

House of Assembly Debates

(OFFICIAL REPORT)

FIRST SESSION OF 1976 – 81

HOUSE OF ASSEMBLY

Tuesday, 22nd February, 1977.

Pursuant to the adjournment, the House of Assembly met at 12.10 p.m. o'clock.

PRESENT

His Honour W. C. B. HINDS, (Speaker); Rt. Hon. J. M. G. M. ADAMS, M.A., (Prime Minister and Minister of Finance and Planning); Mr. D. A. C. SIMMONS, LL.M.; Hon. B. A. MILLER, (Minister of Health and National Insurance); Hon. L. B. BRATHWAITE, (Minister of Communications and Works); Mr. J. G. ODLE, (Chairman of Committees); Mr. M. C. C. WARD; Hon. H. B. ST. JOHN, (Deputy Prime Minister, Minister of Caribbean Affairs, External Trade, Industry and Tourism and Leader of the House); Mr. V. L. JOHNSON, B.A., M.A.; Hon. L. R. TULL, M.A., (Minister of Education and Community Development); and Mr. DeL. O. BRADSHAW.

Prayers were taken by Fr. F. A. Cayless.

MINUTES

Mr. SPEAKER: The Minutes of the Meeting of Tuesday, 8th February, 1977.

Hon. H. B. ST. JOHN: Mr. Speaker, I beg to move that the Minutes be taken as read.

Hon. L. B. BRATHWAITE: I beg to second that.

Mr. SPEAKER: The Minutes stand confirmed.

Mr. TAITT entered the Chamber and took his seat.

PAPERS LAID

Rt. Hon. J. M. G. M. ADAMS: Mr. Speaker, I am commanded to lay the Statements showing

Net Customs and Excise Receipts for the period 1st April 1976 to 30th November, 1976.

Hon. H. B. St. JOHN: Mr. Speaker, on behalf of the Minister of Agriculture, Food and Consumer Affairs, I am commanded to lay the Report and Accounts of the Sugar Industry Agricultural Bank for the year ended 30th June, 1976.

Hon. B. A. MILLER: Mr. Speaker, on behalf of the Minister of Labour, Welfare, Youth Affairs and Sport, I am commanded to lay the Annual Reports of Sugar Workers' Provident Fund Board for the years 1974 and 1975.

GOVERNMENT NOTICES

Hon. H. B. St. JOHN: Mr. Speaker, on behalf of the Minister of External Affairs, I beg to give notice of a Resolution to approve the sale by Government of the official residence of the Barbados Consul-General at New York situated at 113 Overlook Circle, New Rochelle, New York.

Hon. B. A. MILLER: Mr. Speaker, I beg to give notice of a Resolution to grant the sum of \$144,210 out of the Consolidated Fund and to place it at the disposal of the Government to supplement the Estimates 1976–77, Part II – Capital, as shown in the Supplementary Estimates 1976–77, No. 34, which form the Schedule to the Resolution.

Hon. F. G. SMITH entered the Chamber and took his seat.

Rt. Hon. J. M. G. M. ADAMS: Mr. Speaker, I beg to give notice of a Resolution to grant the sum of \$135,219 out of the Consolidated Fund and to place it at the disposal of the Government to supplement the Estimates 1976–77, Part I – Current, as shown in the Supplementary Estimates 1976–77, No. 35, which form the Schedule to the Resolution.

Hon. L. B. BRATHWAITE: Mr. Speaker, I beg to give notice of the following Resolutions:

Resolution to grant the sum of \$180,202 out of the Consolidated Fund and to place it at the disposal of the Government to supplement the Annexed Estimates 1976-77, Post Office, as shown in the Supplementary Estimates 1976-77, No. 36, which form the Schedule to the Resolution.

Resolution to grant the sum of \$191,588 out of the Consolidated Fund and to place it at the disposal of the Government to supplement the Estimates 1976-77, Part II - Capital, as shown in the Supplementary Estimates 1976-77, No. 37, which form the Schedule to the Resolution.

I shall later ask leave of the House to deal with the second Resolution in all its stages today.

Rt. Hon. J. M. G. M. ADAMS: Mr. Speaker, I beg to give notice of a Resolution to grant the sum of \$16,100 out of the Consolidated Fund and to place it at the disposal of the Government to supplement the Estimates 1976-77, Part I Current, as shown in the Supplementary Estimates 1976-77, No. 38, which form the Schedule to the Resolution.

Mr. SANDIFORD entered the Chamber and took his seat.

Hon. H. B. St. JOHN: Mr. Speaker, I beg to give notice of a Bill to provide for the exemption from the payment of duties or taxes on certain articles imported into Barbados for the purpose of being used exclusively in connection with the expansion and improvement of the Grantley Adams International Airport.

Mr. GREAVES entered the Chamber and took his seat.

Hon. B. A. MILLER: Mr. Speaker, on behalf of the Minister of Labour, Welfare, Youth Affairs and Sport, I beg to give notice of a Bill to repeal the Employment of Women, Young Persons and Children Act and make new provisions for the employment of persons generally including young persons and children.

PRIVATE MEMBERS' NOTICES

Mr. SIMMONS: Mr. Speaker, I beg to give notice of a Resolution which I shall seek to debate upon the motion for the adjournment being put later on today. It is to this effect:

Whereas there is great concern among small farmers over the number of trucks allowed to haul farmers' canes to the various sugar factories;

And Whereas it appears as if the small farmers are now and/or will experience difficulty in having their canes delivered to the factories;

And Whereas the Government is being wrongly blamed for the present dissatisfaction;

Be it Resolved that this House calls upon the Government immediately to establish a system or to take whatever steps are necessary to ensure that now and in the future the small farmers will have their canes reaped and delivered to the factories without inconvenience and delay.

NOTICES OF QUESTIONS

Mr. SPEAKER: The hon. member for St. Michael South West, his question re the rate of conversion of the US. dollar.

Mr. TAITT: Mr. Speaker, to ask of the Minister of Finance and Planning:

Will the Minister state why the rate of conversion of the United States dollar into the Barbados dollar has been fixed in the Central Bank (Rates of Exchange) (Foreign Currencies) Notice, 1977 (S.I. No. 6 of 1977) at US \$1 to BDS. \$1.98 in relation to certain dealings in foreign currencies in the course of business by business establishments described in the Business Establishments (Purchase of Foreign Currencies) Notice, 1976 (S.I. No. 2 of 1977)?
12.20 p.m.

QUESTION WITH RESPECT TO HIRE PURCHASE

Mr. TAITT: To ask of the Minister of Finance and Planning -

1. Is the Minister aware that refrigerators and stoves are basic necessities in the context of life in Barbados?
2. Is the Minister aware that the terms under which these articles may be acquired as set out in the Hire Purchase and Credit-Sale Agreements (Control) Order, 1977 (S.I. No. 27 of 1977) constitute hardship and deprivation to the population?

3. Will the Minister state why the provisions set out in that Order have been applied to refrigerators and stoves?
4. Will the Minister urgently take steps to have removed from the Order the provisions which now apply to the said articles?

QUESTION RE BOARDS OF MANAGEMENT OF SECONDARY SCHOOLS

Mr. TAITT: To ask of the Minister of Education and Community Development —

Will the Minister state the policy of Government with regard to the selection and appointment of Boards of Management of secondary schools?

QUESTION RE CARIBBEAN BROADCASTING CORPORATION

Mr. TAITT: To enquire of the appropriate Minister —

1. Is the Minister aware that there is grave dissatisfaction amongst the staff of the C.B.C. about the organisation and management of the Corporation?
2. Is the Minister aware that as a result thereof, there has recently been a serious breakdown of management/staff relationships within the Corporation?
3. Is the Minister aware that there is consequently grave anxiety and uncertainty about their future in the Corporation amongst members of its staff?
4. Will the Minister urgently institute an investigation into those problems at C.B.C.?

Rt. Hon. J. M. G. M. ADAMS: Mr. Speaker, on a point of order. We have been asking this Hon. House "Is the Minister aware", thus circumventing the provisions of Standing Order 14(2), asking if the Minister is aware of so and so, which after all, is asking him to express an opinion. When the hon. member asks if I am aware of grave anxiety at the Caribbean Broadcasting Corporation, what is he saying? He is saying that there is grave anxiety. The Standing Order says that a question may not ask for an expression of opinion. To ask me if I am aware

of grave anxiety is to ask me to express my opinion as to how the people at CBC feel; and I am respectfully submitting to Your Honour that it is time that we scrap this, albeit hallowed by usage. I surely cannot answer any question as to awareness of anxiety at CBC without expressing an opinion.

Hon. F. G. SMITH: Mr. Speaker, on a point of privilege. If a member is responsible for a corporation, and he has correspondence passed to him, can he not answer if he knows or does not know? We are asking if he is aware or not aware. We are asking if it has been drawn to his attention. If he is aware, he is aware. If he is not aware, he is not aware. I do not see anything wrong with the question.

Mr. SPEAKER: I respect the point made by the Hon. Prime Minister; but I am sure that he has to acknowledge that he has time on his hands.

FIRST READINGS OF BILLS

Hon. H. B. St. JOHN: Mr. Speaker, I beg to move that a Bill to provide for the exemption from the payment of duties or taxes on certain articles imported into Barbados for the purpose of being used exclusively in connection with the expansion and improvement of the Grantley Adams International Airport be now read a first time.

Rt. Hon. J. M. G. M. ADAMS: I beg to second that.

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

Hon. B. A. MILLER: Mr. Speaker, I beg to move on behalf of the Minister of Labour, Welfare, Youth Affairs and Sport that a Bill to repeal the Employment of Women, Young Persons and Children Act and make new provision for the employment of persons generally including young persons and children be read a first time.

Hon. L. B. BRATHWAITE: I beg to second that.

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

ORAL REPLIES TO QUESTIONS

Hon. H. B. St. JOHN: Mr. Speaker, I beg to give notice that the Reply to Parliamentary

Question No. 1 asked by the hon. member for St. Lucy is now ready.

Hon. L. R. TULL: Mr. Speaker, I beg to give notice that the Reply to Parliamentary Question No. 9 asked by the hon. member for St. Lucy is now ready.

Rt. Hon. J. M. G. M. ADAMS: Mr. Speaker, I beg to give notice that Replies to Parliamentary Questions No. 21 and No. 22 asked by the hon. member for St. Michael North West are now ready.

ORDERS OF THE DAY

Hon. H. B. St. JOHN: Mr. Speaker, I beg to move that Order No. 1 be the first Order of the Day and that Your Honour do now leave the Chair and the House go into Committee of Supply to consider the grant of certain sums of money for the service of the island.

Hon. L. B. BRATHWAITE: 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 of Supply, Mr. ODLE in the Chair.

SUPPLEMENTARY ESTIMATES 1976-77 - CURRENT - No. 31

Rt. Hon. J. M. G. M. ADAMS: Mr. Chairman, speaking on Head 9, this is a very small supplement being sought for the purpose of buying new office equipment and to finance the cost of replacements in the Audit Department. As the note states, there are only nine adding machines to serve 55 staff members who work in the Audit Office and this number is totally inadequate. We propose to buy nine more and three chairs and three desks which are to be replaced as they are unfit for further use.

I beg to move that Head 9 stand part.

Hon. H. B. St. JOHN: I beg to second that.
12.30 p.m.

Hon. F. G. SMITH: Mr. Chairman, I would just like to ask when the Leader of the Opposition is going to get furniture for his office. I have been operating in that capacity now since October, and I have not got a desk, filing cabinet

and other basic furniture which one would expect would be granted to an officer holding that position. (*Asides.*) I do not want to hear what the previous Leader of the Opposition had; that is his business. If he were satisfied, or if he could not get it from somebody, that is his concern. I am talking about furniture befitting a constitutional position as part of our system of democratic Government. I am giving the Minister till the new Budget, but I am telling him that, after April, I expect the Leader of the Opposition's office to be properly furnished, not luxuriously, but at least in keeping with the position which he holds.

Mr. SANDIFORD: Mr. Chairman there is just one question for the Minister responsible. We note from the Notes that there are some 55 staff members and it is proposed to double the number of adding machines from 9 to 18. I would like to know whether the Minister is satisfied that 18 would be an adequate number for the 55 members of staff, or whether this is just a measure merely to increase the number but not up to the optimum level? Will the Minister tell us whether the total of 18 adding machines will be adequate for the staff of that Department, or whether this is merely a stop-gap or holding measure? I am certain he will have that information to hand inasmuch as he has pointed out that there are 55 staff members and only 9 adding machines.

Mr. GREAVES: Mr. Chairman, the member for St. Michael South raised one of the points which I had intended raising on this particular matter. Inasmuch as this Resolution has specified the number of members of staff who work in the Audit Department, I think it would be, at this stage, for us to recognise the important role which a Department like the Audit Department has to play in the whole accounting and financial management of this country from the point of view of ensuring that money is properly spent and accounted for. I want to find out, in addition to, obviously, the question raised by the hon. member for St. Michael South, whether or not any in-depth study has been done as to the real needs of this Department from the point of view of staff, and whether there is not a greater need existing for a more trained staff at a higher level and of an even better quality than that which is presently existing. I know that the Audit Department does a very good job and, obviously, training is an aspect of ensuring that this Department does an even more effective job than it is doing at present.

In this particular regard, Mr. Chairman, it would be important for us to recognise that

within the Government Service, and this is a general point I am making, in the accounting field there is a very serious shortage of highly qualified, good accountants to do the work on the part of the Government and this, probably, is as the result of the lack of incentives, presumably, which exist within the Government sector to absorb and, therefore, retain properly trained and qualified persons to do this important work. After all, I suppose that the business of Government, as a single unit, can be categorised as the largest business within the society and, therefore, it is important that we recognise and identify certain Departments which have certain financial and accounting responsibilities and ensure that they are adequately staffed to deal with the work which they will have to do from time to time.

Rt. Hon. J. M. G. M. ADAMS: Mr. Chairman, if no other hon. member wishes to speak, I will reply very briefly. First of all, the Leader of the Opposition's furniture. I was a not unsuccessful Leader of the Opposition with the desk and the chairs which the hon. member now enjoys. I would have thought, on the grounds of luck alone, he would like to scratch the surface of that desk to see if he could learn something from it. If the hon. member will put in a request for furniture, it will be considered. The hon. member must, however, understand that these are times of constraint, and the Cabinet may very well take the view, even if the Minister responsible for Parliamentary Affairs was inclined to sponsor the application for furniture, that at times like these when we are denying furniture even to one of the Parliamentary Secretaries, to Ministers and all over the Service, it may be a bit elaborate to give additional furniture in the current financial year to the Leader of the Opposition. For what it was worth, I got my own book cases, my own filing cabinets, two desks of my own and put in that office when I occupied it. I am not saying that everybody else must do that, Mr. Chairman, but I would suggest to the Leader of the Opposition to hold strain for just a little longer in this particular regard.

As far as the question raised by the hon. member for St. Michael South is concerned, I do not think that the entire staff of 55 are all concerned with calculations that require adding machines. The original request was for only four, but we have been able to make various economies, and the price of these calculating machines has been diminishing in any case, and apparently the funds which would have financed the original request for four machines are sufficient to obtain nine of a slightly different

model, I gather. I imagine that this is all the Department wants at the present time. The chairs and desks are really quite unfit for use. They were marginally fit for use in the old offices in the Public Buildings but, having moved them, their decrepit nature became more apparent.

The hon. member for St. Lucy will be aware that he is pushing at a door which the hon. member for Christ Church South Central, when he was Chairman of the Public Accounts Committee, and myself both strove unsuccessfully to open, that is, of getting better qualified staff for the Audit Department. This remains the policy of the Government, now that our Party is in control of the Government, and is being pursued at the appropriate levels. What I will tell the hon. member, and what I will tell the whole House is that he may rest absolutely assured that we will give the present Auditor General very much more support in his attempts to audit Government's Accounts and to expose improprieties, if any, and deal with all the matters with which he is charged by law to deal. We will give him much more greater support than the previous Government gave his predecessor.

I move that this Head do now stand part.

The question that Head 9 stand part was put and resolved in the affirmative without division.

MINISTRY OF FINANCE AND PLANNING – DIRECTION AND POLICY FORMULATION

Head 10(1) – Ministry of Finance and Planning – Direction and Policy Formulation – Item 5 – Travel and Subsistence – \$3,800 – was called.

Rt. Hon. J. M. G. M. ADAMS: Mr. Chairman, Head 10(1) is, again, a very short and simple matter. Arising out of the salaries revisions last year the travelling rates were increased. This has necessitated in many Departments supplementary votes to meet the increased rates. This item will recur in other parts of the Resolution.

12.40 p.m.

