the hon. member said that I told a lie.

Mr. BOLDEN:

On a point of order, I did not say so, I challenged the Minister because I told him he had made the statement before and the statement as made was incorrect, I did not say he was lying, he is no vet.

Hon. A. DaC. EDWARDS:

We must not come here and make ambiguous statements, let us play the game straight. He cannot accuse me of lying, I do not have to come in here and lie, I enquired of the Senior Veterinary Officer who is supposed to advise me on these matters why it is that the pig farmers could not get the vaccine, and I did this at the instance of my dark shadows, I mean my shadow Minister.

Mr. BOLDEN:

On a point of order, Barnabas is an elusive figure who only comes out at midnight, and therefore you would expect Barnabas to make statements like these.

Mr. SPEAKER:

No point of order.

Hon. A. DaC. EDWARDS:

Mr. Speaker, we spoke about it, I immediately got in touch with the Senior Veterinary Officer and I was told that the farmers were told to vaccinate the birds and they did not, hence he did not recommend compensation for them. I will repeat that over and over again because that is my answer to the hon. member's question. If the hon. member votes against this Bill he is against paying people for work which they have already done. All I am asking in this amendment is for permission to pay people who have already done their work, I do not think that he could be so unfair and unreasonable to vote against something which makes provision to pay people for a job which they have already completed. If the hon. member wants the Act further amended let him suggest amendments.

Mr. BOLDEN:

On a point of order, is the Minister giving an undertaking that if we suggest the necessary amendments he will have the Act amended?

Hon. A. DaC. EDWARDS:

I will give the hon. member the undertaking that if the amendments are in the interest of the farmers of this Country I will have the Act amended.

Mr. BOLDEN:

I give the Minister the undertaking that on his words I will vote for it now. Hon. A. DaC. EDWARDS The hon. member spoke about race horses and of a privileged group. The hon. member knows that there is a Caribbean Veterinary Association which meets every year, and that there are WHO and PAHO which hold seminars annually on vesicular and contagious diseases in animals, etc. There are certain countries which are on the black list as far as importation of certain animals into the Caribbean area is concerned. We cannot buy beef from Guyana unless it is cooked because of the fact that there has in recent years been an outbreak of foot and mouth disease in Guyana. There is also foot and mouth disease in Venezuela. We have a technical cooperation agreement drawn up between the Ministry of Agriculture in Venezuela and the Ministry of Agriculture in Barbados, but we cannot send a horse to Venezuela and bring it back here. The point is that the Caribbean Veterinary Association discusses the problems of the area, and while the hon. members over there will talk about a federation they cannot stop at the political end of it, they have to think of the economic, the social and the health aspects of the various countries involved. Recently I returned from Columbia where I travelled with the Minister of Agriculture from the Dominican Republic and I was invited to see their cattle show. I did not go, I sent a representative who brought back favourable reports about the cattle which they have, the conversion rate and so on. I would be glad if I could bring in beef animals from the Dominican Republic but I was advised against this because when our Senior Veterinary Officer consulted with the Caribbean Veterinary Association they said they were not happy about it although the Dominican Republic per se was free from foot and mouth disease but it bordered on Haiti and it was not feasible to do this.

What I was trying to explain is that on the question of the horses, you can send out to or bring in a horse from a country where foot and mouth disease is not suspected, but we cannot send a horse to Guyana and bring it back to Barbados. I cannot allow fresh beef to come in from Guyana although Guyana has contended that she is free from foot and mouth disease, but on the border of the Rupununi you have Brazil with this disease, so how do we know that all the animals would be from the coastal area which is free? We have to be more than cautious as far as the importation of animals is concerned.

You talk about dogs and horses and of a selected few. As far as the importation of dogs is concerned, we are investigating the question of a quarantine station for dogs, but when you take into consideration what it would cost, it is not worth the amount of dogs you will bring into this Country. I want to make something else abundantly clear. You talk about bringing in Public Health Inspectors in this crisis, but do you know why we have brought in the Public Health Inspectors? We have done this because the people who are now doing the inspections for the slaughtering are just about five from the extension branch of my Ministry and I do not have anybody else to put there, therefore, if we are to allow the movement of pigs and piglets five people cannot cover the whole island, so we have to bring in the Public Health Inspectors to help them. .

4.45 p.m.

I want to say that the Public Health Inspectors are supposed to visit every house in their districts at

least once a month. When we were having the agricultural census, we used Public Health Inspectors. When this outbreak took place, we called on the Public Health Inspectors and they did a census on the pig population and pig-keepers for us.

Mr. BOLDEN:

Mr. Speaker, I hate to interrupt the hon. member.

Mr. SPEAKER:

On what has the hon. member risen? I am not going to allow this interruption; we are not in Committee!

Mr. BOLDEN:

On a point of information, Sir.

Mr. SPEAKER:

That is not a proper point of rising either. There are only two instances in which an hon. member can be interrupted on a point of order or on a point of elucidation. I am not going to allow a point of information. Let the Hon. Minister proceed.

Hon. A. DaC. EDWARDS:

Mr. Speaker, the point I am making is that the hon. member must get his facts, and he must endeavour to understand what we are saying on this side of the House.

Mr. BOLDEN:

On a point of elucidation, Mr. Speaker. Is the Hon. Minister saying that I do not understand what he is saying? The Hon. Minister did not say that in his opening speech. Mr. Speaker, when you say that you are not going to allow interruptions, you are as much as telling me that I must not get my facts straight.

Mr. SPEAKER:

Well, I am not going to allow that point of elucidation.

Mr. BOLDEN:

The Hon. Mnister is saying that I do not understand what he has said.

Mr. SPEAKER:

I am not going to allow that point of elucidation, because what the Minister says arises from what he is saying. You could only rise on a point of elucidation to attempt to elucidate or clarify something that you yourself have said. You should know the Standing Orders. I will have it struck from the record, and you can take your seat.

Hon. A. DaC. EDWARDS:

Mr. Speaker, the hon. member is a bit young in here. When you get up and introduce a Bill or Resolution, you always leave something to come back and fight on, and he must learn that. I put the bait; he caught it, and I hooked him. He said that we had to go to Public Health Inspectors; we had Peasant Inspectors, and they should be trained. He has worked in the Ministry of Agriculture; he has the Estimates, and he can see how many agricultural officers we have in the Ministry of Agriculture. He

himself came to this House and complained that he had not seen the Agricultural Extension Officers, as a farmer, in years.

Now, when John Browne in St. Lucy, or Tom Jones in St. Philip, reports to the agricultural station that he wants to sell a pig, then the people who have to go and do the inspection are the Agricultural Extension Officers. I only have a few of them. If I am to allow the movement of small pigs, then I will have to get more people to do the job. The movement of young pigs would be more rapid than the movement of pigs for slaughter; therefore, the Public Health Inspector in a particular district knows where Mary Jones lives, and when he is told by the Ministry of Agriculture that Mary Jones wants to sell 10 young pigs, it would be easier for him to go and tattoo them than for the five officers in my Ministry to go all over the Island doing that. These Officers have to inspect animals for slaughter. (Asides.)

The hon. member says that I must come here and ask for money to provide more officers. The hon. member knows that it will take us a long time before we can get additional officers. We have to put up a case to the Establishment Division; the Civil Servants will sit down on the matter for seven or eight months before they can advise us on a Civil Establishment Order, and so on. Are you telling me in a crisis like this that you expect me to get additional staff to do this job? (Asides.)