This item will recur in other parts of the Resolution, Mr. Chairman, but as this is the first occasion I have of introducing it, hon. members may care to take note that all the departments have been asked to cut down on travelling. We regard as very important that travelling be not seen by the public service as a means of supplementing salary and that travelling be undertaken only where absolutely

necessary, and the House has the assurance that everyone of these travelling posts has been pared to the absolute minimum, and Permanent Secretaries have been asked to make sure that officers travel only where it is important business or where there will be a fall in efficiency of the department if travelling is not undertaken.

Mr. TAITT: Mr. Chairman, just one question. Did I understand the Minister to be saying that prior to this advice to the Permanent Secretaries that Civil Servants used the travel vote for purposes other than to travel? It would seem from the tenor of what he had to say that there had to be some new directive or new policy. I would hope that he would state whether these civil servants have in fact been misusing the vote because clearly if he knows this information, he should wish to let us know in the House.

Secondly, I should wish to ask the Minister if it is true — I do not myself believe it, but it is a widespread rumour in Bridgetown — that the Minister of Finance has required that each single travel voucher be certified by him. (*Asides*) They might not know what is going on, but that is what is being said; and I think the Minister should take the opportunity to state now that he is not the kind of Minister who requires all and everything to be signed by his hands. I feel that now is the appropriate time for him to clear the air.

Mr. GREAVES: Mr. Chairman, when one talks about travelling, at least to my mind there are certain considerations which are usually brought to bear in determining the rate for travelling, and I notice from the notes here to the Resolution that it is proposed to increase the rate at which officers are paid for travelling, and the Prime Minister in introducing this part of the Resolution indicated that this was somewhat consequential on the increase in salaries and the various increases which took place not too long ago. I am wondering, Mr. Chairman, since there are some new dimensions and other considerations which it would seem to me will soon be bearing on this particular matter, whether in truth and in fact this rate of 84 cents would be adequate. One hears about an increase in the price of gasoline and that obviously is a consideration which would come in in determining whether or not the amount of money which travelling officers are paid would be adequate. What I would certainly like to know and I am sure other members of this Chamber who do not know would like to know

also is whether with the impending increase in the price of gasoline this 84 cents would be adequate or whether the Prime Minister would be returning at a later stage either late next month or early in the new financial year to get an additional vote for this item in order to accommodate this increase, or whether this has been included in the Estimates which will soon be before the House, that is, the increase to accommodate the increase in the price of gasoline.

Mr. CHAIRMAN: You are trying to anticipate the Hon. Prime Minister's reply.

Rt. Hon. J. M. G. M. ADAMS: If the hon. member for St. Michael South West has heard a rumour which I doubt that every travel voucher has to come before me before it is approved, I can only assure him that these rumours must be treated with the same degree of credibility as should be placed on other rumours circulated by members of his party since 2nd September, 1976. I have never seen a public officer's travel voucher in my life so far as I am aware, far from having to certify it. The hon. member should be too responsible a person to give circulation to what he knows to be a lie, and I say that quite deliberately.

Mr. TAITT: On a point of order, Mr. Chairman, I do not know any such thing. It is a fact that an order has been issued that persons who are employed in any area in the public service for the Minister to see it; so it follows that it is possible, knowing the Minister as I do, that anything of that kind could take place.

Mr. CHAIRMAN: Be seated; no point of order.

Rt. Hon. J. M. G. M. ADAMS: It is also untrue that an order has been issued for persons employed in any area of the public service have to be submitted to the Minister. That is untrue. As a result of the constitutional changes of 1974 certain civil service appointments were made the prerogative of the Chief Establishments Officer and in the ordinary way of business the Chief Establishments Officer submits to me as he did to my predecessor nominations for appointment to unestablished posts. It is also perfectly true that there has been a greater centralisation of nominations to unestablished posts, that in some cases where subsidiary ministers such as the Minister of Education used to select people for appointment to certain positions now a more reasoned procedure is being sought. This arises not as a

result of my taking office, but as a result of the Constitution being changed in 1974, and if the civil servants who have misinformed the hon. member cared to give him adequate information, they might have told him that for fully two weeks I asked what was the meaning of this. Do you mean that you put on my desk some foolishness for the employment of a temporary gardener at Enmore Health Centre? Because this is the first thing that was put before me.

I am not going to be held out into a long discussion on appointment to unestablished posts. Perhaps hon. members will have abundant opportunities on other occasions, but if there is one thing in which the tears of a crocodile would fill the entire Nile, it is to hear members of the Democratic Labour Party complaining about employment practices prevailing since 2nd September, 1976. I have discussed with the Leader of the Opposition the famous list of persons employed in the school meals. The thirty-two persons in his constituency who had been interviewed and found wanting and whom he wrote on his list and submitted to have employed in August. That is how he got the twelve votes to get into the House. He has told me that.

Hon. F. G. SMITH: On a point of order, I am very glad I gave work to the 32. I gained 12 of the 32. If I did not do that I would be outside. Do you think I am ashamed of that? If you do not want to have them let the Minister fire them, and that is where you will get the trouble.

Rt. Hon. J. M. G. M. ADAMS: Mr. Chairman, I do not want to deal at any length with this. It may be mentioned that the Parliamentary Secretary in the Prime Minister's office who I believe has some knowledge of personnel matters within the public service works with the Chief Establishments Officer and we are trying to work towards the situation where you will no longer have to treat a school meals service available to be sent home on a day's notice. I believe they are all casual or temporary. In any case they can all be fired with a day's notice. You will not have security guards being fired at a day's notice. We are working towards filling all the posts in the school meals service on a non-established basis. We are working towards ending the temporary conditions under which security guards operate; we are working towards depoliticising appointments to the civil service.
12.50 p.m.

If hon. members on the other side consider that to be a matter for laughter it is a reflection on the depravity of the practices which formerly existed. As anybody who is familiar with the recent operations can tell you, a nomination to be a Security Guard signed by the Leader of the Opposition as Minister of Education and seconded by another member of the Democratic Labour Party is no longer sufficient to get into the Security Guard Service if when you took the examination you only got 40%, and I am speaking of one Guard. It is no longer sufficient to have the names Anderson Morrison and Allan Moe as referees and fail the examination and still be employed. There is an examination for Security Guards and a pass mark is a requirement for consideration if you wish to be appointed to the Service. It is as simple as that, and one of the highest pass marks was obtained by a young lady whose recommendations were of an impeccable Democratic Labour Party nature and no discrimination whatsoever will be exercised against her.

I wish His Honour the Speaker was in the Chair, because I think the young lady in question came from St. Peter, and when I mentioned the matter to him he said, "what mark did she get? Did she get a good mark? That is all you have to be concerned with," and if hon. members do not believe that it tells you something about the hon. members; that is all. If they cannot believe that an employment policy can be carried on without political favour, it explains why they are in Opposition and why they deserve to be in Opposition.

Hon. F. G. SMITH: On a point of order, why is your former Personal Aide employed at Housing to do nothing? You sent Jemmott to get a job for him at Housing at \$900 a month. What foolishness is this about depoliticising?

Rt. Hon. J. M. G. M. ADAMS: I cannot believe that the Leader of the Opposition is referring to Mr. Clarence Edwin Jemmott, a Justice of the Peace, a man who for 22 years was the chief rent collector for Carrington and Sealy, who are the largest of all attorneys in Bridgetown, have the largest rent roll. I cannot believe that he is angry because the Housing Authority has been able to obtain his services; a man of outstanding character in private enterprise, a man who is well known as honest as the day is long, who will never collect rent and put it in his pocket, a man who will work for landlords, for tenants, whatever the matter may be, absolutely fairly and correctly, and because he is my Personal Aide he must not be employed?

Mr. B. M. TAITT: Mr. Chairman, on a point of order. The same honest person he is talking about told the people in Fields Gap that they would get the land for a piece of property and they would not have to pay for it when it is given to everybody. What is he talking about honesty?

Rt. Hon. J. M. G. M. ADAMS: Sir, I really did not hear the last remark, except what are you talking about honesty. That is the only part of it I heard, but I would say straight that Clarence Jemmott never took 10% from Leo Leacock yet, he never took a penny from Sam Gibbs, he never sold a licence for a favour, he is not a thief. I did not hear the rest of the remark, but the Commission of Enquiry will tell you who did it.

Mr. B. M. TAITT: Mr. Chairman, I look forward to the Commission of Enquiry because we will find out who are the real thieves in this country.

Rt. Hon. J. M. G. M. ADAMS: Prince and Halstead said that in Antigua too. (*Asides*). I do not have to go outside and say it, Sam Gibbs goes outside and says it. Let the hon. member for St. Michael South West go outside and say that Clarence Jemmott is not honest.

Mr. Chairman, the hon. member for St. Lucy raises a pertinent point, but unfortunately it anticipates several events which may never happen, therefore I am quite unable to deal with it. I really do not believe that the House wishes me to speculate on what will happen if the price of gasoline goes up, and if such and such for the future, I really cannot assist him in that matter.

I beg to move that this Head stand part.

Hon. H. B. ST. JOHN: I beg to second that.

The question that Head 10(1) stand part was put and resolved in the affirmative without division.

HEAD 10(3) — DATA PROCESSING

Rt. Hon. J. M. G. M. ADAMS: Mr. Chairman, the National Insurance building opened fully in this financial year and an amount of \$100,000 was provided to meet the cost of utilities — electricity, that is, and water. There was no way of knowing how much electricity would have been used, there is very expensive electrical equipment in there, a computer, there are many lights which are kept on for security purposes, and it is a large building, and the estimate of

\$100,000 has proved inadequate. How inadequate will be observed from the note because we were spending at the rate of more than \$15,000 a month at one stage. It is estimated that \$93,000 will be required to supplement this vote up to the end of the financial year.

Hon. H. B. ST. JOHN: I beg to second that.

Hon. F. G. SMITH: Mr. Chairman, just briefly, when we were in the Government we heard on this Data Processing that it was second hand, it was a thrown away computer, it was no good, the Government wasted money. I want the Minister to tell us now whether he is going to scrap it. I am going to read the debates during the Estimates of what was said, and now he is in a position to tell us whether it is functioning, whether it is of use to the Government, whether it is producing the records necessary, now that he can have an opportunity unimpeded to inspect it. If it is still an old broken down, thrown away, should-not-be-bought article that they used to accuse the Democratic Labour Party of. Tell us if he is going to scrap it.

Mr. E. E. GREAVES: Mr. Chairman, when I look at the amount of money which we are called upon here to vote for utilities, and when one takes into consideration that this money would be repeated in a number of Government Departments, there are certain basic questions which obviously come to my mind, and which I would think would be a matter of national policy which should be pursued as regards the utilities.

I would think, Mr. Chairman, that if one were to add up the amount of monies which are spent by the Government from year to year on the utilities — electricity and telephones, to give two examples — one must ask the very serious question of whether or not the time has not come for us to take a serious view on the matter of direct ownership, or at least involvement on a 51 or so percent basis in these utilities. It is important, because when one recognises that not only are the utilities serving the Government but they are designed presumably to serve the entire country, and when one further recognises that from time to time in the interest of the profit motive the cost of their services, whether we have not reached the stage where we must accept that these are necessities and these are the kind of utilities which must be owned, if not outright, substantially by the people of this country and therefore operated for the benefit of the people of this country and not purely for the benefit of private enterprise and putting a fat return into the pockets of a few people, some of whom are

Barbadians but a large number of whom are non-Barbadians.
1.00 p.m.

I think that it is a matter of serious national importance and that we should give some very serious consideration to taking over in one way or another these two companies. You are aware, Mr. Chairman, that the Electric Company is proposing an increased rate for electricity. We have not heard anything definite as to what is the attitude of the Government in this particular matter; but this question of electricity is something which we have to approach from a national point of view to see if it can be extended in the same way in which the water service has been extended in this country to almost anybody who would need these services. The question of the cost of putting in the services or the rate for which they should be paid should not be of major consideration.

I think that it is a matter of national importance that a definite position should be taken 'up. I think that this decision should be either on the basis of total nationalisation or major share holding in these two companies. The reply forthcoming at this stage might very well mean — I am not anticipating — that the Government does not have enough money to go into these ventures; but we must consider the importance of these two utilities. For example, the Telephone Company to a large extent in conjunction with Cable and Wireless, controls our external communications. If we are going to be talking in terms of national pride, nationhood and independence and nation building, I think it is time that we come to a decision whether important external communications should be operated and owned by people who have little or no interest in serving the needs of the nationals of this country, but purely serve their own self interest.

I think that it is time that we should be taking over because external communications is a very important area. On the question of the money to pay for this, I see nothing wrong in taking over with a promise to pay at a later stage when we have the money to pay; and I would think that this matter should be pursued if it has not been pursued in that particular regard because we would be demonstrating in no uncertain terms to the utilities concerned — the Telephone Company which is a subsidiary of Continental Telephone System while Canadian interests have a fair amount of control over what goes on in the Electric Company.

I think that if we take all these things into consideration, we have got to come to a decision

very soon about what we are going to do about the ownership of these utilities; and I am suggesting that the decision must be for public ownership, if not outright, substantial public ownership with the Government of Barbados owning and controlling the majority of the shares if not all of the shares in these two enterprises.

Mr. WARD: Mr. Chairman, I would like to support in part what the hon. member for St. Lucy has said with regard to the Government having a greater interest in these two utility companies; but I certainly would counsel against outright ownership; and the reason is that in this day and age in which we live the equipment used by these companies is very sophisticated. Many years ago I met a salesman, who came to Barbados and sold equipment to the authorities at the airport; and he could boast to me that he had managed to get rid of some equipment which was outdated. The reason was that the people at the airport were not familiar with the latest types of this equipment.

I would support the suggestion that we should have an interest, that the Barbados Government should have an investment in these two utilities; but I counsel against total investment. If this equipment is delivered to you in 1978 it has often been put aside and new equipment is in current use. When you get into that sophisticated business I counsel against outright ownership, but I certainly agree with participation. (Cheers)

Mr. SIMMONS: Mr. Chairman, on the question of the utility services, as I understand it, the Resolution is to deal with the lighting of the National Insurance Building for the most part. I think that hon. members will agree that it is essential that that expenditure should be met. On the question of the utility services themselves, both parties have always said that they are socialist and the hon. member for St. Lucy can expect that this party, the Barbados Labour Party will show its interest in practical socialism in due course.

I wish it to be remembered that when the Democratic Labour Party was in power it was never said by them or any member of his party — it was never said in the House — that there should be nationalisation of the Electric Company. When Mr. Wendell McClean and Mr. Frank Alleyne mentioned that in 1974 the then Prime Minister in a general council meeting of the Democratic Labour Party on the Sunday night prior to the hearing said positively that as long as he was Prime Minister there would be no nationalisation of the Electric Company or the

Telephone Company. I challenge anyone of them to say that that is not true. The Barbados Workers Union of which the member for St. Lucy is a prominent member, and which is supposed to represent the interest of workers in this country — he will tell me that the workers do not have telephones but they have lights; but never yet when there have been telephone enquiries or electric enquiries, never yet has the Barbados Workers Union taken steps to object to the rates asked for by the Telephone Company or the Electric Company.

1.10 p.m.

The hon. member for St. Lucy even now is talking about the proposed increase in electricity rates and his organisation does not even have in an objection. It was left in 1974 to the Bajan Consumer League, Eric Sealy and others to put a case for the masses of the people in this country to object to the telephone rates. *(Asides.)* I am being prompted to say and the then Government after Eric Sealy had to go to the Attorney-General's Office and sit down with George Moe to be photographed in the newspapers begging him to object. The Government at the time, as the biggest user of the telephone system in this country, was the last to object. This Government objected to the recent telephone inquiry. *(Asides.)*

Mr. CHAIRMAN: Order, please!

Mr. SIMMONS: I am not answering you on that because I am not the Attorney-General.

Mr. CHAIRMAN: And you will address the Chair, too.

Mr. SIMMONS: Now, the policy of this Party in respect of oil and its consequential use in terms of electricity production and in other areas is well known. It was in 1974, a Sunday night at Sion Hill, that the now Prime Minister then Leader of the Opposition enunciated this Party's policy for a National Petroleum Corporation. Ever since then we have consistently pursued it. It is a matter of record in the manifesto. In the fullness of time, as I very well believe, the promise in the manifesto to establish a National Petroleum Corporation will emerge as a main part of our programme for 1976–81. It is there in the 5-year Plan and you will get it. You must read. You do not read before you talk and that is your trouble. *(Asides.)*

Mr. CHAIRMAN: Order, please!

Mr. SIMMONS: All the consequences of that policy will be worked out and presented in here,

and you will see for once that, unlike your Government, we keep our promises whereas you did not. Mr. Chairman, I am not sure what the hon. member for Christ Church North Central — *(Asides.)*

Mr. CHAIRMAN: Order, please!