Mr. SPEAKER:

Order!

Hon. A. DaC. EDWARDS:

All I am saying, Mr. Speaker, is that when you do not know about something you should ask questions instead of making statements.

I want to reply to my colleague from St. Philip South. I want to go on record as saying that I cannot, as a Minister of Agriculture, run my Ministry and endanger the lives of the pig population of 33,000 at the whims and fancies of those people who may have a pig in their backyard to sell. The moment there is an epidemic in this Country, it is the responsibility and the duty of the Minister responsible to see that the epidemic is controlled and, if possible, eradicated as soon as possible. I want the hon. member to note that the action taken by the Ministry of Agriculture was taken in the interest of the pig industry. We are not thinking of individuals. We are thinking of the pig industry of this Country. (Asides.)

An hon. member on the other side said that very soon from now we will not have a pig industry. If we wanted to destroy the pig industry, then we would not have done anything about the swine fever. I would not have worked so hard in having the disease brought under control. I would not have asked Canada for help. We would not have called in the other inspectors, and I would not have had any reason to come before this House this afternoon to ask for funds to pay the inspectors for the work they have done. I went outside my terms of reference and brought in inspectors. All I have come here this afternoon to do is to ask the House to ratify my actions and to pay the officers. Can the argument put forward by the hon. member for St. Peter hold water when he says that we are trying to destroy the pig industry? If we wanted to destroy the pig industry, we had the opportunity to do so. If we did nothing about the swine fever the whole industry would go under. We have worked night and day to control the disease.

The hon. member says that there are five veterinarians. One is in charge of the vet laboratory at the

Animal Nutrition Unit; 3 are practising, that is, Dr. Donawa, Dr. Huey and Dr. Proverbs. Dr. Hutson has retired, but he agreed to help with the campaign. Dr. Donawa does not practise outside. If you have a sick animal, you will have to take it to Dr. Donawa if you wanted him to examine it. I have made use of every veterinarian in the Country including Dr. Henry from the laboratory. What does the hon. member mean when he says that I did not make use of the others?

Mr. HINDS:

The Minister knows that it is not true to say that he has made use of every vet that was available to him,

Mr. SPEAKER, That is no point of elucidation .

Hon. A. DaC. EDWARDS:

Mr. Speaker, I made use of every vet I could use in the Country. I made use of all of them who would practise outside. I said that Dr. Donawa practises, but if you want a goat treated, you will have to take the goat to him. If you want a horse treated, you would have to take the horse to him. If you want a dog treated, you would have to take the dog to him. He concentrates on his surgical work; he has his animal hospital, and he is doing a great job. He does not go out to practise and you will have to take an animal to him. What must I do?

Mr. Speaker, I am saying that it is unfair for the hon. member for St. Peter to suggest that he wonders whether we had swine fever. Now, swine fever was diagnosed in a Virology Laboratory in the United Kingdom from swabs sent from Barbados to be tested. 4.55 p.m.

There was no virological lab in Barbados. We could not get it done in Trinidad; Canada would have done it for us but it would have taken too long; so we sent it to England and had it done in three days and swine fever was diagnosed. Some people have printed a lot of nonsense and talked a lot around the Country, because they did not believe there was anything called swine fever, but we have still lost 110 pigs.

Mr. Speaker, I just want it made abundantly clear that when the hon. member talks about a one-mile limit and that what the Ministry of Agriculture did was nonsense, that my action in the Ministry was taken out of an abundance of caution in the interest of the pig industry, and I will be as cautious as I can be until I am sure that swine fever is eradicated. If we had yellow fever in Barbados today, the Minister of Health would have to be even more cautious than I am in respect of the outbreak. Why is it that we have to report certain contagious and infectious diseases? The other day we had a case of suspected typhoid fever and that had to be reported, and the Minister could not sit in his chair and not become concerned about it. We have to be very careful and cautious when we are allowing the movement of pigs, because we know that the virus is spread by the movement of pigs, as well as by one person going to one pig sty and then going to another.

As far as the butchers are concerned, I want the hon. member for St. Philip South to know that my reason for not allowing butchers to run from place to place is because they could carry the virus from one area to another, and if this happened, while the butchers would have had work for four, five or six weeks, they would be out of work and out of bread for five, six or seven years. I want anybody to stand up after all I have explained and say that the action taken by my Ministry was not in the best interest of

the industry and the people of this Country as a whole. There is absolutely no more we can do in the circumstances and even my shadow minister would agree with me.

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. A. DaC. EDWARDS, Mr. SPEAKER left the Chair and the House went into Committee on the Bill, Mr. LOWE in the Chair.

Clauses 1 to 4 inclusive were called and passed.

Clause 5 was called.

Hon. A. DaC. EDWARDS:

Mr. Chairman, I beg to move that Clause 5 stand part.

Hon. C. E. TALMA:

I beg to second that.

Mr. BOLDEN:

Mr. Chairman, if we are asked to amend Clause 5 at this stage, the Hon. Minister on the second reading did give an undertaking that he would make any amendment which he considered reasonable under the Act, and I am suggesting that Clause 5 deals with the amendment to Section 8 of the Act which should be further amended. Sections 8, 9 and 11 are, I believe, the sections which need to be amended by the insertion of the words "poultry or" immediately after the word "annual", and although the Minister speaks in the second reading about Clause 24 of the Act, I can assure him that no regulations have been made. If Clause 8 is amended by inserting the words "poultry or" after the word "annual" wherever it occurs, that would bring the poultry farmers in line with the other farmers, that is, pig keepers and cattle keepers who are already embraced in the Act. Since they are all in farming, I submit that they are entitled to the same treatment, and the addition of the two words should be made in that section and right down to Section 12(j), and then the Act would be in order, and there would be no question of coming back with another amendment, because the Minister knows as well as the world that, with these piecemeal amendments you reach a stage where you do not know what the amendments are. We had an example where the Minister came in on Budget Day and made an amendment to the Motor Vehicles and Road Traffic Act and then had to come back subsequently and make another amendment; so for the sake of clarity and convenience I suggest that we deal with Clause 5 of the amendment now in such a way that it puts in all the amendments, unless the Minister objects to treating poultry farmers in the same way as he treats other farmers.

Hon. A. DaC. EDWARDS:

Mr. Chairman, if I may be permitted to read Clause 24 of the Animals (Diseases and Importation) Act, 1949, (1949,38) it says-

"The Governor-in-Executive Committee may by order apply, subject to such exceptions, adaptations and modifications as may be therein set out, the provisions of this Act, and of any regulations made thereunder, to poultry."

What I am saying here is that since the assumption of ministerial government, the powers of the Governor-in-Executive Committee fall on the Cabinet delegated to the Minister, and if regulations are to be made in respect of poultry, they can be made under Section 24 of the Act. The Act does not need any amendment. I can tomorrow make regulations in respect of poultry under Section 24 of the Act, and the hon. member as a lawyer knows that. He is asking me to do something which is irregular. We do not do drafting in here. When I want a Bill amended, I have to go to the Crown Law Office and make my representation, and they do the drafting subject to the approval of Cabinet and then I bring it here. The hon. member knows that I cannot stand on the floor and amend an Act. 5.05 p.m.

The Act does not need an amendment for the purpose which he has asked because Section 24 already gives the Minister the power to make regulations in respect of poultry, so all I am telling the hon. member is that if there is inadequacy where regulations are concerned with respect to poultry farmers, I give him the assurance that I will have the regulations made to govern and to assist the poultry farmers if there is an epidemic. Does the hon. member not trust my words? Every time I gave him an undertaking I carried it out. The hon. member has sat with me in my own Ministry and we have discussed certain aspects of agriculture, and on two occasions recently the hon. member met me on the road and we stopped our cars and got out and discussed matters of agriculture, and he knows that he gets my co-operation, so why is he asking me to do something today which is irregular? Section 24 makes provision for the regulations to be made under the Act, and I give him an assurance that those regulations will be made. If there is an outbreak tomorrow I do not have to come to the House, I can make the regulations the same day.

Mr. BOLDER:

Mr. Chairman, will the Minister give the Committee the undertaking that he will make the necessary regulations and publish them within a specific period; have them laid in the House and published? I do not want to see the same situation arising again where I will be told by any Chief Veterinary Officer something which the Minister will have to accept and which the general public knows is not true. Inoculation is done in a broad manner at the hatchery, the second inoculation is done eight days after the birds are hatched, and if the Hon. Minister is coming in here to say that the Chief Veterinary Officer tells him that people have refused to inoculate the birds it shows a complete breakdown in the organisation of that division of his Ministry. We have reached a point in our society where you must have more than five extension officers. If you are talking about making the Country self-sufficient, an extension officer must be allocated to a parish, and I am asking that the poultry farmers in particular who are at this stage in a state of limbo be given an assurance that they can keep on in the industry.

The hon. member for St. Philip South said that when the pig farmers get rid of their pigs they will not keep any more in future. I do not want to see this happen in Barbados, but if a farmer keeps one pig, six fowls, two sheep or one cow he is contributing something to the economic viability of this community, and therefore it is my duty to make sure that they are protected. I am asking the Minister to give us the undertaking now that he will make the necessary Regulations so that the Poultry Association can be assured that they have the assistance of the Ministry of Agriculture.

Hon. A. DaC. EDWARDS:

Mr. Chairman, the hon. member knows that the poultry farmers of this Country are already assured that they have the co-operation of the Ministry of Agriculture.

The question that Clause 5 stand part was put and resolved in the affirmative without division.

Clause 6 was called and passed.

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

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

ORAL REPLIES TO QUESTIONS

Hon. C. E. TALMA:

Mr. Deputy Speaker, there are three oral Replies which I should like to give before we conclude today's sitting. I refer to Question No. 63 asked by the hon. member for St. Peter, No. 74 asked by the hon. member for St. Joseph and No. 82 asked by the hon. member for St. Lucy.

QUESTION RE UNAVAILABILITY OF BALANCED ANIMAL FEED

Mr. HINDS:

Mr. Deputy Speaker,

To enquire of the Appropriate Minister: 1. Is Government aware that livestock owners, and particularly keepers of small stock who have cultivated the dependence on balanced animal feeds and feed products in the rearing of same have been severely handicapped through the absence of an adequate supply of such feeds? 2. Is the Government aware that for several weeks the public could not get balanced animal feeds and feed products to buy in quantities, or at all, and that such a scarcity gave rise to the employment of black-marketing practices in the trade? 3. Is it a fact that one of the large local feed-mixing plants has ceased operations, and another is due to close shortly? 4. Will Government set in motion the necessary machinery to investigate the circumstances which led to the closing of the Cameo B.A. Feed Plant and the effect such closing is having on the livestock industry in this country; and will Government take immediate steps to provide an adequate supply of balanced animal feed or substitutes to assist small livestock keepers who depend on the rearing of backyard animals to help eke out an existence, and for the assistance of the industry as a whole? 5.15 p.m.

Hon. A. DaC. EDWARDS:

Mr. Deputy Speaker, the reply is as follows

During the early months of the year there was a shortage of animal feeds and stock feeds in the island. One feed mixing plant ceased operations in 1972 but has recently re-opened. The importers and distributors of animal and stock feeds have attributed these shortages to rising world grain prices and unremunerative local control prices which have been revised.

The shortages no longer exist.

Mr. BOLDEN:

Mr. Deputy Speaker, I should like to enquire of the Minister what was the unremunerative price which was offered.

Hon. A. DaC. EDWARDS:

Mr. Deputy Speaker, I said that the operators of the feed-plant attributed this shortage to unremunerative price controls. They said that the price control of the feed at the time was unremunerative for them to operate at a profit. The hon. member knows that when he asks a question like that, that there are various types of feed. You have hog grower, pig starter, and so on. He would have to give notice of a question like that to enable me to get the various prices of the feed on paper for him.

Mr. BOLDEN:

Would the Hon. Minister deny that the company asked for 5 cents per pound increase on all of the feed and only 3 1/2 cents was offered?

Hon. A. DaC. EDWARDS:

Mr. Deputy Speaker, the Minister is not in a position to deny or to confirm that that is so.

Mr. BOLDEN:

Would the Minister deny that, subsequent to the closing of the plant, the control price was raised to the level originally asked for and that is why the plant was re-opened?

Hon. A. DaC. EDWARDS:

Mr. Deputy Speaker, the Minister is not in a position to state what went on in private negotiations between two parties and the Ministry. What the Minister knows and can state is that the price given was considered reasonable by the company, and they continued to make the feed.

Mr. DEPUTY SPEAKER:

Question No. 74 standing in the name of the Hon. member for St. Joseph on page 8.

REPRESENTATIVE OF THE BARBADOS GOVERNMENT IN FLORIDA

Mr. BOLDEN:

Mr. Deputy Speaker,

To enquire of the appropriate Minister: (a) Is the representative of the Barbados Government in Florida a full time employee or not? (b) If not a full time employee how much of his time is he required to use in the Government business? (c) Does appointment involve visits to Bermuda and the Bahamas?

If the answer to (c) above is in the affirmative (a) How many trips has the representative in Florida made to (1) Bermuda (2)

Bahamas within the last six months? (b) What are the costs of these trips? (c) How many Barbadian citizens are residing in (1) Bermuda (2) Bahamas?

Hon. C. E. TALMA:

Mr. Deputy Speaker, the -replies are as follows

(a) He is a full time employee.

(b) Does not apply.

(c) No, Sir.

Mr. FORDE:

Mr. Deputy Speaker, will the Minister state whether the representative in Florida is Commissioner-designate for the Bahamas?

Hon. C. E. TALMA:

Yes, Sir.

Mr. FORDE:

Mr. Deputy Speaker, will the Minister state whether it is intended to move our representation in the Bahamas up to the full status of a High Commission?

Hon. C. E. TALMA:

Mr. Deputy Speaker, when the time arrives that matter will be considered.

Mr. UOLDEN:

Mr. Deputy Speaker, in view of the answer given by the Minister, would the Minister state how many Barbadian citizens are residing in the Bahamas?

Hon. C. E. TALMA:

Mr. Deputy Speaker, that would have to be the subject matter of a substantive question.

Mr. BOLDEN:

Mr. Deputy Speaker, is the Minister saying that the representative.....

Hon. P. M. GREAVES:

On a point of order, Mr. Deputy Speaker. Only three questions are allowed as supplementaries.

Mr. BOLDEN:

Three questions per member, Sir.

Mr. DEPUTY SPEAKER:

I have already checked that.

Hon. P. M. GREAVES:

I am sorry, Sir.

Mr. BOLDEN:

Mr. Deputy Speaker, will the Hon, Minister state if he appoints a representative and then checks the number of Barbadians he has to represent?