Mr. SIMMONS: There are so many of us over here, Mr. Chairman, that I get confused sometimes between North Central, South Central, North East, South West and West. I know that there is an argument of utilities or capitalists oriented organisations, who want to hold back the day of the people's control, to make assertions that the people are not ready and the industry or the enterprise involves very technical operations which the people cannot do. I want to know how long they will continue saying that. I do not disagree with him making his own case, but I am saying that we must always be aware that these organisations, which are resistant to take over on a nationalistic basis, will find such excuses. All we have to do is to pre-plan; train some more accountants and some more technical men in the telecommunications field, and some more diesel engineers, so that when we are ready to take over we will have a quota, because they cannot deny any longer that the black people of this country and of the Third World are ready and willing to run their own affairs and to run the enterprises which they, the foreign capitalists, have been dominating since they started.

Mr. TAITT: Mr. Chairman, I had not intended to join in the debate on this particular item until the member for St. Philip North — Do you see how I know where he is from, and he does not even know where his own people are from? — made a couple of points which need some elucidation. In the first place, Sir, I think it is necessary to correct the record with regard to the question of the last Government or the then Government participating in complaints against rate increases in 1974 or whenever it was. The method used was a very simple method, and if the member for St. Philip North has any quarrel it can only be with the time at which the case was lodged. The decision that the Government would protest was not a decision made by the Attorney-General, it was made by the then Minister responsible for Trade in consultation with the Cabinet that we would protest because all of the economic requirements for arguing the case were worked out in that particular Ministry, as it was in the very recent case, and I am sure that the Government of today would accept that the case which they put forward was the case which they found waiting to be put forward. I do not think we should have any question of where

the then Government stood on the question of rate increases.

I am always amused when I hear them talking about their energy policy. As a matter of fact, it is pertinent that now we have a manufactured crisis in Barbados, which could only have been brought about because of either ineptitude, stupidity, or crass ignorance. The only reason we could have had any ship — could you imagine, Mr. Chairman, that God chose Barbados and that one oil tanker to have a breakdown at this particular time? Mr. Chairman, you and I know — I certainly know that they had no breakdown of any oil tanker to cause any energy crisis. It is true that the former Prime Minister said that there was no energy crisis, and all of them jumped up and said that, but if I were in here I would have told him the same thing. Of course, there was an energy crisis. (*Asides*) He also said that you were a girl. Suppose I said that. Would you accept that?

Mr. CHAIRMAN: No cross-talk!

Mr. TAITT: Do you think everything that Barrow says is gospel? (*Asides.*)

Mr. CHAIRMAN: Order, please!

Mr. TAITT: Because everything that Tom Adams says is gospel, it does not mean that it is gospel for us. We used to be able to disagree. The point I am making, Mr. Chairman, ...

Mr. SIMMONS: On a point of order, Sir. The Lord giveth and the Lord taketh away comes from the gospel.

Mr. TAITT: And is quoted lucidly, freely, and in a second-hand manner by the then Prime Minister of Barbados from the gospel. As I was saying, Mr. Chairman, on the question of energy they always conveniently forget to mention that the Government of the Democratic Labour Party in 1974 established a Commission — a real, live Commission that started working, headed by the then Senator Maurice King, who subsequently became an Ambassador to the United States.

1.20 p.m.

That commission was set up to enquire into the question of energy resources and our energy needs in Barbados, and the Cabinet made a decision in 1974 to establish a national corporation to administer and rationalise the production, importation and sale of petroleum and petroleum products in Barbados. Before that, Mr. Chairman, the Minister of Trade submitted a

Cabinet Paper which my colleagues who were in the Cabinet can confirm calling for the purchase of the Mobil Refinery, calling for the establishment of a new modest sized refinery which it anticipated and estimated would cost \$10 million, and the Cabinet out of an abundance of wisdom, if you will, decided that they would establish a Committee to examine this matter with all its ramifications, and the Committee came back and made the exact recommendation. So, Mr. Chairman, they conveniently forget this when they are talking about an energy policy. In the manifesto of the Democratic Labour Party under Energy, we said, and it is short and I am going to quote it:

“The 1973/74 energy crisis demonstrated the need for each country to plan for and conserve its energy resources most carefully. Barbados has so far located sufficient natural gas to meet our present requirements.” We then went on to talk about what we had granted General Crude and we went on:

“Under the D.L.P. Government the Government set up a Committee to examine all aspects of our energy needs in Barbados. The Committee has reported and and very shortly decisions will be made on the best way to ensure constant delivery of our total energy requirements over the next two decades. The Party will implement the decision made by Cabinet in 1974 to establish a National Corporation to administer and rationalise the production, importation and sale of petroleum and petroleum products, increase the manpower resources in the appropriate Ministry to bring Barbadian expertise to bear in the distribution and control of oil, gas and related products.”

And, Mr. Chairman, on this question of Barbadians being capable of running utilities, this is something I have never understood how it is possible for people to accept that a Barbadian can run the biggest corporation of all, the Government — it is all right for a Barbadian to be in charge of running the Government, it is all right for a black Barbadian to be able to administer any Ministry — and yet when in Government.....

Mr. JOHNSON: On a point of order, the vote for the National Insurance Building deals with electricity, and I am at a great loss to understand what this long rambling debate about the capability of Barbadians to run a gas factory or oil refinery has to do with the subject matter.

Mr. CHAIRMAN: Your point is well taken. The Chair is of the opinion that the debate has

stretched beyond what is really valid. The hon. member must stick to the question without any prompting from the other side although I repeat I will certainly not muzzle the Opposition.

Mr. TAITT: Mr. Chairman, with the greatest respect, I think you would agree and I am sure that the member for St. Michael West if he did not wish to put me off would have agreed, that if the Chair has permitted a member on that side to stray a little in one direction, it is at least only fair that he would permit a member on this side to have equal right. As I was saying, Sir, why is it that it is all right for a black Barbadian to run a Ministry — you look at the front bench; they run the Ministries, some competently and some not so competently — and yet when it comes to the question of if we can run a private business, there is somebody always saying we are not ready, we do not have the expertise, we do not know how to do this, and that the companies have these inter-locking arrangements and somehow somebody is going to put one over us. Mr. Chairman, when will we ever learn to do these things if we continue to let white people from Canada, Australia, New Zealand and South Africa come and tell us that we cannot run a utility company? It is complete nonsense.

The public utility companies in this country are run by Barbadians. Mobil is run by a Barbadian. The Electric Company which lights up the National Insurance Building is run by a Barbadian; the Telephone Company is run by a Barbadian, and the question of where you buy equipment from is a moot point, because there are all kinds of agents and the people are in competition, and if you have competent people to go out and buy, they will be able to buy. It is a non-point to raise the question of who can run what. In the same way that we have gained political control of our affairs, we must demand economic control of our affairs for this country. No amount of half-baked, half-washed argument is going to make me stray from the central point that the people of Barbados must be capable, must be able and must be given an opportunity to run their own affairs even if they run them badly in the first instance as the present Government is doing.

Hon. H. B. St. JOHN: Mr. Chairman, sometimes I get really amazed at the audacity of the people on the other side. Here it is that that hon. member who has just spoken was a member of a political party which was in power for fifteen odd years in this country that had full constitutional competence to carry out the policies which they are now purporting to

advocate, and not one of them when they were members ever took issue with the hierarchy of the party and resigned from the membership of the party because it did not carry out these fundamental issues. It is sheer hypocrisy now they are in Opposition to come and put forward these proposals as if these are proposals which they regard as sacrosanct. The truth of the matter is that as long ago as 1951 when the Barbados Labour Party came into power it had as its platform the taking under control of the commanding heights of the economy of Barbados. We carried out that policy. It is this political party that nationalised the natural gas and laid the foundation for the most successful ever statutory corporation in the history of Barbados. We also nationalised part of the bus service, but unfortunately the way how politics was run in Barbados a number of people instead of seeing that this was an area in which there should be unity among all the political parties, we had a lot of back biting to the extent that the efficiency of the service could be called into question, and therefore people came to the question as to whether nationalisation was the only means of controlling because of the losses that resulted in the nationalised industries. We had that example with the buses. It is not only in Barbados, but in other aspects of the Caribbean area that this question as to whether nationalisation is the correct means of achieving the desired control of these industries that has been called into question. Read the speeches of the Prime Minister of Trinidad and Tobago; read the comments of what is happening in Jamaica and in Guyana; read all these things and you will see that at this stage in the Caribbean people are groping for new means and new machinery to ensure that when the Government takes control, proper standards of efficiency continue and that we do not have an unnecessary drain on the taxpayers in the country. That is one of the issues. Let us talk about management technique.

The hon. member who spoke last ought to be ashamed of himself when he starts to speak about these matters because he pretends to have a knowledge of management. He was a lecturer but certainly not in management from the way he exercises his speaking and talks on national matters. The Waterworks Department in Barbados was nationalised from 1920, but what is the position? Among the utility companies in Barbados, the Waterworks Department is the worst managed with respect to billings. Do you know that in the Estimates Committee up to now when you ask a person what is the cost of water, they tell you they have not received the waterworks bills for three years? There are people

in this country who have not received waterworks bills.

1.30 p.m.

For three years there are people in this country who have not received Waterworks bills, so these are matters you have to take into account.

When it comes to dealing with the utilities in this country my record stands pre-eminent. I was the first that had the courage in 1969 to get up and cross-examine the multi-national witnesses in Barbados, so do not let us talk any foolishness about that. The basic position is that there are a variety of ways in which the Government can control. The public utilities legislation is one way, it has become increasingly obvious that you need greater powers and the type of control that you have with the public utilities legislation, but the question still remains as to whether it would not be desirable for the Government to become a shareholder by virtue of the fact that the Government has to approve most of the loan requirements of these companies. These are facts.

There are other areas that Government can participate in other than outright nationalisation, so do not get up in here and try to pretend to the public that have not made any in-dept study of the various means of control by Government, that nationalisation is the one you advocate and the Barbados Labour Party does not advocate it, because as the hon. member for St. Philip North has said, you had the most conservative Prime Minister in this country since the days of Mr. E. K. Walcott, namely the hon. member for St. John, and he had 15 years of power with all of you egging him on and you could not get him to move.

With regard to the side sweep of the former Minister of Petroleum in respect of the petroleum, the basic position is that the Government of Barbados has said both in Opposition and in our Manifesto that we believe we should have a National Petroleum Corporation. They copied our policy on that. Since we have been into power we have had discussions with our counterparts in Trinidad, and a point the hon. member must remember is that oil is in a completely different position nowadays than what it was before. Not only has the price of oil risen, the point is that within the CARICOM countries there is a producer of oil which produces more oil than all the other countries consume, and various fundamental problems and issues are at stake as to the pricing with respect to that country, so the national

policies of each individual member of CARICOM have to take into account these new factors. At the time CARICOM was negotiated Trinidad's oil production was not as great as the domestic consumption of the other territories. These are important matters.

The Venezuelan Government has been promising an oil facility to your Government since 1973 and not one penny have you received. Why do you not tell the people about that? You know very well that in order to have.....

Mr. TAITT: On a point of order, Mr. Chairman, he is misleading the Hon. House. The Venezuelan Government made the facility available by way of transfers for balance of payment purposes.

Mr. CHAIRMAN: That is not a point of order.

Mr. TAITT: It is a point of elucidation.

Mr. CHAIRMAN: Does the Hon. Leader of the House give way?

Mr. TAITT: He sat down, how do you mean if he does? The point is that the facility was that we should lodge the money with the Central Bank here in Barbados so that we would not have to send money overseas and in this way it would help you with your balance of payment problems. The people were not giving us money, and the way in which he has put it would make it seem as if the Venezuelan Government was giving the Barbados Government some money. He knows better than that.

Hon. H. B. St. JOHN: Mr. Chairman, the point is this. The hon. member's Government led the people of Barbados to believe that they would be able to get oil at a price cheaper than the crude price that the Venezuelan Government sells to other countries. They have never got it. The Venezuelan Government sells oil to other countries in South America at a lower price than they sell on the world price, and if they want to help us they can sell us at a lower price too. And if Trinidad wants to help us they can sell us at a lower price than the world price too. That is the position. The basic position is that before you finalise and complete your plan in relation to petroleum you must have an assured source of supply. And what is more, that hon. member was Minister for Petroleum and the crude oil producers in Barbados were having a constant fight with Mobil Oil in Barbados to get a proper price for their crude, and it is only since I have become Minister for Petroleum that I have insisted that they meet and

if they did not meet we would have introduced a certain price structure.

Mr. TAITT: On a point of order. Again, Mr. Chairman, the Minister knows, and if he does not know, if he reads the file he will find that the first time Mobil and the General Crude people got together was when I ordered them together in 1972 and the price was \$4.54 a barrel, and the Minister must know, it is in the file, because it is among the first things you find when you open the file. I can only conclude that he has not read the file yet.

Mr. CHAIRMAN: That is not a point of order.

Hon. H. B. St. JOHN: It is not even a point of fact, because the position is very clear, that if he was so successful the truth is that the \$4.50 that Mobil was paying was well below the world price, and the position is that Mobil wants to continue to pay them well below the world price.

The basic position is quite clear. I came in the Ministry and found that drilling rigs have left Barbados because General Crude said they were not going to continue drilling crude in Barbados until they received a proper price for the crude, and we called a meeting with the man from Mobil and told him that they either agree on a proper price formula or we will introduce a minimum price for Barbadian crude, and they agreed on a mechanism in December last year based upon the \$10.50 a barrel plus the OPEC increase. That is the position, but as you would know if you had read the file and understood, you do not get back a rig overnight, you have two big rigs and it takes about four or five months to get the rig, the rig cannot come back here before later, but you allowed the rig to go. That is the position.

Mr. TAITT: Mr. Chairman, on a point of order. Let him tell you what a rig is. You are a scientist and you know that he is misleading the House when he talks to the Gallery and says "you allowed the rig to go." He knows that the rig that was supposed to be used down here was taken to handle North Sea oil and he knows that he is only misleading the people.

Mr. CHAIRMAN: Please be seated; no point of order.

Hon. H. B. St. JOHN: The hon. member is talking about North Sea oil. What utter nonsense is the hon. member talking? A land rig can drill

in the sea? The hon. member is so stupid, he had better be advised to keep quiet today.

Mr. TAITT: Mr. Chairman, on a point of order. All of that will do very well for the amusement of his colleagues, but he knows what I am saying is correct. He knows that the rig that came down here for deep sea drilling went to the North Sea and the other rig had to go to replace it. He knows that, Sir, but he wants to mislead the people.

Mr. CHAIRMAN: No point of order at all.

Hon. H. B. St. JOHN: I want to assure the House that the Government has the question of a national petroleum policy under review. We have made a submission based partly upon the recommendations of the committee that had met, but we have refined and improved it in the light of our understanding of the role that oil plays in the CARICOM arrangement.

1.40 p.m.

We have revised it in the light of that. We made a recommendation to the Ministry of Finance, and we also have to take into account that the latest information that the refinery's capacity of between 30,000 and 40,000 barrels is no longer an economic position because of the fact that the way in which the oil industry is now structured, the Government owns the source of production and unless you can have a bilateral arrangement with the governments to be assured of a source of crude oil you will have a refinery and you will not have any oil to put through it.

That has happened with Antigua. Antigua has a refinery but there is no source of oil and Antigua have got to turn their refinery into nothing but receptacles. The Jamaica Government is in exactly the same position in respect of their second oil refinery. So these are the new factors that we have to take into account; but do not make political issues out of matters of this kind when there is general agreement between the parties. The only thing is that they had 15 years to do it and did not do it. Why make an issue of these matters when there is no issue? These are non issues. Let us argue about unemployment and things of that kind.

Mr. CHAIRMAN: Will you please put the question?

Rt. Hon. J. M. G. M. ADAMS: I will not be long.

Mr. CHAIRMAN: You are going to wind up?

Rt. Hon. J. M. G. M. ADAMS: I am going to wind up very briefly, Sir. In dealing with the point made by the Leader of the Opposition about the computer which he said is no use and which he said wanted throwing away, the Leader of the Opposition has fortunately for himself thrown a veil over every thing that went on when he was in Cabinet. That is the only conclusion that I can draw from what he said, since the computer which was criticised by us some years ago has been thrown away. The computer of which we are speaking is a new computer.

I would believe that the things he said are on file were it not for the fact that I have the file here because myself and the Deputy Prime Minister happened to be studying the exact subject matter. I have one file here and he has the other file. We happened to be studying the exact subject matter with which he dealt at such length.

I will gloss over his reading of his party's manifesto, and his reading the word "rationalise" in such a way as to make the reporters believe that he said "nationalise" because I am not aware that the manifesto of the Democratic Labour Party said anything about nationalisation. It is true that I have not read it very carefully, but I saw "rationalise".