Mr. DEPUTY SPEAKER:

Question No. 82 standing in the- name of the hon. member on page 9.

Hon. F. G. SMITH:

Mr. Deputy Speaker, the hon. member is not in his place, and I crave the indulgence of this Honourable House to table the reply in keeping with the Rules.

Mr. DEPUTY SPEAKER:

That takes care of the Replies to Questions.

SUSPENSION OF SITTING

Hon. C. E. TALMA:

Mr. Deputy Speaker, subject to the Opposition having some matter to deal with of which I am not aware, this now concludes Government Business for today's sitting. As we are unable to proceed with two matters earlier today, which are very important, I beg to move that this sitting be suspended until 10.30 a.m. tomorrow morning.

Hon. A. DaC. EDWARDS:

I beg to second that.

The question was put and resolved in the affirmative without division} and Mr.. DEPUTY SPEAKER suspended the sitting accordingly. 5.30 p.m.

On Resumption:

Mr. Speaker in the Chair.

PAPERS LAID

Hon. C. E. TALMA:

Mr. Speaker, before this sitting commences, I am asking for leave to lay the Annual Report of the Barbados Industrial Corporation for the year 1971-72.

Mr, SPEAKER:

If there are no objections leave will be granted to lay this Report. There being no objection, leave is granted.

Hon. C. E. TALMA:

Mr. Speaker, I am commanded to lay the Annual Report of the Barbados Industrial Corporation for the year 1971-72.

BILLS - SECOND READING

Hon. C. E. TALMA:

Mr. Speaker, I propose to deal with the Bill in connection with the proposed loan from the Caribbean Development Bank for the purpose of financing or promoting economic and social development in Barbados. This will be the first Order of the Day.

Mr. Speaker, the Bill which we have before us today is along similar lines as the Bill which was recently passed here and the agreement which we recently entered with the Inter-American Bank when this Government secured loans from the Inter-American Development Bank some time last year. This is a model Bill drawn along similar lines. I always like to read the objects and reasons of a Bill in order to get them embodied in the Hansard, because unless you do that, you will not get certain things in the Hansard.

The objects and reasons of the Bill, Sir, seek to amend the Bill that empowers the Government to raise or guarantee loans from the Caribbean Development Bank for the purpose of financing or promoting economic and social development in Barbados. The agreement is here, and the relevant and pertinent parts of the agreement I will touch on as I present this matter. Briefly speaking, Sir, the Government of Barbados proposes to borrow the sum of \$3,248,000 (E.C.) from the Caribbean Development Bank for financing a development project of the Industrial Development Corporation. The project is really part and parcel of a further phase of the development programme which has already been started by the I.D.C. for the development of industrial estates and factory buildings in Barbados, that is, the planned clustering of manufacturing units on sites specially designated for this purpose and to equip them with the necessary infrastructure, for example, access roads, drainage, electricity, water and communications where large or small entrepreneurs are offered working space in standard buildings where they may benefit from a variety of common services.

The programme has the main objective of stimulating, facilitating, and undertaking the development of industry in the manufacturing sector. This agreement has been entered into with the Caribbean Development Bank, and this is merely the enabling Act or Bill in order to implement the agreement. The Government of Barbados will be contributing 40% or the sum of \$2,155,000, and C.D.C. 60% or the sum of \$3,248,000, making a total of \$5,403,000. That is the amount requested by C.D.C. for the next phase for the development project for the years 1973, 1974 and 1975.

The agreement which has been signed by the Government and the Caribbean Development Bank contains these salient points. The amount of the loan is \$3,248,000, and the repayment will be in 20 equal semi-annual instalments commencing 5 years after the date of the first disbursement. The rate of interest is 8%, and the commitment fee is the usual 1% on the withdrawn amount of that project. The borrower should submit to the Caribbean Development Bank, before drawing on such grants of the loan, the details and specifications regarding its intended use.

The next point is that the repayments and other requirements be strictly set out in the C.D.C. Regulations and specifications in the loan agreement. The lease of factory space granted by I.D.C. is subject to the conditions that I.D.C. must observe the spirit of Article 35(2) of the agreement establishing C.D.C. These are the main provisions of the agreement, and this Bill is merely for Parliament to approve and ratify the agreement which has been entered into by the Government of Barbados with the Caribbean Development Bank in order to secure this loan for very essential purposes and to carry on the next phase of the Industrial Development Corporation's Plan as far as the setting up of factories and furthering the industrial development of this Country are concerned.

Mr. Speaker, the agreement is here; it has been duly signed by both parties, that is, the Government of Barbados and the Caribbean Development Bank. As far as the Industrial Development Corporation Reports are concerned, Sir, the last one for 1970-71 was laid on the 30th October, 1972 and was circulated, and I have just laid the Report for 1971-72 in Parliament and it will be circulated shortly. The Prime Minister is here, Sir, and he might probably want to cover a few more points.

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

Hon. G. G. FERGUSON:

I beg to second that.

Mr. FORDE:

Mr. Speaker, this side of the House will be supporting this Bill. I would like to state that the reason why we did not consent to this Bill being dealt with in all its stages yesterday was due to the fact that we did not have the benefit of the Bill until the last moment.

Obviously, the Bank was established from 1970, and I had hoped that the Minister would have indicated whether, up to the moment, any loans had been made to Barbados. I doubt whether any loans have been made to Barbados. Loans or specific grants may have been made to other countries. One of the features of this Bill that we welcome is not only would we be able to borrow money for financing economic development, but social development as well. It is a fact that the Caribbean Development Bank is at present financing the carrying out of surveys for the introduction of a low-cost system of housing in some of the other territories for the financing of secondary mortgages in places like British Honduras, which will soon be renamed Belize, as well as in Eastern Caribbean countries. One of the areas that we would like to see the Government explore with the Bank is the possibility of providing finance for low-cost housing in Barbados and also for assistance in the field of secondary mortgages.
10.40 a.m.

Perhaps the Minister of Finance may already have negotiated with the bank on this score, and if so we would be happy to know what immediate plans there are for this.

Sir, this is not a major point but it is one I think we should make in the House. Although the constitutional position is that the Government can sign an agreement direct with the Bank which is in itself an international organisation, it is in the interest of the public and certainly of this House that there should be some publication from time to time either as Ministry papers or by way of a treaty series of the agreements which bind this Country so that the terms of the various agreements will be fully known

to the public at large as well as to members of Parliament.

There is another point we should like to make about this Act, and it is that it seems to us that although in the Estimates one knows the charges of debt which this Country has incurred, sometimes the full contingent liabilities by way of guarantee do not appear, so far as I can find from research between last night and this morning, to be fully stated, and if we are going to guarantee as a secondary liability loans by various agencies, the contingent liabilities should be made easily available. I believe the Minister of Finance will definitely know of this and will have that information available to himself, but it would be a good thing if we could know that.

The other thing, Sir, is that the rate of interest is 8% and I believe this has become the standard rate which the bank is charging on some of these loans. It is very difficult to get soft loans or soft money in any market, but wherever possible we should like to encourage the Government to see if we can delay the repayment period so that the debt will be spread over a longer period of time and that future generations would themselves be financing part of the development which is going on in the Country today which will accrue to their benefit in the future.