What I do know is that this is a case on which there has been general agreement between the parties. When the former Prime Minister announced the appointment of a commission to study a National Petroleum Corporation, he very kindly told the House that the then Government was taking up the then Leader of the Opposition. He said it in here. The idea was to appoint a commission to examine this.

Based on that statement and based upon the fact that the most careful perusal of the file before me does not reveal existing documents as the hon. member for St. Michael South West would have us believe. They are not on this file. (ASIDE: It is on another file.) Is it not Cabinet Paper MTC/120 of 1974, Ministry of Trade and Commerce?

Mr. TAITT: If the Minister would give way I am sure that he could go to the Cabinet Secretary and ask for the relevant copy and he would give him. If he cannot find it, it is not a matter for us.

Rt. Hon. J. M. G. M. ADAMS: Is this not a Paper under the Ministry over which the hon.

member presided formerly? Paper MTC/120 of 1974? (Mr. TAITT: Read it and let me hear). Sufficient to say that the only thing that I will deal with in current terms is the criticism made of the Government in connection with the extant dispute. It was not a very deep criticism, and I would like to reply to it very shortly.

I myself have the greatest possible difficulty in believing the story about the breakdown of the factory; but Mobil knows that they are dealing with different people. In 1974 when Mobil applied for an increase in prices a paper was put to Cabinet on a Thursday containing the words to the then Minister, now the member for St. Michael South West, that if no decision was reached on this matter the tanker would not be discharging crude in Barbados. Mobil would never tell Bernard St. John or Tom Adams that.

Mr. TAITT: On a point of order. Ask him to read the next two sentences.

Mr. CHAIRMAN: That is not a point of order.

Mr. TAITT: But it is a fact.

Rt. Hon. J. M. G. M. ADAMS: The next sentence reads: "The Cabinet is invited to consider the above information and advise the Minister on what action should be taken, if any, on the request of Mobil Oil (Barbados) Limited for an increase in the ex-refinery prices of petroleum products." Mobil ordered the Cabinet to decide before Sunday to give them more money, and the Cabinet gave them. Has anybody taken note that we have not raised any price of oil? It is because Mobil knows that they are dealing with a different calibre of Minister.

Mr. TAITT: On a point of elucidation. The Prime Minister and his Minister of External Affairs will be able to tell the country, if they wish to, that on the last occasion and certainly when the OPEC people raised the price of crude oil that Mobil approached the then Government for a price increase and the then Minister told Mobil where to get off, and there was no price increase in Barbados. We only have to go into the highways and byways of the gas stations and ask them their opinion. I agree with them that they have different calibre ministers. We had high powered calibre ministers before and we have now small calibre.

Rt. Hon. J. M. G. M. ADAMS: Let the hon. member for St. Michael South West deny that on that particular Thursday Mobil did not threaten

the Cabinet and the Cabinet gave Mobil 10 cents more. I know that we are still paying \$2.00 a gallon for gasoline now. (ASIDE: How much longer?) I do not want to spend too much time, but relating to the points made by the hon. member I think that this matter has been of long concern to both parties that the major utilities in this country are owned in foreign lands. I think that politicians on both sides of the House are concerned about that.

I am not concerned with the rhetoric of the hon. member for St. Michael South West. The President of the United States runs the Government of the United States, but he does not run any oil company. Not since the 1940s has there been any serious proposal that the United States should involve itself in running an oil company for precisely the reason of the interlocking of the companies and their directorships and their overseas operations as well as their marketing operations.

1.50 p.m.

If the hon. member wishes an illustration of what can happen in these terms — he has referred to the literature on the oil crisis of 1973 when Mr. Heath, then Prime Minister of Great Britain, ordered the Managing Director of a British Petroleum Company owned by the British Government since 1914, not to cut the supplies of oil to Britain and the Managing Director of what a statutory corporation told Mr. Heath that he would have to give him the instructions in writing and state precisely which country's allocation should be reduced so as to keep Great Britain's allocations up, and stated that he would not and could not be responsible for organising a tanker programme for maintaining British supplies.

It will be found that even the Soviet Government have had to conform to international marketing transactions. It had to do a deal with Mr. Gull Benton many years ago. It had to do a deal with Mr. Gull Benton and his partners who owned shares even after the Soviet revolution in the oil industry of the caucuses. Even the Soviet Government has had to adapt itself to the conditions of marketing international oil. In Barbados we have had to bear all of these matters in mind. Nonetheless, our Party's policy has been, and I repeat, to create a National Petroleum or Energy Corporation to deal with the matters which have been set out in the speeches of members on that side and on this side. I do not know why all of this heat is generated. It is common ground between the parties.

As far as the Barbados Telephone Company is concerned, I think that it is not premature to reveal to the House that the Government is pursuing the matter of obtaining a Governing Director or Directors on the Board of the Barbados Telephone Company. We are shareholders in the Company, and we think that there is time that some input from Government into the affairs of the utilities and some of the knowledge that can be derived from inside the Board room of the operations of the utilities. I do not wish to say very much about the Electric Company at the present time because of the prospective rate hearing. Again, I do not think that hon. members will press me on that matter.

The hon. member for St. Lucy, I believe, is one of the Assistant General Secretaries of the Barbados Workers' Union. Instead of worrying about the Government and the utilities, he need not think that we on this side are going to allow them to say in opposition what they are in favour of when they were afraid even to put it in their manifesto. We are not going to sit here and allow you to become the party, all of a sudden, of taking over the Electric Company when in the Government you were the Electric Company's greatest friend. I would prefer to hear from the hon. member his unionist's standpoint. I would prefer him to ask the Government to put forward a case for there to be a workers' director on the Board of the Utility Company, if he is so interested in the future activities and organisations of these companies.

The whole matter is in a state of flux because the present Government is actively looking at Mobil, the Telephone Company, and the Electric Company to pursue aspects both of greater Government participation and of greater localisation in all three of these organisations. That is as far as we can go at the present time. Hon. Members will have to be content to sit down and wait. I know that hon. members expect miracles of this Government. The hon. member for St. Michael South criticised me severely for, as he puts it, taking five months to correct a wrong decision taken by the Ministry over which he presided. The decision was taken in respect of the Ministry over which he presided. In other words, we took five months to correct what they took five years to do wrong, and he is quarrelling over the five months. Well, you cannot expect us in the same five or six months to settle all the problems of Mobil that, by the admission of the hon. member for St. Michael, have been at issue since 1972. If they have been going on from 1972 to 1976, the hon. member really cannot expect us to settle them immediately after taking office.

There is an old joke, Sir. The difficult we do right away; the impossible may take a little longer. Well, we are dealing with some impossible situations that we have inherited from these people, and they may take just a little longer than the first half-year of office. I beg to move that Head 10(3) stand part.

Hon. H. B. St. JOHN: I beg to second that.

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

Mr. CHAIRMAN: The time now being two minutes after two o'clock, I will ask leave to report progress and ask leave to sit again.

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

SUSPENSION

Mr. SPEAKER: The time is now two o'clock, and this sitting stands suspended until 2.45 p.m. today.
2.02 p.m.

On Resumption

Mr. SPEAKER: This sitting is now resumed.

QUESTION TIME

Mr. SPEAKER: Question No. 1.

Hon. F. G. SMITH: Mr. Speaker, I am raising this matter under Standing Order No. 76(5).

Mr. SPEAKER: Are you calling Question No. 1?

Hon. F. G. SMITH: I am raising a matter of privilege under Standing Order No. 76(5).

Mr. SPEAKER: Just a minute. Let me hear the hon. member.

Hon. F. G. SMITH: During the sitting earlier today you permitted the hon. member for St. Michael South West to ask a question to which the Rt. Hon. Prime Minister said he had the answer ready. I am submitting with respect that under Standing Order No. 16 of this House the questions cannot be answered today. For one

thing they have not been circulated to hon. members and therefore hon. members would be deprived of the right to ask supplementary questions which I think is given by Standing Order No. 16(2). The questions are not on the Order Paper, and if you read Standing Order No. 16(1) under "Manner of Asking and Answering Questions" it says:

"If an oral answer to a question is required" — and we do not know that because I do not know if it is marked with an asterisk or not because it has not been circulated officially by this House — "the Minister shall, when 'Replies to Questions' is reached in the order of Business, inform the Speaker that the Reply to the question asked by a Member is ready."

I do not know if he wanted an oral answer or not. It has not been circulated.

"At Question Time, the Speaker shall call upon the Member in whose name the question stands. The Member so called shall then rise in his place and ask the question by reference to its number on the Order Paper."

I do not know what number this is and how you are going to get around it, because as I say it is not on the Order Paper at all because it has not been circulated, and therefore I am submitting with the greatest respect that while I admire the facility and alacrity of the Prime Minister maybe from his legal training to be able to answer questions promptly, I would like him to conform to the Standing Orders. I am not against questions being answered promptly because I think it is the duty of the Government to answer questions promptly, but let us observe the Standing Orders. He can get his answer ready by next Tuesday, but I am submitting with the greatest respect that under Standing Order No. 16 it cannot be called by reference to the number on the Order Paper because it is not on the Order Paper, and as an hon. member of this House I would be deprived of my right of being able to ask supplementary questions because I have not got it. I am submitting that as a matter of privilege arising during the sitting, the Prime Minister must understand that much as he is willing to answer questions promptly, we must still conform to the Standing Orders.
3.00 p.m.

I would like to see how we are going to call this number on the Order Paper, how we are going to get around this. I am sure the members

of the Government have not got copies of it. How can you run a House where one member has a question and it is not properly laid? I do not want to belabour the point, it is a matter entirely for you, your duty is to protect the rules of the House. You are the servant of the House, it has always been that the Speaker is the servant of the House, and I would like to see that we observe the Standing Orders of the Chamber. That is all I have to say.

Rt. Hon. J. M. G. M. ADAMS: Mr. Speaker, the hon. member I think rose on a point of order rather than on a point of privilege and it could have been dealt with when the numbers were called. First of all, as regards the numbers and what is in the questions, I know that the two questions for which answers are ready, I have the answers here, they could indeed be circulated, they already have numbers, one is No. 21 and the other is No. 23 and the Hon. Leader of the Opposition should know it, because it has been circulated with a copy of the question carrying a number. Whether he has not looked at what has been circulated or not I do not know, but he should know it. The question is short, with a number, which should enable him to handle it at supplementary level.

If it is required, because as I believe the Clerk has already intimated, the privilege of requiring extended notice is the privilege of the Minister. It is the Ministers who ask for extended notice of questions so they do not have to answer them right away. If it is required, just as we ask for leave to deal with Resolutions in all their stages, in which case they never appear on the Order Paper, I will ask for leave to answer the hon. member's questions. It is a matter of saving at the Government Printery, giving the hon. member for St. Michael South West an immediate answer, and facilitating the business of the House. I am not aware that there is any advantage to the Government in answering a question right away, and I cannot promise to do it as a regular practice or at all, although I may, it just happens that we are in a position to answer these questions today.

It may very well be that this Opposition is seeing a style of Government to which it has never aspired and the principle of "I want to drag you down because you can climb higher than me" they do not want questions answered today, but the question is ready and the question is asked, every hon. member has a copy, the copies have Order Paper numbers, they can be printed.... (*Asides*) ...Resolutions that are dealt with in all their stages are not on the Order Paper either.

(*Asides*). I hear *Asides* "that is different." It is only different because nobody has done it before. That is the only reason why it is different.

I am submitting to Your Honour this is a more efficient way of dealing with the business of the House, and if anybody is serious about asking a question he must be serious about wanting the answer early. I have never heard of a man asking a question and then saying he does not want to hear the answer. That reflects on the sincerity of the question, that reflects on the seriousness of the hon. member who refuses an answer to a question when it is offered to him. I have only heard that since I have been in the House, Sir. I am willing to ask leave to give the answers to the questions. Even if it is warranted I would not mind suspending the Standing Order 15(3) although we do not wish to do that, because we do not like to suspend Standing Orders after the sitting has started, but if Your Honour deems it necessary I would ask for whatever is necessary to give the parliamentary answer required here and get on with the business of the people. They are always telling us to get on with the business of the people and the first time we come to get on with it they are saying no, you are too fast.

Mr. SPEAKER: The Hon. Leader of the Opposition rose to address the Chair on a matter of privilege. I have listened quite attentively to what the Hon. Leader had to say and *prima facie* there is no question of privilege in what he had to say at all. I am of opinion that since the replies to the questions asked today are ready, all that might be necessary would be to seek the feeling of the House as to whether or not the House is ready to receive the replies. If we get an indication from the House that it is ready to receive those replies, the replies to my mind could rightly be given to expedite business. In the absence of any objection....

Hon. F. G. SMITH: You cannot put anything....(*Asides*)....

Mr. SPEAKER: Order.

Rt. Hon. J. M. G. M. ADAMS: I ask for leave to give oral replies to Questions 21 and 23 asked earlier today by the hon. member for St. Michael South West.

Mr. SANDIFORD: Mr. Speaker, I wish to address this Hon. Chamber on this matter. I do not wish to be contentious on this matter, but I do recall occasions when we were on that side of the Chamber and questions were asked it was said from time to time by certain Ministers that if

you wanted the answer now it could be given (Rt. Hon. J. M. G. M. ADAMS: That is only talk). We hear from the Hon. Prime Minister that that might have been only talk.

Mr. SPEAKER: And I must warn that there will be no cross talking in this Chamber.

Mr. SANDIFORD: I am very glad that you asked the hon. member for St. Thomas not to cross talk and not to interrupt me. Standing Order 15(3) states: "If a member requires an oral answer to his question he shall mark it with an asterisk, and notice of any such question must appear on the Order Paper circulated on a day before that on which the answer is desired." So it seems to me that the member asking the question must have a say in this matter, because his wishes, unless I am misinterpreting the words, the question must appear on the Order Paper circulated on a day before that on which an answer is desired. So it may be that the member for St. Michael South West who has asked this question — and the member for St. Thomas is quite right, I have seen a copy of this question, apparently it was circulated some time subsequent to the luncheon suspension — and it is marked with an "x" which indicates that an oral reply is desired, and I believe that the member for St. Michael South West may have a further part to play in this matter in terms of indicating on what day an answer may be desired, but I am not too clear on this particular point, maybe it is a matter for which this Hon. Chamber may need further elucidation.

But it does seem to me that we have, while certainly speaking for myself, I think there is no objection at all if a Minister is fully cognisant of the surrounding circumstances and the details about a question that is asked and can get up and give the reply there and then, and there is no objection by the member asking the question or by any hon. member who may wish to prepare himself for that question in terms of supplementaries to be asked, if there is no objection I personally see no reason why the reply cannot be given immediately.
3.10 p.m.

May be on that side it may not be necessary to send such questions to the Cabinet for consideration as far as a reply is concerned; but personally I see nothing wrong with giving a reply as soon as the question is asked so long as there is conformity with the Standing Orders. I see a problem here with Standing Order 15(2).

Mr. SPEAKER: It is now just a few minutes away from Question Time.

Rt. Hon. J. M. G. M. ADAMS: Your Honour, as far as we are concerned we can lay all four answers and be done with that. Hon. members have raised the question of procedure. If hon. members want to deal with the questions, we have a number of answers here and we can give them orally. We can lay them and be finished with that. Can leave be granted to answer the questions? Nobody has objected, and there being no objection, I move that Question Time be extended until 3.45 p.m. to deal with the replies to the questions of which notice has been given.

Hon. H. B. St. JOHN: I beg to second that.

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

Mr. SPEAKER: Question No. 1 standing in the name of the Hon. member for St. Lucy.

QUESTION RE HOUSING PROJECT IN ST. LUCY

Mr. GREAVES: Mr. Speaker, Question No. 1.

To enquire of the Appropriate Minister: Is the Minister aware that: (i) there is an urgent need for the establishment of a low cost housing project for St. Lucy? (ii) there are plans for establishing such a project at Nesfield? Can the Minister state whether or not this Government has any plans for continuing this project or developing one in another area of St. Lucy? If the answer is in the affirmative, will the Minister give details?

Hon. H. B. St. JOHN: Mr. Speaker, the answer is as follows:—

No, Sir.

The small number of applications to the National Housing Corporation from that area does not indicate that there is in urgent need for such a project.

Mr. GREAVES: Mr. Speaker, supplementary. Is it the policy of the Government to determine whether or not there is need for a housing project in a particular area based on the number of applications which are made to the National Housing Corporation?

Hon. H. B. St. JOHN: Mr. Speaker, it is the policy of the Government to spend the limited funds at its disposal in the areas in which it is mostly needed. This, I understand, has always been the policy not only of this Government but

of the previous Government to satisfy the areas of greatest demand.

Mr. GREAVES: Mr. Speaker, can the Minister indicate whether or not the Ministry of Housing or the National Housing Corporation has investigated the need for a housing project in St. Lucy?

Hon. H. B. St. JOHN: Yes, Sir. A detailed and exhaustive investigation has taken place and an analysis made of the number of applicants and the areas from which applications have come and the availability of existing facilities particularly in the parish of St. Lucy where there is a housing estate established by the Government.

Mr. GREAVES: Mr. Speaker, would the Minister care to make available to this House that information — the result of the investigation?

Hon. H. B. St. JOHN: The applications for rentals from residents in St. Lucy were for 35 rental units. For the purchase of lower income houses, 13 applications. For the rental of house spots, 21. Of these the applications were the following: For the rental of terrace houses, 14. For the purchase of lower income houses, 11. For rental of house spots, 13. It should also be noted.....

Mr. SANDIFORD: Mr. Speaker, would the Minister not agree that the basis of establishing housing projects on the basis of applications from a parish is a fairly narrow and inadequate data base on which to base the establishment of the housing project in as much as there may be persons not living in St. Lucy at present, but may be in St. Peter or some other parish who may be willing to go and live in St. Lucy, and it may be necessary to take into account the total situation rather than merely the applications from St. Lucy?

Hon. H. B. St. JOHN: Mr. Speaker, the Ministry has a policy by which it invites people who are interested in applying for house spots to do so. As far as I am aware there have been no applications from other parishes for house spots in St. Lucy; and in the light of there being a large number of applications that factor would be also taken into account; but that is not the case at present.

Hon. F. G. SMITH: Would the Minister agree that in the absence of possible applications for houses in housing schemes to use the applications sent in at Randall for the houses is a more satisfactory basis for dealing with these houses in St. Lucy?

Hon. H. B. St. JOHN: I disagree that it is unsatisfactory. It is the policy of this Government and it has been that of the previous Government to invite people to send in their applications to the National Housing Corporation, and in accordance with the applications the needs are determined; and in this particular case there have been no number of applications which in the opinion of this Government would justify the setting up of a housing estate at Nesfield having regard to the limited funds at the disposal of the Government and the demand upon those funds.

Hon. F. G. SMITH: Is the Minister then saying that St. Lucy which is a parish represented by an Opposition politician will not get a housing scheme at all?

Mr. SPEAKER: That is no supplementary whatsoever.

Hon. F. G. SMITH: I am only asking. I have only asked two and I have three.

Mr. SPEAKER: Is the Leader of the Opposition arguing with the Chair?

Hon. F. G. SMITH: I am claiming my right to ask three supplementaries. I have only asked one and I am entitled to ask another. I am not arguing with the Chair. I am claiming my right under the Standing Orders.

Mr. SPEAKER: You will ask your questions when called upon by the Chair.
3.20 p.m.

Hon. F. G. SMITH: Is the Minister not agreeing that St. Lucy will not get a housing scheme in the immediate future?

Hon. H. B. St. JOHN: No. That is not an honest interpretation of what I said. I said that if the demand in St. Lucy justifies the need for a housing scheme at Nesfield that demand would have been reflected in the number of applications. At the present moment, at the stage of the existing applications, in our opinion there is not a need. That is what I have said.

Mr. TAITT: Mr. Speaker, can the Minister state specifically how many surveys, if any, have been done within the parish of St. Lucy? Not on the basis of applications at random, but a survey in the parish of St. Lucy to determine the housing needs in that parish.

Hon. H. B. St. JOHN: Mr. Speaker, I have already indicated that an analysis of the

applications for housing for the parish of St. Lucy has been undertaken, and I have given you the results of the survey. In addition to this, there has been in Barbados recently a survey under-taken on a parish to parish basis by a United Nations team who were here during the time of the previous Government. (*Asides*). I am sorry, Mr. Speaker, they came here — (*Asides*.) I stand corrected on that. As I understand it, the new Minister of Housing had requested a United Nations' team to look into the mess in which the previous Government had left the National Housing Corporation, and they have provided us with elaborate parish by parish statistics dealing with housing conditions and the needs.

Further, we have, in addition, analysed the existing applications which were put in during the time of the previous Government, and, as a result of these two sets of figures, we are now evolving a plan. As I have said, we feel that it is best, with the limited funds at our disposal, to try and satisfy the areas in which there is the greatest demand first.

Hon. F. G. SMITH: Is the Minister, therefore, saying that the United Nations' team which came down.....

Mr. SPEAKER: Just a minute. Did you not have three?

Hon. F. G. SMITH: Which three? You ruled that one was not a supplementary. If it is not a supplementary it is not a supplementary.

Mr. SPEAKER: No. It is a question you asked. You have had your three.

Hon. F. G. SMITH: How could I have three?

Mr. SPEAKER: Do not argue with the Chair.

Hon. F. G. SMITH: You ruled that it was not a question, so it is a question.

Mr. SPEAKER: Will the hon. member, please, take his seat!

Hon. F. G. SMITH: If it is a question, I should have got an answer to it.

Mr. SPEAKER: Will the hon. member, please, take his seat!

Hon. F. G. SMITH: I cannot understand this thing. I asked a question.

Mr. SPEAKER: Will the hon. member, please, take his seat!

Hon. F. G. SMITH: I will take it. Cool yourself. I asked a question; you ruled it was not a question, and.....

Mr. SPEAKER: Will the hon. member please, withdraw from the House for the remainder of the day. The hon. member must withdraw from this sitting for the remainder of the day.

Hon. F. G. SMITH: Do not shout at me. Do not shout at me. Do not shout at me. (An Hon. Member: "Name him.") Name what. I have a name, but I do not have a number. I asked two questions. He said one is not a question, and he is still saying that I had three.

At this stage the Hon. F. G. SMITH withdrew from the Chamber.

Mr. TAITT: Mr. Speaker, will the Minister state how long the United Nations' expert stayed in Barbados and the nature of the survey he carried out in St. Lucy, if any?

Mr. SPEAKER: That is not relevant to this question. No supplementary.

Mr. TAITT: Mr. Speaker, can the Minister tell us how soon the people living in the area of Nesfield might expect some housing development from this Government?

Hon. H. B. ST. JOHN: As soon as there is a need shown by the people living in the area of Nesfield for a housing area they will be satisfied, bearing in mind the limited amount of funds at the disposal of the Government. We are trying to improve on the efficiency of the Housing Authority so that the needs of a larger number of Barbadians can be satisfied.

Mr. SPEAKER: Question No. 9 asked by the hon. member for St. Lucy.

SPRING HALL GROUP OF ESTATES

Mr. GREAVES: To ask the Minister of Education: (a) Is the Minister aware that the St. Lucy's Secondary School was established to accommodate approximately 1,200 pupils? (b) And is the Minister aware that although the building programme is not complete the school population has already reached this level? (c) And is the Minister aware that Phase 4 of the development plan for the school consisting of 26 classrooms, specialist rooms and a pavilion has not yet

begun? (d) Will the Minister state what plans Government has for expediting the building programme so as to alleviate the difficulties which are currently being experienced at this School?

Hon. L. R. TULL: Mr. Speaker,

(a) Yes, Sir.

(b) Yes, Sir.

(c) Yes, Sir.

(d) The Government is planning to provide the school with the additional facilities it needs as soon as funds are available for the purpose.

The Ministry of Education made plans for the completion of these facilities during the financial year 1976-77, but the funds for the project were removed from the Capital Estimates by the then Government. Provision has been made in the Draft 1977-78 Estimates for the required sums.

Rt. Hon. J. M. G. M. ADAMS: Am I allowed to ask a supplementary, Sir? The supplementary I would like to ask the Minister of Education is, Is he aware that the hon. member for St. Michael South on a platform at Pie Corner falsely accused this Government of not building the St. Lucy Secondary School, and of using the money for something else in order to spite St. Lucy for returning the hon. member for St. Lucy?

Mr. SPEAKER: No supplementary whatsoever. Question No. 21, by the hon. member for St. Michael South West.

Mr. TAITT: Mr. Speaker, I take it that Question No. 21 is the question relating to refrigerators and stoves, because it is not on the Order Paper. When the Rt. Hon. Prime Minister said that he was ready to answer, he said he was ready to answer Questions Nos. 21 and 22. The Clerk reported to me subsequently that he meant 21 and 23. I am not about to make an issue of the point, but I am just trying to find out if the question he is ready to answer is the one relating to refrigerators and stoves.

Rt. Hon. J. M. G. M. ADAMS: No. 21.

HIRE PURCHASE AND CREDIT SALES AGREEMENTS (CONTROL) ORDER, 1977

Mr. TAITT: Mr. Speaker, Question No. 21.

To ask the Minister responsible for Finance:

1. Is the Minister aware that refrigerators and stoves are basic necessities in the context of life in Barbados?

2. Is the Minister aware that the terms under which these articles may be acquired as set out in the Hire Purchase and Credit Sale Agreements (Control) Order, 1977 (S.I. No. 27 of 1977) constitute hardships and deprivation to the population?

3. Will the Minister state why the provisions set out in that Order have been applied to refrigerators and stoves?

4. Will the Minister urgently take steps to have removed from the Order the provisions which now apply to the said articles?

Rt. Hon. J. M. G. M. ADAMS: Mr. Speaker, the reply to Parliamentary Question No. 21 asked by the hon. member for St. Michael South West is as follows:

1. I am aware that stoves and to a lesser extent, refrigerators are necessities of life in Barbados as in other countries.

2. No, Sir.

3. The Honourable Member like all responsible Barbadians, should be aware that a careful watch has to be kept on the level of imports into the Island in order to protect our balance of payments position; and also that unlimited availability of credit may lead to inflationary pressures highly damaging to our economy. The new hire-purchase terms applicable to refrigerators and stoves allow for down payments as small as 25% with the balance payable over two years, and I do not consider that these terms constitute hardship and deprivation to the population.

4. No, Sir.

3.30 p.m.

Mr. TAITT: Mr. Speaker, would the Minister care to indicate why he does not consider refrigerators to be a necessity in the same way that a stove is a necessity?

Rt. Hon. J. M. G. M. ADAMS: I am overcome by the depth of the analysis which the hon. member wishes me to carry out. I can only say that it would be very difficult to support life without some form of cooking, but many people

and many unfortunate people in many parts of the world less favourable than Barbados, tropical parts, contrive to support life without refrigerators, and I may say that for all mankind's history since mankind emerged from caves, some kind of cooking has been used. I believe refrigerators were invented less than 100 years ago.

Mr. TAITT: Mr. Speaker, bearing in mind that the Minister feels that only certain kinds of people can have refrigerators, and bearing in mind that the Minister considers that a quarter of, say, \$800 is a reasonable amount of money for the average ordinary Barbadian to find willy-nilly, will the Minister state what steps he is taking or proposes to take to ensure that those persons who wish to purchase refrigerators and who cannot find \$200 would have assistance from the Government in getting such refrigerators?

Rt. Hon. J. M. G. M. ADAMS: Unfortunately the premise of that supplementary that I said only a quarter of the people have refrigerators being false, I am unable.....

Mr. TAITT: On a point of order, I said bearing in mind that he feels so, and that is my perception from the answer he gave. I did not say that he said so.

Rt. Hon. J. M. G. M. ADAMS: I am not aware that a Minister's feeling form a part of any supplementary which is in order in this House.

Mr. GREAVES: Is the Minister aware that the average person, if one can talk in terms of the average person in Barbados, aspires to owning a refrigerator and a stove; and is he aware that the controls which have been instituted will make it more difficult for the ordinary working class person to own these facilities? And if he is aware of such things, why is it, in spite of the answer that he has given, he has singled out refrigerators and stoves for these controls and not for example large and expensive motor cars?

Rt. Hon. J. M. G. M. ADAMS: Mr. Speaker, I would have wished to have answered the question on the basis of what the hon. member first said, but what he secondly said about not singling out large motor cars and such patent nonsense, since motor cars are the first item in the new order, I think the supplementary is hardly worth consideration. The order embraces motor cars, stereo equipment, commercial freezers, refrigerators, stoves and a large number of other items, and it may very well be felt that

of all those items motor cars are the only ones that are significantly more difficult to obtain.

A careful investigation has been made by my Ministry and otherwise. Even today my Personal Aide has made investigations about this matter, and it is not in every case that refrigerators and stoves will be more difficult to buy. The conditions which applied previously were variable conditions. The retail shops which sold stoves and refrigerators did not apply uniform down payment terms. They might give more generous terms and two years to pay, but they also very often gave terms less generous than that. I am assured by the retailers that in most cases the repayment on refrigerators and stoves will be less, not more. The down payment may be a little higher and the repayments will be less. There are a large number of stoves for which the maximum limit is not reached and therefore although the 25 per cent will still apply, it will apply at a much lower level. All in all the order endeavoured to show generosity to items which are of greater necessity and utility to citizens than items which are not; and if I can draw the attention of the hon. member since he is asking if this will prove more difficult for people, to another order made at the same time as the Hire Purchase Order which is the Truth-in-Lending Order, because for a long time it has been the policy of our party to do away with permitting banks to lend out money on hire purchase charging interest not on a reducing balance but on the entire balance and charging interest rates that have reached as high as 26 percent in one case reported to me. Power has now been taken to compel lending agencies to show the truth interest on all hire purchase transactions and power will exist for the Central Bank with my approval to adjust those rates of interest to what is thought appropriate. This perhaps will answer the question which the hon. member for St. Michael South West was attempting to ask as to what are we doing to make it easier for consumers to get these big items. We are going to see that they know what interest they are paying and that we have some control over what interest they are paying. These are concomitants to the Hire Purchase Order and they should be taken with the Hire Purchase Order. It was not made in isolation; it was made as part of a package both for consumer protection and for the protection of our balance of payments.

Mr. GREAVES: Mr. Speaker, the Prime Minister indicated that because of the balance of payment problem this order has been instituted. What I would like to find out is how this order will affect the business sector and consequently employment opportunities.

Rt. Hon. J. M. G. M. ADAMS: The hon. member asked a question which if I may say so with great respect is a sound and perspicacious question. I wish that he had applied the same analysis to the question of the 3100 new jobs which are revealed as he has applied to this one. It is clear the commercial sector which contributed largely to the expansion of employment that has been seen in the last few months in Barbados will not now contribute upon the basis of these particular orders, but the Government's plans are to direct the funds released by the contraction of consumer credit into productive enterprises, construction and the like which will maintain employment even if there is some shrinking in commercial credit expansion.

3.40 p.m.

I would draw to the hon. member's attention that refrigerators and stoves are not produced in Barbados. We will try to direct some of those funds into bricks and mortar, into the labour of masons and plumbers and interest right here in Barbados, not the refrigerator menders and fitters who operate in Italy, Great Britain or the United States.

Mr. GREAVES: Surely, Mr. Speaker, the Prime Minister would be aware that to sell refrigerators and stoves you would need people to provide that service, so that any cutback in this area would obviously lead to a cutback in employment in the distribution or in the service sector. Is the Prime Minister aware of this?

Rt. Hon. J. M. G. M. ADAMS: No, Sir, I anticipate that there will be quite a great trade in second hand articles covered by the Order, and I anticipate that repairers will be able to take up some of the slack.

Mr. SPEAKER: It is now 3.45 p.m. and this brings us to the end of the extended Question Time.

Rt. Hon. J. M. G. M. ADAMS: I will lay the other answer relating to the Caribbean Broadcasting Corporation.

Mr. TAITT: On a point of order, could you explain the last statement, that he will lay the other answer? I am not sure I understand that, Sir.

Mr. SPEAKER: We have come to the end of Question Time. It is now Private Members' Business.

PRIVATE MEMBERS' BUSINESS

Mr. GREAVES: Mr. Speaker, I should like to draw to your attention that there is a Resolution standing in my name and I would like to move that this Resolution, No. 2 under Private Members' Business, be now dealt with.

Mr. SPEAKER: What about No. 1?

Mr. GREAVES: Obviously Mr. Speaker, the mover of that Resolution is not in his place.

Mr. SPEAKER: We must hear something about Item No. 1.

Mr. TAITT: Mr. Speaker, I move that Item No. 1 be postponed since the mover of the Resolution is not in his place and that Item No. 2 be taken as the instant Order.

Mr. GREAVES: I beg to second that.

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

Ayes: Rt. Hon. J. M. G. M. ADAMS, Hon'bles. H. B. St. JOHN, C. L. BOLDEN, L. B. BRATHWAITE, L. R. TULL, B. A. MILLER; Messrs. M. C. C. WARD, V. L. JOHNSON, D. A. C. SIMMONS, J. G. ODLE, DeL. O. BRADSHAW, R. L. CHELTENHAM, L. E. SANDIFORD, E. E. GREAVES and B. M. TAITT — 15.