The final point I should like to make here is that in Section 3 the purpose of the legislation allows the Government to guarantee the borrowing of funds from the bank by agencies of the Government where the Government is satisfied that such borrowing would promote the economic and social development of Barbados. Agencies is such a general term. I believe what the Minister has in mind is obviously public corporations and quasi-public corporations such as our own Development Bank, I.D.C. and probably the National Housing Corporation, but I would wish that in drafting some such specific term which is much better known, because I would not like to think that lock, stock and barrel we concede the right to guarantee any agency where the agency is not established by statute as a direct public corporation so that there is some responsibility of that agency to Parliament. Perhaps the Minister would, if he cares, clarify that this is what is intended and that our fears on this score are unfounded.

Mr. CRAIG:

Mr. Speaker, I like my colleague on this side will support this Bill which seeks to raise a loan from the Caribbean Development Bank. We on this side are interested in seeing anything for the economic and social development of the Country move ahead even at a more rapid rate than it is moving. I think however, that it is appropriate for me to look at the whole operation of I.D.C. even in the absence of a report, and I hope Government will make sure that all reports from these various Boards can be in the hands of members of Parliament so that they can go through them and see what they are like.

Hon. C. E. TALMA:

On a point of order, I hate to interrupt the hon. member, but I would like to know to which report he refers because the report of I.D.C. for 1970-1971 has been laid and the one for 1971-72 is before us now.

Mr. CRAIG:

The one which has just been laid.

Rt. Hon. E. W. BARROW:

On a point of order, no Government Minister is appointed to take the place of the special branch of

the Police Force to play detective to see that Government officers vis-a-vis their duties are guilty of misfeasance or malfeasance. I should like to make that clear. All the reports except the report ending 31st March, 1973, which obviously could not be ready within five weeks because reports have to be audited, have been presented to this House. If the hon. member has not received his report, he has got to blame either the Post Office or the Officers of the House. It is no responsibility of members on this side.

Mr. CRAIG:

Sir, I was making reference to all reports from any statutory board or government corporation, but the hon. member seems to be in a bad mood today.

Mr. SPEAKER:

Let the hon. member carry on.

Mr. CRAIG:

I would hope, Mr. Speaker, that when I.D.C. is providing factory space for industries that a closer look be given to the laying out of these factories so that they can be better used for the purpose of the people themselves. If you go into any of these present factories, you will find that there is a shortage of facilities. You may have for argument's sake 100 people working in a factory which is built to accommodate 25 or 30 persons and the facilities for these people are inadequate. The point I am trying to bring to Government's attention is that while we are not against the passing of this Bill, these are little points which could have been overlooked when the factories were being erected.

There is another point and it is that I hope that when I.D.C. is advertising overseas, it would not continue to advertise that there is cheap labour in Barbados. This has been a pattern of theirs for some time. I do not know what is in the last report since I have not seen one of them, but when these people come to Barbados, they come with the understanding that there is cheap labour, and then they run into problems when the Trade Union asks for a better wage for the workers and there is a breakdown in the industrial life of the Country. I sincerely hope that things of this nature will not happen and that Government will take care of the ills which beset some of these people when they come here. I think we have a classic example in Plessey where they are conflicting views as to why they closed and we now have a building which is a white elephant much to our regret. I sincerely hope that Government will look into matters of this nature.

Rt. Hon. E. W. BARROW:

; One member I think, Mr. Speaker, asked for statements about guarantees. It is the practice of the Minister of Finance to make statements periodically as to guarantees undertaken by the Government of Barbados, and all the commitments, all the charges on the Consolidated Fund will be found in the Estimates of Revenue and Expenditure which are presented to the House from time to time. We have the 1964 Administration and Order Act which is supplemented by the provisions of the Constitution of Barbados, and if any member on the opposite side is dissatisfied with the provision of the Constitution of Barbados, if they had a two-thirds majority they could move an amendment or they could propose

to the Attorney General that an amendment to the Constitution is necessary. 10.50 a.m. As far as I am concerned I am operating within the provisions of the Constitution of this Island in regulating the affairs of the Ministry of Finance, so when the hon. member for Christ Church West talks about putting away their fears I am nothing to do with their fears because most of their fears are imaginary. They said that

this island was going to be a dictatorship and that I was to be the Life President and that it would be a one Party State.

Mr. FORDE:

On a point of explanation.

Rt. Hon. E. W. BARROW:

The hon member said that on political platforms.

Mr. SPEAKER:

You may rise on a point of elucidation.

Rt. Hon. E. W. BARROW:

I do not think that you are a solicitor, you are Speaker of the House.

Mr. SPEAKER rose.

Mr. SPEAKER:

Will both hon. members please sit down. The Standing Orders say that when an hon. member rises on a point elucidation and the member who is speaking is willing to give way that member may make his point of elucidation.

Rt. Hon. E. W. BARROW:

I am just saying, Sir, that.....

Mr. SPEAKER:

I am saying that I resent any reference to my being a solicitor and I want it withdrawn also.

Rt. Hon. E. W. BARROW :

I am glad you resent it, but I did not say that, I say that you are not here as a solicitor therefore he has got to say what point he is on. That is not the Speaker's function, it is not the Speaker's function to tell a member what point he is on.

Mr. SPEAKER:

Is the hon. member willing to give way?

Rt. Hon. E. W. BARROW:

No. Let us get the Constitutional position in here straight. I am nothing to do with the fears of the hon. member, I am here to deal with the Constitution of Barbados and I will do what the Constitution of Barbados says I should do. If for any reason I do anything more than the Constitution demands that is an act of supererogation on my part, because I feel like doing it, not because the Speaker tells me so or that the member tells me he has fears about something because some people are born in fear, they die in fear and they live in a state of perpetual fear and try to terrify the balance of the inhabitants of Barbados with their own fears.

Mr. CRAIG:

On a point of order, Sir, I would like to draw to your attention with great respect to Your Honour's executive office that the Prime Minister seems to be irrelevant. I cannot understand what a dictatorship or somebody's personal fears have to do with this Bill.

Mr. SPEAKER:

A little latitude is given to all hon. members.

Rt. Hon. E. W. BARROW:

I do not want any more latitude, put the question.

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. G. G. FERGUSON, Mr. SPEAKER left the Chair and the House went into Committee on the Bill, Mr. LOWE in the Chair.

Clauses 1 and 2 were called and passed. Clause 3 was called.

Hon. C. E. TALMA:

Mr. Chairman, I beg to move that Clause 3 stand part.

Hon. G. G. FERGUSON:

I beg to second that.

Mr. FORDE:

The point I was trying to make on Clause 3 which was being misunderstood is that the term "agencies" is a general term and that there is no question of fear of the rectitude of financial management. I believe that we will understand under Clause 3 or any other Clause dealing with the raising or the guaranteeing of loans from this Country that the laws of this Country must be carried out, and when We are asking a question in this House, like any hon. member who has been elected in this House, we are entitled to ask questions, but whether they are civilly answered is a different matter. The point I am making under Clause 3(2) is not a question of courtesy or civility, it is a question that the word "agencies" is a general term and we are asking whether or not this refers specifically to quasi-public corporations like the IDC and the others or whether it extends to other companies which may be appointed agents for the Government. That is as clear as anything, it does not call for any diatribe or any talk about fear.

Mr. HINDS:

Mr. Chairman, we find that Clause 3 makes provision for the Government to guarantee the borrowing of money. It is that this money is for the Minister of Finance to promote the economic and social development of the inhabitants of Barbados, or at least that is what we take it to mean but we have got to be very careful. There are a lot of schemes upon which these agencies of Government have embarked upon from time to time, and it might be held out to the general public that it is for the promoting of the economic and social development of the Country, but in truth and in fact, after all the money has been borrowed, spent and wasted, there is no attempt even to promote either the economic or the social development of any of the inhabitants of this Country.