RESOLUTION TO INTRODUCE A BETTER SYSTEM OF TRANSPORTATION FOR ST. LUCY

Mr. GREAVES: Mr. Speaker, as you are aware, this Resolution was moved on the 8th February after some attempts to have it discussed as a matter of urgent public importance had failed. There is now a history surrounding this matter, that is, the matter of an improved transportation system for the parish of St. Lucy and I think it is important in discussing this Resolution for me to put this matter in some kind of historical perspective, limited the period though it might be for this particular matter.

Ever since I entered this Hon. Chamber I have been making a plea for the question of some attention being paid to the rural development of this country. You will recall, and those hon. member who were members of this House during the last Session would recall, that I utilised every opportunity possible to impress upon the Government a very important need for rural development.

Now, St. Lucy, the constituency which I have the honour to represent, is as it were in the heart of the rural area. I do not think you can get a parish in Barbados which could be more rural than St. Lucy. In any question of rural development public transportation, good public transportation, cheap public transportation forms an integral part of rural development. It is on this basis, Mr. Speaker, that I have consistently fought to get the transportation system in the parish of St. Lucy upgraded and improved for the benefit of the people who live in that area and who have to do business in that area, who have to travel from St. Lucy to other parts of St. Lucy, across the parish as it were, who have to travel to Bridgetown or to Speightstown or wherever the case might be in order to ensure that their business is done, whether it is going to work or whether it is going to pay bills or do other business as the case might be.

3.50 p.m.

Hence one would see the need and the necessity for cross country and cross parish connections. I would say that during the last five years and during the period that the Democratic Labour Party controlled the reins of Government, efforts were made to improve life in the constituency of St. Lucy. As a matter of fact, the last important concession which was made to the parish of St. Lucy was the upgrading and improvement in the public transport system.

You will recall, Mr. Speaker, the very important role which was played by the extension of the route which was used by the St. Lucy Church bus. Prior to the extension of this route the St. Lucy Church bus would go to Speightstown, then go to St. Lucy's Church and remain at that point for about half an hour, and then go back to Speightstown. But the last Government in its wisdom decided that the services of this bus could be better utilised and could be of more benefit to the people of St. Lucy by extending the route and ensuring that areas in that parish which were never before connected by public transport were connected. I am speaking in terms of areas like Crab Hill being connected with Benthams which one could say is the centre of the parish. They cater to facilities of business, and an out-patients clinic, the St. Lucy Secondary School and the St. Lucy's Parish Church.

You will see that in that area there are a number of facilities existing which would not be within easy transport reach of the people who were living in the areas like Crab Hill and Connell Town. In short, if people from these areas wanted to go into those other areas you had a

situation of a person having to catch a bus and going to Speightstown and then catching a bus to go to St. Lucy's Church. The extension of the St. Lucy's Church bus was important because it filled a void which was existing within the parish, and this was done by the Democratic Labour Party Government. The benefits which were derived from this important development were such that people from all over the parish and particularly from the areas mentioned, speaking in terms of areas like Crab Hill, Trents and Hannays.

For one reason or another, since the Barbados Labour Party took over the reins of Government it would seem as if a campaign was carried out against the people of St. Lucy. Why do I say that? I am demonstrating, Mr. Speaker, by indicating to you the changes which were made in the transport service to and from that parish. I want to make the point, however, that I am not a person opposed to change. As a matter of fact I will demonstrate as I go along that a lot of things have been changing in Barbados, and indeed the Democratic Labour Party and the organisation to which I belong have been in the forefront of changing Barbados. I would say that as a result of my representation a lot of important changes came about which were beneficial to the people of St. Lucy.

Mr. SANDIFORD: Mr. Speaker, on a point of order. I would like to draw to your attention that there does not appear to be a quorum in this Hon. Chamber.

Mr. SPEAKER: Let the bell be rung.

The bell was rung and a quorum was obtained.

Mr. SPEAKER: The hon. member for St. Lucy may proceed.

Mr. GREAVES: I was on the point about the change which was introduced and which proved beneficial to the residents of St. Lucy. Such changes were introduced by the last Government. I indicated that the extension of the St. Lucy's Church bus service was crucial in terms of what it meant to the people of St. Lucy and in terms of the ease which it brought to the travelling public in that area and in terms of the way in which it was able to alleviate the difficulties which were not only experienced by people who previously were not serviced by that bus but by others.

Take for example people who live in Hannays and Trents just about three quarters of a mile away from St. Lucy's parish Church. When

they reached that point and they had to disembark from the bus. Mr. Speaker, as a person who represents a rural constituency you will realise that people from St. Lucy, St. Peter and other rural areas when they use the bus or other transportation will take the opportunity to do a number of things; and they usually travel with fairly heavy loads and you will know the hardship which the people of these areas experienced because it meant that they had to walk with these loads on their heads or in their hands. This was alleviated by the extension of the St. Lucy Church bus.

What I have witnessed within the last two months or so is an action on the part of the Government which demonstrates very clearly to me and to a number of people who have been following this whole question of transportation, that the change which was brought about, for example the removal of the St. Lucy's Church bus was not for the purpose of improving the situation.

4.00 p.m.

It was not, Mr. Speaker, for the purposes of ensuring that people in St. Lucy got a better service, but it brought greater hardships to the people who previously had access to this service. I can only assume, Mr. Speaker, that this was designed to impose hardships on the people who might have been considered to be wayward. I am appalled that in this day and age when we talk in terms of change, when we talk in terms of improvement and of extending facilities to as many people as possible, that we are going to get an act by a Minister which spreads confusion, which does not bring any improvement, but it makes it harder on people who can ill afford to buy a motor car, who can ill afford to hire a taxi, who have to rely solely on the public transportation system. Where we should be thinking in terms of improving the system and taking the services to as many people as possible, what we have witnessed by the action of the Minister of Communications and Works is additional hardships being imposed on the people. Indeed, where the last Government sought to remove hardships, we have seen the Minister imposing these hardships with an even harsher hand.

That is why, Mr. Speaker, some time ago when I made a comment, and I make no apologies for it, that the Minister of Communications and Works has proven to be incompetent to deal with his job, I will repeat that here today, because he has demonstrated in no uncertain terms an incompetence which cannot go unnoticed, and which cannot go

without criticism. I say incompetence because we have to look at this matter in terms of what public transportation means for people — people in rural areas.

Nobody can tell me that the removal of the St. Lucy Church bus which forms a very important link in the various sections of St. Lucy and which, therefore, fitted in with the overall system of rural development which, after all, I would assume that any person in his right senses would recognise as a very crucial problem in this country of ours and would, therefore, try wheresoever possible to ensure that these problems are alleviated and development of this nature would take place. What you have to, further recognise is that the bus serves the school children. I have mentioned the existence of St. Lucy's Secondary School in the general St. Lucy's Church, Nesfield and Benthams area. There are large numbers of children from Crab Hill and surrounding areas who rely on the bus in order to get them to school. School teachers, old age pensioners and people who want to go to the clinic to see the doctor rely on this bus. The bus was removed and the people have to go to Speightstown and then come up. They have to travel out of St. Lucy to travel back to St. Lucy in order to get to a point in St. Lucy. Do you not think, Mr. Speaker, that this is ludicrous? Do you not think that this is a matter which is urgent and which needs to be looked into as urgently as possible and that the bus should be restored? I am of the firm opinion that this is something which has to be done and which must be done, if we are going to be serious and not spiteful or vindictive.

You will recall, Mr. Speaker, that some time early in 1976 I moved a Resolution in this Honourable Chamber for the standardisation and the lowering of bus fares for the travelling public of Barbados. This was done because I recognised that people in St. Lucy, who were living in a parish which was farthest away from the city centre, were called upon to pay the highest bus fares in this country. I felt that something should be done about it. Consequently, again, the Democratic Labour Party in its wisdom reduced the bus fares and standardised them so that the people of St. Lucy were able to benefit from this new development. This, therefore, throws into focus the whole question of public transportation, because it meant that people, for example, who had to travel over to Nesfield where the garment factory is operating, no longer had to go to Speightstown and catch a bus to come up and pay about 70 cents in the process, but they could pay 25 cents and take the bus to

go across. This is the kind of ease that was brought by this particular measure.

With regard to this talk in terms about change, we heard the Minister of Communications and Works indicating a number of changes which were made. I want to say, and I am sure that you are aware of this, too, Mr. Speaker, that in talking on this Resolution for St. Lucy I will try my best to highlight the difficulties which the travelling public in St. Lucy experience in this particular matter. As you are well aware, this affects the travelling public in your constituency as much as the travelling public in St. Lucy. Indeed, you are also aware, and I do not believe, Mr. Speaker, for one moment that you have anything at all to do with it — I refer to the fact that the bus to Whim was also removed. We know, of course, that your opponent in the last election lives over there and that you did not get many votes over there. As I said, I do not believe that you had anything to do with that particular point.

Mr. SPEAKER: Try and stick to the matter before the House.

Mr. GREAVES: I would like to indicate that St. Peter was affected as much as St. Lucy in this particular matter. We talk about change. What kind of change have we seen? Is the change of benefit to the people in St. Lucy?

Now in addition to the removal of the Church bus, the Minister in his wisdom or otherwise. (Hon. L. B. BRATHWAITE: Otherwise.) The Minister informs me that it is otherwise — introduced a feeder system which is also causing a lot of difficulties and hardships for the people of St. Lucy.

4.10 p.m.

What is the feeder system and what are these hardships that are being experienced? The feeder system operates on the basis of buses travelling from various points in St. Lucy, Pie Corner, Connell Town, Josey Hill, into Speightstown; people are called upon to disembark and to catch a bus to come into Bridgetown, and coming back from Bridgetown get a bus in Bridgetown and disembark in Speightstown and transfer to a bus going to the particular point in St. Lucy that they want to go to.

I want to make the point again that I am not opposed to change, but I am opposed to change when it means more hardships and when it brings more difficulty to the people whom the

service is designed to serve, and I am saying that the service which has been introduced by the Minister of Communications and Works are changes which are designed and which are causing difficulties from day to day to people who have to use the transportation system. There are a lot of jokes surrounding this feeder system. One of the famous ones is a situation where the 6.15 a.m. bus from Pie Corner and the 6.15 a.m. bus from Connell Town reach Speightstown about the same time, and in the need to impress upon the people that they had to change, they made the people from the Pie Corner bus get out and the people from the Connell Town bus get out, and the people from the Pie Corner bus were made to transfer to the Connell Town bus and the people from the Connell Town bus were transferred to the Pie Corner bus. That is the ludicrous point to which it has reached.

I am saying, Mr. Speaker, that the feeder system has some merits in it if it is properly organised, and I would hope that it would be organised on the basis where particularly at periods when people are going to work early in the morning and right up to about 9.00 a.m. when the pressure is on that the buses should run through to Bridgetown from various points in St. Lucy. At present this is not happening. As a matter of fact, even since I attempted to raise this matter in the House and was unsuccessful in doing so — but I waited my time — we saw a little change because right now just one bus, I think the 6.15 a.m. bus goes through. I am saying that we should have a system where the buses which take people to work around 6.15, 6.30, 7.15, 7.30 and even up to 8 o'clock in the morning should run straight through to Bridgetown, because this would prevent a situation where people have to disembark in Speightstown and then scramble to get a bus without any certainty of getting one. I am sure that you yourself, Mr. Speaker, had complaints about this matter and about the problems which people experience in Speightstown itself and which people also experience in Bridgetown rushing to get a bus. How come that people have not yet been crushed is probably just the mercies of God and of course the fact that the people of St. Lucy have faith in God and obviously pray that nothing would happen to them, nothing to do with the organisation because, as I have said, it is in such a total confusion that people really do not know when to expect a bus. They have to sit down and wait long hours. As a matter of fact, only yesterday when the persons who caught the 5.30 p.m. bus from Bridgetown got into Speightstown about 6.30 p.m., they did not get a bus until about 7.45 last night to take them

home. Under the old system that did not exist because you could have reached from Bridgetown to Pie Corner in a matter of probably an hour if so much.

When we are talking in terms of changes, we have to recognise where these changes are taking place and what these changes mean. Part of the changes which were introduced was the removal of all the school buses from the scene. I think we realise the effect of being able to galvanise public opinion and what this means on certain issues. It was because of the fact that I was able to highlight this matter that we saw a situation where some school buses were put back. You will remember, Mr. Speaker, very well that an indication was given that this matter would have come up in the House on the Tuesday and we had an announcement on the Monday that a school bus would be running from the same Tuesday I intended to raise the matter. Schools in St. Lucy, the Coleridge-Parry school and the Alexandra school were informed that as from the following week an additional school bus would be put back on.

Mr. SPEAKER: The hon. member for St. Lucy has come to the end of his time.

Mr. GREAVES: If I have come to the end of the time, I beg to move that this Resolution do now pass.

Mr. TAITT: I beg to second that.

Mr. SPEAKER: The question is.....

Mr. TAITT: Mr. Speaker,.....

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

Mr. TAITT: I am speaking on the Resolution.

Mr. SPEAKER: You may not now speak because you rose and seconded the passing of the Resolution and resumed your seat.

Mr. TAITT: I am asking a question, Sir.

Mr. SPEAKER: Please take your seat.
4.20 p.m.

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

Noes: Rt. Hon. J. M. G. M. ADAMS, Hon'bles H. B. ST. JOHN, C. L. BOLDEN, L. B. BRATHWAITE, L. R. TULL, B. A. MILLER, Messrs. WARD, JOHNSON, SIMMONS, BRADSHAW and ODLE — 11.

Ayes: Messrs. SANDIFORD, GREAVES, and TAITT — 3.

Mr. SPEAKER: This brings us to the end of Private Members' Business.

RESUMPTION OF GOVERNMENT BUSINESS

Hon. H. B. St. JOHN: I beg to move that Government Business be now resumed.

Mr. SPEAKER: Government Business is now the instant Order of the Day. When this sitting was suspended the House was in Committee of Supply; to that it now reverts.

Mr. SPEAKER left the Chair and the House resumed Committee of Supply, Mr. ODLE in the Chair.

SUPPLEMENTARY ESTIMATES 1976-77 No. 31

HEAD 10(6) — INLAND REVENUE

Rt. Hon. J. M. G. M. ADAMS: Mr. Chairman, these two Items under Inland Revenue are for very small sums of money, \$1,215 for one Item and \$600 for another. I think there may be a little mistake in the printing, Sir. They are really very simple, one is for maintaining chairs, adding machines and typewriters and the other is for some tax laws and so on. I believe this is for some publications from the Brookings Institute and they deal with comparative taxation matters.

These are all ways to allow the Inland Revenue to catch up with the attorneys who have these little running down cases and tax costs at \$45,000. Well, the Inland Revenue needs some help in collecting the residual benefits of self-employed and other persons, and persons who give them difficulty and necessitate the resort to the exotic taxation authorities they find it necessary to get them in their library.

I beg to move that the Head stand part.

Hon. H. B. St. JOHN: I beg to second that.

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

HEAD 10(8) – LAND VALUATION

Rt. Hon. J. M. G. M. ADAMS: Sir, this is an Item of Travelling and Subsistence. I mentioned earlier on that I have not been entirely happy with the level of travelling being carried out by this Department, I think it is a little high.

I have also taken the opportunity of investigating whether there could possibly be any substance to the effect that a senior officer of my Ministry has asked to see the salary level. I think it was that one Minister in the previous Government had given a directive that any officer who reached a certain level of travelling that he was not to travel any more without his personal authorisation. That took place in the previous Government, I do not know if the hon. member for St. Michael South West is aware of it, since I have taken office that has not happened.

I move that this Head stand part.

Hon. H. B. St. JOHN: I beg to second that.

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

HEAD 12 – MINISTRY OF EXTERNAL AFFAIRS

Hon. H. B. St. JOHN: Mr. Speaker, on behalf of the Minister of External Affairs I beg to move that this Item 18, Head 12, stand part.

The supplementary provision is required to cover the increased cost of overseas calls and carriage of diplomatic bags. The original estimate has proved inadequate and that is the need for the supplementary. If there is any other information the hon. members want on this Item I would be glad to give it to them, but the original estimate of \$251,682 was required and it has now been found necessary that the sum of \$13,749 be passed to supplement the same.

The Item includes postage, Telex rentals, telephone and overseas calls, telegraphs, cables and carriage of diplomatic bags. There have been increases in the cost of overseas calls and the carriage of diplomatic bags was greater than was originally anticipated. That is the reason for the supplementary.

Mr. L. E. SANDIFORD: Sir, the Minister did indicate that he would give any answers to questions. I have a simple one which is purely in terms of information. I remember on the last occasion when I raised this question under a

previous Head I was told that the adding machines were not serving the 55 staff members, even though the particular Item does read that way, not that I myself felt that the Item was adequately worded, but maybe the Minister could give us some information on these increases.

Rt. Hon. J. M. G. M. ADAMS: On a point of elucidation. Will the hon. member give way? He said that I said that the adding machines were not serving the 55 staff members. I said all of them are not necessarily able to add, but you do not need 55 adding machines for 55 people anyhow, people can share machines. He is putting an entirely wrong gloss on what I said; 9 is too few but 18 may be about the right amount.
4.30 p.m.

Mr. SANDIFORD: I wanted some information from the Minister about this increase in the base rate of rental charge for telephones. If he has the information he could perhaps enlighten us on this.

Mr. GREAVES: Mr. Chairman, before the Minister replies there is a question I would like to ask. It is a basic point which I want to find out. I would like to raise something under Item 26 – Maintenance of Buildings and Lands which seeks a Supplementary Provision of \$2,652 to meet the increased charges in respect of the maintenance of the grounds and buildings in Canada, Washington and New York.

Now, on the last occasion on which we discussed External Affairs it was said, if I remember correctly that we were thinking in terms of the sale or purchase of some property which is owned by the Government of Barbados in Canada. I believe that it is this property in Canada which is the one for which we are seeking a supplementary vote. On that occasion we were led to believe by the Minister of External Affairs that there were certain improprieties or underhand dealings involved in the purchase of this property.

Mr. SIMMONS: Mr. Chairman, I did have a question to ask on this Resolution. I see that the cost of overseas telephone calls was greater than anticipated I wonder if the Minister can enlighten us as to whether any of these overseas calls were made by Mr. J. Cameron Tudor, and if so, if that is what we are being called upon to pay for now and whether those calls were legitimate and if any of them were directed to Mr. Burnett-Alleyne.

Mr. TAITT: Mr. Chairman, on Item 12, I do not rise to criticise the Government; but I wonder if the Minister could let us know how soon the people of Barbados might expect appointments to the various vacancies to Heads of Missions in the countries where we are represented.

Mr. Chairman, I am told that it is the policy of the present Government to continue good relations with the United States, for example. I think that you will agree that it has been a fairly long time since the interests of Barbados have been represented at the highest level in the U.S.A. I think you will agree that when a person is acting as Head of a Mission, that person does not carry out his duties at the same calibre and in the same manner as a person who is appointed. It has been some five months now that a number of Missions have been, if you will pardon the expression, headless. I wonder if the Minister is in a position to shed any light on this. I have been told, and I have read in the local press that a Barbadian gentleman was being proposed as High Commissioner to Canada. I wonder if the Minister can shed any light on this and whether in fact the Canadian Government has given this gentleman the nod for acceptance and if not why not.

The Minister might find it outside of the ambit of his current knowledge because it is not his responsibility. That is why I am not taking up the question *per se*. I am sorry that the Minister is not here because there are a number of matters concerning the Foreign Service which I would have liked to ask questions of the Minister. It appears to me that in New York there is a shortage of diplomatic and/or Consular Officers to assist our large community in New York. I am asking whether the Minister is in a position to advise as to how soon these vacancies will be filled. The Barbadian nationalists in New York City need the highest form of representation, especially at Consular level. It is some time since they had this representation. I would hasten to say that the young man who is now acting in the post seems to be doing a magnificent job, but it does not seem that a person who is acting will carry out his duties in quite the same way as a person who is appointed. I wonder if the Government can enlighten us in some way as to what is being done to fill the vacancies in these various posts.

Hon. H. B. ST. JOHN: Mr. Chairman, in relation to the point raised by the hon. member for St. Michael South, the request made under Communications is in respect of the reply made to the Attorney General and Minister of External

Affairs to the Charge d'Affairs in the U.S. From the information which I have it appears that there have been unusually high bills for July and August, 1976 no doubt resulting from the communications sparked off by the state of Affairs existing in Barbados at that time.

4.40 p.m.

It was during the regime of the hon. member's Government and, perhaps, they will be able to enlighten us as to why there was such unusually frequent communication. Now, there was also a substantial balance brought forward from the last financial year due to the excessive use of the telephone during the transition period.

Mr. SANDIFORD: Mr. Chairman, I am wondering whether the Minister heard my question correctly. I was asking about the basic rental charge as set out in the notes. It seems to me that there would have been some increase in one of these places of the basic charge for telephones.

Hon. H. B. ST. JOHN: The justification for the increase — first of all, perhaps, you will say that the increase relates to overseas territories mostly, and I am trying to find the breakdown in respect of this. The United Nations is \$13,000, according to these notes, and they give as justification for the increase the fact that there is a substantial balance brought forward from the last financial year due to the excessive use of telephones during the transition period between Permanent Representatives. There has been an increase in the basic rental charge for telephones. The Ministry of External Affairs in Barbados sent a note asking for justification of the increase. This is the reply from which I am quoting:

"A request for supplementary provision under this items results from..."

I have given two reasons already and the third one is:

"A request for supplementary provision under this item results from an increase in the basic rental charges for telephones as well as the possibility of further increases pending the approval of the New York Public Service Commission."

They have a Utility Commission in New York State and the telephone companies there, like here, apply to the Commission. That is the position, and that is what they say.

Now, with respect to the questions raised by the hon. member for St. Philip North, I am not in a position to state the exact amount which arises from the use of the telephone by any particular person, but in justification, as I have said before, there obviously appears to be in the words of the *Charge d'affaires* that a substantial balance was brought forward due to the excessive use of the telephone during the transition period between Permanent Representatives. That is the position.

I believe one of the gentlemen the hon. member referred to was at one time the Permanent Representative to the United Nations. That is the position in respect of that.

Now, under maintenance of lands and buildings, my understanding of the situation in relation to that is that there was an estimate. The Barbados Government had termed as part of its lease arrangements to make certain provisions for maintenance. There has been an increase under the terms of the lease and that is to cover it.

With respect to the other questions relating to the appointment of Ambassadors and High Commissioners, I think, under the Constitution those matters fall within the province of the Prime Minister, and the Prime Minister, I am sure, will be in a position to give the hon. member an appropriate reply.

Rt. Hon. J. M. G. M. ADAMS: Mr. Chairman, the only reply I can give is that the hon. member, a former member of the Cabinet, is well aware that it is quite impossible to speak casually in the House of Assembly on matters which are clearly the subject of negotiation between Governments. I, therefore, can neither conform nor deny the identities of any person whom he may have seen mentioned in the newspapers. He must take that up with the editors of the newspapers concerned, Sir, and not with any Minister of Government. Notice as to whether an *agrément* has been granted by a recipient Government in respect of Barbadian Diplomatic personnel, or by the Government of Barbados in respect of foreign diplomatic personnel, will not be raised in here until after they are settled and an appropriate statement made. I am sure the hon. member knows that diplomatic negotiations are not carried on in the cross-talk of the House of Assembly.

Mr. TAITT: Mr. Chairman, on a point of order. I did not raise these questions in cross-talk. I accept the question of the

agrément, and I did say if he could. If he says he cannot that is fair enough, but the other questions I asked included, Would he be in a position to indicate when we might expect the Heads of Missions posts to be filled? I did not ask him to tell me if he is going to appoint Clarence Jemmott as a High Commissioner or somebody else. I did not ask that. I asked him if he could tell us when we might expect it, which is a normal, natural, expectation for members of the Opposition and, indeed, the public of Barbados.

Rt. Hon. J. M. G. M. ADAMS: I expect the Heads of Missions posts to be filled as soon as nominations are sent to the Governments concerned and their *agrément* to the appointments are received by the Ministry of External Affairs.

Hon. H. B. ST. JOHN: I beg to move that Head 12 stand part.

Hon. C. L. BOLDEN: I beg to second that.

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

Hon. H. B. ST. JOHN: Mr. Chairman, I beg to move that this Resolution do now pass.

Hon. C. L. BOLDEN: I beg to second that.

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

4.50 p.m.

SUPPLEMENTARY ESTIMATES 1976-77 No. 32

Head 2 — Parliament — was called.

Rt. Hon. J. M. G. M. ADAMS: Mr. Chairman, I beg to move that Head 2 — Parliament — stand part.

It is for electricity, stationery and food for Parliament. I cannot say any more. The Estimates are coming up and the vote is going down. We do not seem to have in the Opposition any members who boycott the lunchroom of Parliament. I am glad that they have been driven out of Parliament. (Mr. GREAVES: I do not eat in there.) I am sorry the hon. member for St. Lucy is indicating that he is too great to eat in the lunch room with the rest. I do not know if he is one who comes at the side door and takes his lunch in a bag and goes away as previous hon. members in here. (Mr. GREAVES:

Like you.) Little girls say that, not little boys.

Mr. CHAIRMAN: No cross talk, please.

Rt. Hon. J. M. G. M. ADAMS: I am hearing of this "like you". These are the items which are comprised under this Head.

Mr. GREAVES: Mr. Chairman, there is a saying that people in glass houses should not throw stones and the Prime Minister lives in a glass house and likes to throw stones. When we get into this stone throwing business he will get hurt.

I just want to say on this question of Parliament, and I will make the point on the food item since the Prime Minister picked this out and since he indicated that members of the Opposition eat in the dining hall, that I do not eat in there. I want to say that I have been having some serious thoughts about the provision of food for Parliamentarians. If you check the record of the proceedings of this Chamber in the 1971-76 Session, you will see that at some time I made the point that we should be thinking very seriously of not extending this facility to members of this Chamber on a free basis. I made that point in view of the fact that members receive as part of their salaries a duty free allowance and if we are going to practise stringent financial control in this country, then I feel that some attention should be paid to this particular matter, and that an arrangement should be made where members of Parliament who desire to eat in the dining room should be made to pay for their meals and if they want to entertain any of their friends, this can be done. It is true that the saving might not be a great one, but there is a principle that is involved; it is the principle to demonstrate at supposedly the highest level of Government a sense of responsibility which one would expect to be coming from this Chamber, and I would therefore suggest to the Prime Minister that he considers this. I have gone on record as having made this point, so that nobody can say that when the Democratic Labour Party was in power nobody has ever said this. The debates will indicate very clearly that this position has been taken by me and one or two other members of the Democratic Labour Party, and I am asking the Prime Minister and the Government to really ensure that some new arrangement is made. It is sometimes difficult and I understand that some members have complained that at lunch time sometimes the place is so flooded with

hangers-on that it is difficult to get a seat. I do not know about that because during the lunch time I find other areas to go where I can have something to eat if I feel like eating and I pay for it.

Hon. C. L. BOLDEN: Mr. Chairman, one cannot allow the hon. member for St. Lucy to make these half-baked statements and get away. It is about time somebody put a stop to that sort of foolishness in here because when he came in here he used to eat food in there. It is only in the last session when the Democratic Labour Party was on its last dying days that his leader got up and talked about abandoning food in there, but for seven years they were eating food in that room. Instead of attacking it, ask him if he looked at the Rules of the House which they butchered to the point where you have three quarters of an hour to go somewhere to eat and come back in. How often is he in here on time? He leaves in here first and come back in last. He knows that he cannot eat in forty-five minutes. He quarrelled with the present Speaker of this Chamber over food in there. Ask him about the man from St. Lucy whom they call Hog Food who used to break down the doors before the M.P.s. got there during the last session; so what foolishness is he talking about hangers-on. Ask the members of the D.L.P. about the hangers-on that ate out there. The hon. member is only now talking foolishness to get his name in the newspaper. When they have nothing to talk about they get up and talk foolishness in here. The first thing he must do is to tell Parliament how to get around the Standing Orders which were butchered by the D.L.P. which restricted the time, and it was done specifically to hamper the Opposition when we were in Opposition. Ask him what happened after the Select Committee sent out a proper set of Standing Orders. They took them at the D.L.P. headquarters and changed them to hold down the Opposition, but we were able to get around them. They are now having the problem, so let them talk about the Standing Orders first.

The question that Head 2 — Parliament — stand part, was put and resolved in the affirmative without division.

Head 11 — Fire Service — was called.

Hon. H. B. St. JOHN: Mr. Chairman, the request for this supplementary of \$25,550 is to ensure that the amount of foam compound reserve at the Aerodrome Fire Station is adequate in accordance with the standards

recommended by the International Civil Aviation. This sum of money will purchase 1,860 gallons of foam compound and 550 pounds of Dry Powder Extinguishing Media. The need for this, as I said before, is to ensure that our airport has the adequate reserve as required by the International Civil Aviation. It is a simple Resolution and I am sure that hon. members in view of the recent happenings at the airport will not want to do anything to prevent the airport from being adequately equipped in the event of the need arising for the use of foam.

I beg to move that Head 11 – Fire Service – stand part.

Hon. C. L. BOLDEN: I beg to second that. 5.00 p.m.

Mr. TAITT: Mr. Chairman, just one quick question. Is the Minister in a position to tell us how often the equipment used for implementing this foam is tested and if it is in satisfactory condition?

Hon. H. B. St. JOHN: I am not in a position to state how often it is tested, but I know that as soon as the Government came into power and a survey was taken of all existing services this matter of the lack of the adequate foam reserve at the airport was drawn to the attention of the Government, and steps were taken immediately to provide the necessary funds and the orders were sent out for the foam, but I have no doubt that the situation at the airport is in a much better condition than it was before and that this may well have arisen as a result of recent incidents there, and the occasion occurred for a review of all the provisions at the airport, not only security but all other safety measures.

We have had two incidents at the airport and I know that a continuous review is going along of procedures at the airport, and we are getting inputs not only from the existing people at the airport but from other people.

Mr. SIMMONS: Mr. Chairman, there are two matters I want to deal with under this Head. The first is in relation to a number of used fire tenders which were purchased, through the medium of Mr. Carlton Brathwaite and others, under the last regime and which are stationed, or were stationed, at Seawell Airport. I want to know what is the Government's intention in respect of the future use of these fire tenders, if they get used.

Secondly, at a parochial level, when I first came into this Parliament last year one of the first questions I asked was about the establishment of a Fire Station in St. Philip. I gave as my reasons then the fact that it was –

- (a) the largest parish in the island;
- (b) a very dry parish;
- (c) heavily populated with wooden houses; and
- (d) there is a lot of sugar cane still being planted in St. Philip, and I thought that those criteria demanded the establishment of some fire station in the parish. I am not asking for anything on the scale of the Bridgetown Fire Station, but a sub-station, because the nearest one we have is the Four Cross Roads in St. John, and my mind was brought to this matter in the light of the recent spate of cane fires which we have been experiencing in St. Philip. I am sure everybody is aware of the potential hazard and danger to life and property that exists at this time of the year, especially if there is indiscriminate burning of canes, and to that extent I would like to know whether this Government intends, if not in this financial year coming but certainly within the next two years, to establish a fire station in St. Philip.

I remember when I asked the question during the last Estimates debate in here Mr. Talma tried to restrain me from asking the question by volunteering the information that the then Government intended to establish a fire station at Six Roads, and when I looked in the Capital section of the Estimates there was no mention, no provision made for the establishment of a fire station at Six Roads. I do not know if the Government has addressed its attention to this matter with a view to the Estimates which we are going to debate next month, but I am urging upon Government even now to consider an appropriate site in St. Philip as a matter of urgency for the establishment of a fire station and let us see some provision in the Capital Estimates for that.

Hon. H. B. St. JOHN: Mr. Chairman, with respect to the question of the fire tenders which were purchased in the manner alleged by the hon. member for St. Philip North, my understanding is that that matter of the purchase of the fire tenders, as well as a number of other matters are likely to engage the attention of a body which will soon be set

up by this Government. We were never satisfied with the circumstances under which Government money was expended in respect of the purchase of the fire tenders and procedure employed, and I have no doubt that that matter will be as fully investigated as it warrants.

With respect to the fire station, I am not in a position to state whether the current year's Estimates will contain provision for the provision of a fire station in St. Philip, but I will certainly communicate the hon. member's feelings to the Hon. Minister of External Affairs who is responsible for this aspect of Government, and perhaps I should remind the hon. member that St. Philip is a parish which we hold in high esteem and we are already committed to the establishment of a township in St. Philip and I have no doubt that adequate fire service facilities would be required as part and parcel of our planning for the establishment of a township or city in the parish of St. Philip.

The question that Head 11(7) stand part was put and resolved in the affirmative without division.

HEAD 13 – MINISTRY OF EDUCATION (13) – SPORT

Hon. H. B. St. JOHN: Mr. Chairman, although it is shown in the Estimates under Education it is now the responsibility of the Hon. Minister of Labour, Welfare, Youth Affairs and Sport.