We have had opportunities before us, as the hon. member for St. James attempted to make the point, for examining the performance of I.D.C. on the whole, and we are to ask ourselves if we are satisfied that better could not have been done in some respects. We have heard the Leader of the House say that it is with a view to promoting these industrial estates, to provide factory space and the like, but, Mr. Chairman, are we not being told that all this factory space ends up in being sweat shops where the North Americans and others can come here and get the sweated labour of our workers? I do not want to go back to the old story of cheap labour, I do not want to get into this cheap labour talk at all. 11,00 a.m.

Sir, we cannot go underwriting loans for the Industrial Development Corporation, or any Government agencies for that matter, to go ahead as they have been going in the past. In truth and in fact, they are not promoting any economic and social development in Barbados. We have seen several factories started here and almost overnight they are gone, and Barbadians - people who have made every effort in the past and have had to mortgage from their clothes back in order to set up a little business - have been told that there is some agency or some bank for providing loans for small men, but they never get these loans. The only space provided for such people can be found in the public markets where you have a few shops, but in these industrial estates how many Barbadians do you find running business?

We feel that Government should insist on the type of conditions under which workers are employed and state that they should be paid a minimum wage of \$X while working in these industrial estates. I refer particularly to the workers who are government trained and are working with these overseas investors at Grazettes. Is that the industrial and social development we are making where we find the overseas investors actually sucking the blood of the workers? You find people hustling to get to Grazettes and these various industrial estates, and you will find that, after they have worked so hard for 18 weeks, for the next 30 weeks they are on a bed of sickness and the taxpayers have to support them in hospital. This is due to the fact that their blood have been sucked from them during the previous months when they were working in the industrial estates without getting anything to sustain themselves, and the taxpayers have to pay for it in the long run.

These overnight investors, so to speak, come here, they start industries, collect all of the incentives and benefits that we offer, and overnight they are gone. Inroads are then made into the other services that the Government seeks to provide for other people who really need assistance. That is the type of thing that we have to examine on a wider basis than we have done in the past.

Hon. F. G. SMITH:

On a point of order, Sir. The speech of the hon. member for St. Peter is a second reading speech. If you will look at Standing Order 48, you will see that a Committee to which a Bill is committed cannot discuss the principles of the Bill but only its details.

Mr. CHAIRMAN:

I thank the hon. member. I was going through the Standing Orders to find the appropriate Standing Order. You are out of order.

Mr. HINDS:

I am discussing the details, Mr. Chairman. The Hon. Minister is just trying to find the favour once more of the Prime Minister.

Hon. F. G. SMITH:

On a point of order. I object to that remark. I have drawn it to your attention, because it is my interpretation of the Rules. I do not have to find any favour. I have drawn it to Your Honour's attention as a breach of the Rules of this House.

Mr. HINDS:

He is half-way dismissed; he is only half-way in his job, Sir, and he is trying to get it back. Let us get back to the item, Sir. We are, more or less, trying to warn the Government or to alert the Government as to what it can be coming up against on this question of borrowing. We have to warn Government to get behind the I.D.C. or any of these agencies, and let them understand that there is a craving for borrowing and that the day for making repayments will come sooner or later. All of these things must be taken into consideration when they are dealing with the question of loans. They should borrow when conditions are good, and leave other things to take care of themselves. We must insist under all circumstances, that they will be doing something to promote the social and economic development of this Country.

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

Clauses 4 to 6 inclusive, were called and passed.

Hon. C. E. TALMA:

Mr. Chairman, I beg to move that Your Honour do now report the passing of one Bill in Committee.

Hon. G. G. FERGUSSON:

I beg to second that.

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

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

Hon. C. E. TALMA:

Mr. Speaker, the next Item is a Resolution for the amalgamation of the Department of Finance and the Economic Planning Unit, both of which fall under the Prime Minister's jurisdiction. 11.10 a.m

THE CIVIL ESTABLISHMENT (GENERAL) (AMENDMENT) (No. 2) ORDER, 1973

Mr. SPEAKER:

The instant Order of the Day is the approval by this House of the Civil Establishment (General) (Amendment) (No. 2) Order, 1973. This Order stands in the name of the Hon. Prime Minister.

Rt. Hon. E. W. BARROW:

Mr. Speaker, when I first assumed the office of Minister of Finance, as a matter of fact, the first in the history of the island because I do not think there was a Ministry of Finance as such, the Economic

Planning Unit was a department of the Financial Secretary's office; and prior to 1961, the Financial Secretary, the Chief Secretary and the Attorney General were members of the Executive Committee of the island.

With the introduction of the full system of ministerial status in 1961, those officers no longer sat in the Cabinet, and the Ministry of Finance was established by me after I came into office. Shortly after that, I found it convenient to separate the department which dealt with economic planning from the Ministry of Finance and to make the Director of the Economic Planning Unit directly responsible to the Prime Minister, retaining the planning function under the supervision of my own office but not as Minister of Finance as such, but as Prime Minister. One of the reasons for that separation was the functional difficulty of getting information and work processed at the speed which effective planning really demands, and if work has to proceed from officers who are technically trained through administrative officers as we have found in several Ministries where you have similar situations, the work tends to be impeded for various reasons, the chief one of which I can think is that there is a basic suspicion existing between the administrative branch of the service and the technical branch, and a less charitable explanation is that it takes a non-technical officer a considerable amount of time to analyse what a technical officer is trying to put before a Minister. In order to get more effective planning done, I made the Director of the Economic Planning Unit who was a United Nations adviser at that time directly responsible to me as Prime Minister, and I took the Department of Economic Planning out of the Ministry of Finance as such and made it a separate entity so that the economic planners could service all of the Ministries including the Ministry of Finance and get their recommendations directly up to me where the work would be co-ordinated.

Mr. Speaker, this has worked very satisfactorily. It would appear from the Civil Establishment Order which I am not presenting for the approval of the House that the wheel has gone full circle and I have reverted to the position in which I found myself over 12 years ago. This is so in one sense and it is not so in another, because economic planning has now come to be accepted in Government circles, I do not know how many economists we have working for the Government of Barbados but I know that some 23 years ago when I first came back to this Country, there was not one single economist employed by the Government of Barbados; so even if I had wanted to render some kind of service to the Government in that respect, there

was no post for which I could apply because there was none. Now we have a situation in which there are economists in several Ministries. As a matter of fact, they have become very fashionable. Every Ministry wants a staff of economists. I think the Ministry of Agriculture has an establishment of four economists and are asking for more. The Ministry of Labour has at least one economist working on manpower, and the Ministry of Trade must have a minimum of two and are asking for at least two more, and they probably need a lot more. So you will find right through the Government now that the need to have a disciplined approach towards planning implementation has at last made some impact on the consciousness of those who have to run the affairs of this Country.

The main task of the Economic Planning Unit is to advise the Government on economic and social planning and it includes the co-ordination of Government policy, involving the preparation of long term development programmes, their execution and assessment, and it also involves constant liaison with various Ministries and Departments, other Government agencies, internal and external financing and economic institutions and related bodies. The Economic Planning Unit also advises Ministries and

Departments in the areas of economic studies and analyses; it analyses and advises on economic and social matters relating to Barbados' external relation including trade, currency, customs, external loans and communications; it maintains a series of economic indicators and periodic economic surveys; it analyses and advises on the annual Budget especially in relation to capital provisions. That is what the Planning Unit as a Central Agency performs. They are if I may use an expression, the macro-economic aspects of the economic planning of the Government, and in each Ministry you get the micro-economics where the Ministries are concerned with details in a particular sector of the Island's economic affairs. The Ministry of Agriculture is concerned with the viability of the yam project, of growing cotton under certain conditions and the marketability of locally produced beef. We describe that kind of exercise as micro-economics. It is not a derogatory term, it is a question of sale and a question of detail, therefore the Economic Planning Unit is not primarily concerned about sector behaviour or the micro-economics; we are concerned about development planning for the Island as a whole, and we have to put together all the micro-submissions of the various Departments and Ministries and try to correlate them in such a way that they make sense in a development plan which we put forward once every four years. 11.20 a.m.

There is room in the Government for economists at the central level, there is room for people who do the economics of agriculture, there is room for people who are concerned with the economics of trade, there are people who are concerned with the economics of banking all in different departments of Government. In the statutory boards such as the Central Bank, the Barbados Development Bank, the Barbados Marketing Corporation and the Industrial Development Corporation we are employing economists who are concerned with particular aspects and dealing with specific problems at a certain level and on a certain scale. Our main difficulty in economic planning has been to get the information from various ministries, particularly those which do not have economists to put forward their proposals and provide their out-turn figures and matters such as trade and their projections, and the excuse which they frequently advance is that there is a shortage of staff and they do not have anybody to do these exercises for them.

Mainly the Economic Planning Unit has been concerned with the Development Plan, the Economic Survey, the operation of the Central Planning Committee which meets at Pr average of once every three weeks and which is serviced out of the Economic Planning Unit. The Economic Planning Unit is concerned with technical aid programmes and is the corresponding agency for all foreign Governments and institutions which have technical programmes with the Government of Barbados. Both the Ministry of Finance and the Economic Planning Unit have been short staffed for a considerable amount of time, and I am in the - I would not like to say fortunate - but the enviable position of being Minister in charge, so that I can see the whole picture and it is as a result of being aware of the workings of the departments and also being in charge of Establishments, and also being the Minister responsible for all three that I decided to merge together the Economic Planning Unit and the Ministry of Finance into a Ministry of Planning and Finance and to take the opportunity to get rid of the old colonial connotation of Financial Secretary. We will have a Director of Planning and Finance, and the post of Deputy Financial Secretary, which is a Permanent Secretary's post anyhow, will be designated Permanent Secretary (Finance), and the post of Director of the Economic Planning Unit, which is of Permanent Secretary level in any event, will be designated Permanent Secretary (Planning). Both of them will be under a person who will have the same salary in rank as the former Financial Secretary, who is a kind of super Permanent Secretary, and that will be the Director of Planning and Finance.

In the Ministry of Finance, we have the following responsibilities: Public Finance and Taxation,

Banking and Currency, Insurance and the insurance of public property under the Standing Insurance Committee, The following departments are under the Ministry Customs and Excise, Inland Revenue. the Accountant General or Treasury, the Statistical Services, Central Purchasing, Data Processing Land Valuation and Rates and Taxes. In addition to that there are the following statutory bodies which also come under my Ministry The Savings Bank, the Barbados Development Bank and the Central Bank of Barbados.

What I have found by experience is that to every international conference I attend as Governor, say, of the International Monetary Fund, just to give an example, invariably I have to take somebody from the Economic Planning Unit although it is a matter which falls within the purview of the Ministry of Finance, and there are many other such areas. As a matter of fact, I will go so far to say that I cannot think of any meeting involving the Ministry of Finance in which the Economic Planning Unit has not been involved in some way or the other, either in the preparation for the meeting or the actual representation at the meeting itself. As a result of that and as a result of studying very carefully the report on the reorganisation of the Public Service of Barbados by the United Nations advisor, Mr Sorum some of his proposals have been implemented already but I have decided to have a Ministry of Finance and Planning and to create the additional posts which will be required in order to bring the strength of the two departments up to the requirements which existed before the merger.

At the head of the division we will have the Director of Finance and Planning, then we will have a Permanent Secretary (Finance) and a Permanent Secretary (Planning), and then we will have four divisions in the Ministry of Finance. One will be Management Services in which we have our Senior Accountants who are like flying squad people to go out and check things, we call them Chief Accountants, who can go from one department to another. They have just completed a spring cleaning of the Treasury, and they go to other departments and advise on systems and so on. Then we have the Insurance Division which will be under the Supervisor of Insurance, and we hope to have one from the Government of India then we have Financial Administration which deals with the budget control of the Estimates, and we have the General Administration of the Ministry of Finance which deals purely with administrative matters. Exchange Control was turned over to the Central Bank as from 1st January this year, so we no longer have to deal with Exchange Control.

In the Economic Planning Division of the new Ministry we will have a Permanent Secretary (Planning) who himself will be an economist, then we will have the Chief Economist and. then we will have three divisions under the Chief Economist. There, will be Technical Assistants and each of these divisions will have a Chief Economist in charge of them.

11.30 p.m.

Now, Technical Assistance is a very important division, and the staff will deal with things like I.A.D.B. loans, World Bank loans, loans from the Caribbean Development Bank applications for assisting Technical Assistance staff and so on Then there is the Economic and Social Planning Unit which will also have a Senior Economist, and they will service the Central Planning Committee and look after things like the preparation of the Economic Survey. We will have Investment Projects in which we will have a Senior Economist and Technical Officers and Economists.

The proposal, therefore, for the Planning Section of the Ministry of Finance and Planning will engage

the services of at least 9 economists at various levels, but that does not mean that the Ministry of Finance may not have people who have economic qualifications. The main senior people in the Planning Division must have qualifications in Economics, Commerce and Banking.

The total staff, as far as I can remember, is something like 50 persons. All I can say is that the outlay on staff is very modest - without treading on anybody's corn - at a cost of \$381,000. The increase cost involved is \$60,000 recurrent because we are getting more staff, and merging the two offices is costing us \$381,000. I know of one Ministry alone which has called for additional staff at a cost of \$1 million a year more than what they now have. I am sure that there is no Ministry in Barbados - even all the Ministries put together - that can produce as much work as the Ministry of Finance and Economic Planning. There is no Ministry as pivotal to the running of this Country. If I can produce all of that work for \$381,000, I will be looking very closely at any demands for that by any public officers or other persons for inordinate increases in staff in the sum of \$1 million, when we have a deficit on current account of \$.20 million. (Asides)

Mr. Speaker, I said that I know of at least one Ministry that wants a \$1 million increase in staff and I am running the whole Ministry of Finance and Economic Planning on \$381,000; preparing the Estimates, preparing the Budget preparing the Development Plan, running the Central Planning Committee; going to the World Bank; going to the International Monetary Fund; producing a high level of competence professional and otherwise; producing our reports on time; and checking on all the other Ministries on that sum of money I only want to demonstrate that spending money is not the solution to any of the problems of Barbados. What we need is efficiency. We need people, who are dedicated and properly trained. I do not want to say that we did not have dedicated people before, but I am satisfied that the organisation which I am now putting forward is going to produce even better results by reason of the merger and the fact that people have got worn into the system which I would like to see implemented in this Island.

We do not have any more United Nations Advisers, and we have people now writing on Barbados. We have people who are concerned with the economic growth of Barbados and I think that, with the approval of the House of the Order which was made on the 19th May, we will certainly get better results than we have been getting in the past.

I beg to move that this Resolution do now pass.

Hon. C. E. TALMA:

I beg to second that.

Mr. CRAIG:

Mr. Speaker, I think we have had a good explanation from the Prime Minister on the item before us, unlike the previous item when he was not in the very best of spirits. I look at the Director of Finance as one of Barbados's young and dedicated men. Having a man of his calibre at the head of this Department, I hope that we will see the Economic Survey long before Budget time to enable us to peruse it. We are very happy to know that his assistant will be a very young, dedicated, professional man and has a long and happy future, we hope, at government level. I hope he will not be taken away into the commercial field.

The Prime Minister said just now that one department had the audacity to call on the Government for an additional \$1 million to run the department. If I were in the Prime Minister's position, I would either abolish that Ministry or get rid of the Minister, because I am sure that he would be saddling the Government with an unnecessary load. I want to examine the whole structure of the Civil Service and its performance. Government has just implemented a 40-hour week.

Mr. SPEAKER:

Now, where is that called for in this Resolution? I do not think that this Resolution is going to give you that scope to examine the whole structure of the Civil Service.

Mr. CRAIG:

There is a Civil Establishment Order, Sir.

Mr. SPEAKER:

I am going to allow you to Speak on the Civil Establishment Order that is before us.

Mr. CRAIG:

With great respect to Your Honour's ruling, this is a money Resolution. I would not go out of my way to attempt to guide you, Sir, but when it is a money Resolution I have the right and I claim this right to speak on anything.....

Hon. P. M. GREAVES:

This is not a money Resolution.

Mr. CRAIG:

If you do not know what is going on, why do you not go outside?

Mr. SPEAKER:

I will not have that. Let the hon. member continue.

Mr. CRAIG:

I believe it was his Ministry that wants the extra money. We hope to see a greater performance at all levels in the Civil Service. There is no doubt that the general public, who are the taxpayers and are responsible for paying the civil servants, expect to get from the Civil Service the service for which they are paying. It is depressing to go in some of these Government departments and see the attitude of some of the civil servants towards the general public.

Mr. Speaker, I would say at this stage, that I know their productivity could not be more than 30 hours a week at certain times. I wonder how many hours of productivity the civil servants are going to give the Country. I believe that this Order to merge the Planning Unit and the Ministry of Finance is a step in the right direction. 11.40 a.m.

Not only should we set about to restructure some of these Government departments, but we

expect that the Ministers who are in charge of the various Ministries would see that they get maximum efficiency, not in the sense in which the Minister of Communications related yesterday when he said he

is not prepared to go in the bus stand and stand behind a bus, but I expect to see maximum efficiency for the money which they are now paid and the conditions under which they are working. I believe that my colleague has something to say with reference to one particular Ministry and I will give way to him, but I sincerely hope that my plea would not fall to the ground, and that we would see a better attitude by the Civil Service towards the general public as a whole.

Mr. FORDE:

Mr. Speaker, I think the Minister of Finance in speaking on this Order has given a complete detailed exposition and one which I welcome because I think it is necessary from time to time not only to make these detailed expositions for the benefit of the Country or whenever the particular Minister chooses, but I think when one is re-organising a Ministry as critical as this, to use the Minister's own words that certainly the House and the Country are entitled to the detailed well thought out exposition which he has given. I do not believe that the reversal of policy need even be looked at seriously because I think circumstances have justified the establishment of this particular re-organisation. I believe, personnel-wise, the time was appropriate for this type of change because it is a well known fact that the Financial Secretary has just resigned and his deputy has left to go to private enterprise, and obviously, as the Addendum to the Resolution states, it became very necessary if the Minister was to get the maximum services available that he should look at his own Ministry in the context of limited trained personnel. It is as he says the most important of the Ministries because I think it has the overall survey of the economy, and no other Ministry can function unless the economy is functioning properly. I trust that with this re-organisation, there will be an increase in efficiency which in that department is normally at a very high level. I think that perhaps the economic overload of the Director of Planning and of Finance now would be better able to use his trained skills and his overseeing eye in order to lighten the burden for the Minister and guide his junior subordinates down the line.

One of the things we personally would like to see improve is that the Economic Survey of this Country should be made available ahead of time and on time. I have only been in this House for one Budget Speech, but I remember on the last occasion when the Budget Speech came up

that the Minister of Finance could only give a summary of the conclusions because the survey was not fully available, and I hope that in future, probably not this year but maybe next year, we would see him have this document not only available for himself but for other members of the House and for the Country at the appropriate time. I think that a Ministry of Finance is very much the policy of what one particular Minister may feel as to how he should produce the annual Estimates of Revenue and Expenditure and at the same time when he should choose to make his particular Budget Speech, and I think this particular Minister feels that it was necessary to separate the two, but I wonder now that he will have this greater efficiency available to him it might not be necessary or appropriate to revert to the circumstances where you can have a Budget Speech being made on the Appropriation Bill at the time of the consideration of the Estimates, because if we are granting money for running the Country during the year ahead, we should also want to know the sources from which we are raising the revenue at the same time. I believe that Barbados is unique in this respect, not that uniqueness is something to be decried, but certainly it seems to me that as a parliamentarian and as a member of the public it would be a tidier exercise if we can have both done at the same time so that we would realise what we are really fully committing the Country to at a particular time by way of taxes.

There is another aspect of this matter I should like to comment upon. I believe that the Statistical

Division would be under the Ministry of Finance and I did not hear the Minister say specifically whether the Statistical Department would be directly under any of those four divisions, but I think where we are lacking sometimes is in up-to-date information and various aspects of the economy, and it is only if up-to-date and properly prepared statistics are available that any economic planning can produce a plan that is worthwhile for consideration by the Minister and by Parliament, and I would like to see some place being made having proper employment and unemployment statistics available. I am aware that there is now a manpower survey taking place in the Ministry of Labour, but I think the time is long overdue when we should have some proper statistics in this field and have also some proper statistics in the personal income level. I believe that the additional staff being granted and the additional opportunity for coordination, the Ministry should be able to do this very soon. At present the absence of these documents and the absence of these statistics really prohibits a proper debate sometimes on the total economic situation of the Country. Maybe the Minister has available some of the necessary statistics, but we ourselves would like to get the full impact of them so that the significance of planning in this Country would be well known to all sides of the House and to the Country as a whole. The increase in cost is not exorbitant for the improvement which we will expect. I hope that the Management Division will hurry up as it gets going to have a closer look at some of the other departments and not merely at the Treasury. In the Treasury for instance, they are still behind hand in giving their report and obviously this makes it very difficult for one to have documents being made on time in accordance with the rules regulating finance management in this Country. Perhaps a proper management survey exercise and proper costing of departments will show the Minister that he can probably reduce staff in some departments. I know in some instances it is because of lack of properly trained persons that efficiency is not as high. People have concentrated on administration as a general subject without at times having the specialisation necessary for the particular department and it may well be that with this particular provision now and the full organisation and management survey team we will within a short time see the full impact of this in a reduction in the overall cost of the Civil Service in this Country.

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

ADJOURNMENT

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 Tuesday, 29th May, at 12 noon.

Hon. G. G. FERGUSSON:

I beg to second that.

The question was put and resolved in the affirmative without division, and Mr. SPEAKER adjourned the House accordingly. 11.50 a.m