The sum required is the sum of \$1,900. The sum of \$6,500 was provided to meet the cost of water and electricity at the Sports Department and at sports pavilions. This sum is proving to be inadequate. An amount of \$5,677.99 was expended at December 31, 1976 and with the balance of the financial year to run the estimated monthly expenses show that a supplementary in the order of \$1,900 would be required in order to ensure that prompt payment is affected in respect of electricity and water.

5.10 p.m.

With respect to water I reiterate the point made earlier that in some departments water bills have not been submitted to the departments for as long as three years, so that in the current Financial Year's Estimates provision was made for the normal consumption for that year only to be presented with a number of arrears statements. We are hoping that the computer which we spoke of earlier will be

fully utilised and they put the current billings on computer; but it is taking some time to get the previous years' billings on the computer. Steps are being taken to ensure that the new bills are being sent out at a faster rate, because we recognise that it is necessary for the Waterworks Department to have their bills sent out in as competent a manner as other utilities in Barbados.

Mr. TAITT: Mr. Chairman, on this item I would like to find out what, if anything, has the Government done with an area of land at the bottom of Passage Road, which I believe is the property of Plantations Ltd. which the previous Government leased from Plantations Ltd. at a pepper corn rent because the people who lived in the area, that is, the people living in the Barbarees Hill area, both sides, and the Orleans area used this as a playground and they sought the assistance of the Government to have the area available to them to engage in various sports. We got the area cleared. As I have just said it was rented to the Government at a pepper corn rent; and since then we have seen absolutely no activity in the area. The bush and the grass have grown up again, and the area has become practically useless for the number of young people asking me as the representative for part of the area daily what we can do – what I can do – to assist them in having somewhere to play.

Mr. Chairman, that area, and certainly the area within St. Michael South West, is the area with the least facilities for any kind of recreation. The only area that can be described as a recreational area is what used to be the playing field at St. Leonard's Schools and most of these playing fields have been taken up with the constant expansion of the boys and girls schools. The other area which borders on the constituency is Kensington Oval which is not available to ordinary people; and it is the one area where there are no facilities for the younger people to have any kind of recreation. It is no use saying that we were in power for 15 years and did nothing about it because that is a fact. But the fact remains that I am the representative for the area now and the people need the facilities.

I think that this land which is now lying fallow could be utilised effectively. The Government planned to take Boys Town into that area and it is to my knowledge that it is an overall recreational centre where a number of sports could be engaged in and it lends itself to that kind of development because I believe it has some seven acres of land on premises lending themselves to such facilities.

I know that the people who owned the land were reluctant to sell because it was the intention to put up warehouses etc.; but I also know that they would have been prepared under certain circumstances to consider an exchange of that property for another property somewhere else where they could put up their warehouses etc.

I do not know if the Minister responsible for Sport has become familiar with the problem but I hope that the Minister who put up this Resolution will have it drawn to his attention that (a) we have an open area that can be used for recreational facilities and (b) that there are a number of young people in that area without recreational facilities and (c) that it is their wish to have recreational facilities as soon as possible; and the first step on the part of the Government which would be a positive act would be the removal of the bush from the site. If nothing more I would invite the Minister of Works or whoever is the appropriate Minister just to remove the bush so that the people from the surrounding area can play the games they wish to play.

Mr. GREAVES: Mr. Chairman, under Head 13, Sport, I noticed that under Operating Expenses we are being asked to approve an amount of \$62,240 for salaries and other expenses to meet the cost of programmes for summer activities. I am interested in sub-section (b), the cost of summer activities. What I am really interested in is to find out (1) where will these activities take place, and (2) what kind of summer activities are envisaged. The point is taken, Mr. Chairman, that during the summer period when children are out of school there is a need at this time to harness the talents of the young people of this country and one could see a properly designed programme during this period which could enable young people to come together and give expression to whatever qualities they might possess, whether it is in the area of games or any other kind of activities which can be rightly organised on this basis.

This, therefore, Mr. Chairman, brings me to the whole question of the use or abuse of playing fields in our community. I am thinking in terms, for example of a constituency like St. Lucy where we have a social centre which has a playing field, and where summer activities could take place. I am wondering whether or not this \$62,240 will stretch that far to cover some of the activities in that area. While on that point, it will be necessary for me to make another point that every effort should be made to see that playing fields and community centres

around the country are provided with proper facilities so that when we come to the programme of summer activities the playing fields and community centres would be in a position to offer a variety of activities to those people who would be desirous of taking part in such activities.

There is the whole question of lighting, and the question of even providing a variety of games and ensuring that coaches in various fields of sport go out into the country on a more regular basis than is done at present in places like St. Lucy to tap what talent exists there. I am sure that it might be a bitter pill for some people to swallow, but certainly I am particularly proud that for the last two weeks whenever you listen to the news or see television you see that the children of the St. Lucy's Secondary School are coming first and playing a very prominent role in athletics and sporting activities in this country. I think that they have demonstrated very clearly that in spite of what the odds are and any tendency to be against the people of St. Lucy, that they have risen to the top in sports; because I do not think for example that the pupils either boys or girls at the St. Lucy's Secondary Schools have been defeated in any meeting of a national character since the season opened.

5.20 p.m.

I would have hoped then that some provision would have been made for even developing the talents which are, obviously, existing amongst the young people of St. Lucy in a manner that they could make an even greater contribution to this country in all spheres of activity that we can think about.

Mr. BRADSHAW: Mr. Chairman, on this part of the Resolution, I would like to draw to the attention of this Honourable House what I consider to be rather distressing news as far as the area of sport is concerned. Over the years and today we have been hearing about trying to arrest the talent of the youth, discovering talent, athletic ability, and so forth, but that is not all. We have seen in the past, under the former Government, young people being hauled away from school at a time when they were supposed to write their O Level examinations to serve at some of these International games. Those same children returned to their schools, or returned to Barbados, and the Government did not think it fit to give them some sort of work or employment. One girl springs to my mind, and the hon. member for St. Michael South was Minister of Education and Sport at the time and he must know of this particular case where

Marcia Trotman, an outstanding athlete of the Co-operative High School, was sent overseas to represent Barbados. She won a number of gold medals bringing laurels to Barbados, and it is regrettable today that this girl, who has made such a tremendous sacrifice for her country, does not have a job. She is still at home unemployed. Those are the things that I am worried about, Mr. Chairman. I see no reason why we should be emphasising on sport, asking young people to make sacrifices in their education, and then, when they have made sacrifices to grace our country with medals, they are thrown by the wayside.

Mr. Chairman, not only is Marcia Trotman's case before us, but we must look at people like Arthur Standard, Reid, Andy Forde and so on. Those are youngsters who have competed for Barbados in weight lifting with outstanding success, and what has become of them? I must say, Mr. Chairman, that it is a horrible shame for me to come here and say that neither of those three men that I have mentioned is in a proper job. These men were not even considered, under the Democratic Labour Party, to be offered jobs as Security Guards. It is a disgrace. How then can we expect the young people of this country to come forward and represent us at International level, or even hope to have an International competitor when those people stand out as classic examples of ill treatment by a Government?

I do hope, Mr. Chairman, that my Government realises that I consider that a blatant disregard for the talent of the young people of this country, and that it realises that it has a firm commitment to see that whenever we ask these people on an International level to bring laurels to our country that it, in turn, recognises the fact that it owes those people, at least, to find some proper employment for them, so that they can make a living.

Mr. SANDIFORD: Mr. Chairman, I do not wish to speak very long on this particular issue, but the member for St. Michael South East did make a reference to the effect that I was Minister of Sport and that I had sent some person overseas, or that I must know of some case of an athlete going abroad.....

Mr. BRADSHAW: Mr. Chairman, on a point of explanation. I did not say that the Minister of Education sent anyone overseas. What I did say was the member for St. Michael South was Minister of Education and Sport and it happened during his tenure of office.

Mr. SANDIFORD: Mr. Chairman, it is common knowledge that the Minister does not select teams that go abroad, and he does not choose the people who go abroad, nor is he given any list of the persons who go abroad, nor is he given any statement about the employment status of the people who go abroad to represent the nation, whether they are working or out of work. If the member for St. Michael South East wishes to make a point he can make that point, but he must not go out of his way on all occasions to try to prove that you had a wicked Government before and now you have a pure, innocent Government on this occasion. If he wishes to make a point that employment opportunities should be provided for sportsmen, then he is entitled to make that particular point without going out of his way to prove that there was a wicked Government existing before. If he puts it that way and there is a pure an innocent Government now, we would have to ask him why it is necessary for him to speak in these terms now that he has a new dispensation? Why is it that these people whom he is talking about are still unemployed, or are still trying to find a job?

Let him make the point that there should be greater employment opportunities provided, let him make the point that his Government has promised more employment opportunities not only for the sportsman but for everybody, 3,600 jobs, and let him get ahead with providing the jobs including the sportsmen.

I do not wish to get worked up on this particular matter, but if he wishes to make a point about the creation of additional employment opportunities, particularly for sportsmen, let him make that point, but in doing so it is not necessary for him to point out that you had a wicked Government which did not care about sports in the past, because that is blatantly untrue. The record of the Democratic Labour Party Government in the field of sports to this day far outstrips and surpasses any action taken by any previous Government as far as sport or the development of sport in this country is concerned.

Sometimes when we hear them talk, not all of them but some of them, the neophytes, we are passing the stage where we can excuse them for the statements because they do not remain in that state as a neophyte all the time. We cannot go on extending tolerance in making these points in Parliament. We cannot go on on that basis. They get on as though this is the first time that the Barbados Labour Party has been in power in this country. This is not now their first year in Government; it is their sixteenth year, because they had 15 years, at least, before.

5.30 p.m.

This is not your first year in Government; this is your sixteenth year because you had fifteen years at least before; but some of them want to give us the impression that this is the beginning of creation. It is not. I do not know if you were a member of the party at that time, but I merely want to make the point that I would advise them.....I know they do not want to take advice coming from this side, but when I ask repeatedly for an early budget, they said there would be no early budget and that I could not bludgeon them into it, but you see all types of measures including fiscal measure and monetary measures being introduced. You do not call it a budget. You get hire purchase and Central Bank directions to control credit and to control avenues of spending. All these matters are not a budget, but bit by bit, although you do not take advice, you slip these in because you realise it is necessary to take these measures.

I would counsel the hon. member for St. Michael South East when he wishes to make a point to make his point, but do not come and try to prove that there was a wicked, bad Government before which did not look out for sport and sportsmen in this country. I do not know if he has information whether there was any request by overseas based athletes that they were having difficulties in their studies or so. He will learn. It is true he has only had a very small temporary sitting assignment on the front bench, but as a Minister you may be accused of a lot of things and as a Parliamentary Secretary and representative you will know it, a lot of things of which you have no knowledge whatsoever; so do not speak all the time in here in your heart and your sleeve. I just leave that advice with you. You will gain some wisdom as you go on. Watch your elders on the front bench and you will learn.

Mr. SIMMONS: Mr. Chairman, I did not want to intervene other than to say that the record of the Barbados Labour Party on sport must not be played down, nor must the Democratic Labour Party give the impression that they had all the answers to sport. Everton Weekes was the first cricket coach that this country had when Freddie Miller was the Minister under whose portfolio cricket coaching came. I do not want to go into the past. I want to be relevant on this Resolution in terms of paragraph (a) Salaries and other expenses of national coaching. I think we must all remember in the debate that this is a supplementary, but at the same time I wish to warn the Government that part of our election package that was bought by the electorate contained a programme for a national

playing field programme which we envisaged would dovetail where relevant with day care centres and day nurseries and so on which would to some extent meet the point raised by the hon. member for St. Lucy. The Minister of Labour is the person under whose portfolio this particular Resolution comes, but we may have to expand some of these community centres to get them to fit into our plan of things as envisaged by the Manifesto Committee.

We will have to build new social and/or community centres with separate playing fields additional to what we already have, but in terms of national coaching I am concerned. The hon. member for St. Lucy forgot two important persons from St. Lucy who have been outstanding in the area of cricket, Charles Griffith and Keith Boyce. (Mr. GREAVES: He is from St. Peter.) Anyhow they are from the north. Charlie Griffith before he went into private enterprise was a national cricket coach and the member for St. Michael South is telling me that he is from St. James. Being from St. James has several connotations. The hon. member was a cricketer as a school boy.

Mr. SANDIFORD: Mr. Chairman, on a point of order, you should call the hon. member to order and let him stick to the Resolution.

Mr. SIMMONS: I do not want to be sporty, but this is a sporty Resolution, and I was saying that the hon. member for St. Michael South never boasted of his cricketing ability to any significant degree, because as a school boy at Harrison College he made 103 against Pickwick, and he was even made a Captain, but for the next five succeeding innings he failed to score.

Sir, I just want to make one point and it is that we have said in the manifesto and I wish the Government to be aware of its planning for the 1977-78 Estimates, that nationals who have achieved national recognition will be encouraged to serve and to make their expertise available to the nation. In fulfilment of that it would behove us to try and attract to Barbados even on a part-time basis some of our cricketers who play county cricket in England and come back in the winter months but have nothing to do. What happens is that they make a few pounds, and the value is not worth much now, come back here, live with their families and spend it. We need to encourage them to save some of their earnings from their professional sources in England, and when they come back we will provide them with part-time work, if the Sports Department assists in a national programme for cricket. I think it is

along these lines that the hon. member for St. Michael South East was thinking, even though he limited the scope of his argument to the people in athletics who perhaps are not as highly trained to give the benefit of their expertise as coaches. I am concerned about this and I would like to urge on the Minister of Labour that in the planning for 1977-78 there should be some figure set aside to take care of our sportsmen who come back in the winter months and who can assist meaningfully in the sporting area.

5.40 p.m.

Hon. H. B. ST. JOHN: Mr. Chairman, the Minister for Sport is well known for his interest in sport, and I myself am aware, having heard him repeatedly, of his desire to establish a National Sports Council with powers to co-ordinate all the efforts of Government and the private sector in providing sports facilities, coaching and things of that kind in Barbados.

The exact role of the Sports Council and its relationship with other bodies in Barbados has not been completed at the present moment, but I can say that it has reached a sufficiently far stage to recognise that it will have a significant impact in this direction.

In regard to the question raised by the hon. member for St. Michael South West, the area of land which he spoke of I understand has now been commandeered for a different use. As I understand it, that area is an area upon which it is hoped to establish a model housing development along the lines preached and promised by members of the Labour Party who represent contiguous constituencies to the hon. member. Nevertheless, the point he has made is a valid point, that in that area of St. Michael there is a tremendous amount of high density dwellings and the sporting facilities are inadequate for the large number of young people in that area. This is a problem which I believe must be met. In that area there is a tremendous amount of vandalism and there is a certain amount of what one would call lawlessness going along in a certain part, particularly around the St. Leonard's area.

Everybody tells you at Estimates time and at other times about the problems they have had at St. Leonard's Boys' and Girls' Schools. Perhaps part of the problem may be due to the generally congestive and unsatisfactory conditions which residents in the surrounding constituencies have to live under. The Passage Road area is not too distant from that area, and I am sure that many of the young people

who live in the Passage Road area have to fight for space, so to speak, to participate in their sporting activities, but until a comprehensive plan for the redevelopment of Bridgetown to relieve some of the congestion has been carried out it is going to be difficult to provide adequate space for all the playing field needs of these people.

I am one of those who believe that the provision of playing fields ought not to be a political issue in Barbados. I have been trying as long ago as I came into Parliament to get established what I call as a norm, that is, for over so many thousands of residents you should have an allocation of so much playing area. We might not be able to meet the ideal norm, but certainly we ought to be able to ensure that we do not plan communities without adequate playing fields, and I feel that it is time that the Government decides together with Town and Country Planning and the other relevant departments that one of the essential aims of planning is to ensure that no developments take place, whether planned or unplanned, in which these minimum playing field facilities are not provided.

I can bring it to the attention of the Minister the fact that the use for which that land was earmarked previously, and I would hope that if that land is to be utilised for the purpose of housing that alternative facilities would be provided.

One of the things also we have to tell our young people is that in this area there is scope for self-help. The Government has a tremendous amount of demand upon the limited budget that it has and I believe that in this country with a certain amount of community leadership, with aid from Government in the form of tractors and machinery, plus some voluntary labour provided by the people who intend to use the playing fields, a lot more could be done in a shorter space of time. I am definitely in favour of that, the continuation of self-help with Government machinery can provide a lot more of the amenities that we need a lot faster. I do not believe that it is solely the responsibility of Government, and I hope that when the Sports Council is formed, or when the re-organisation takes place in the sporting department that a lot more use would be made of this.

With respect to the cost of the programme for summer activities, my understanding is that that is a grant that is made to the YMCA. As I understand it, the YMCA are the people who

carry on the most successful and most sought after summer courses in Barbados, and I know many young people who participate in them, and it is a tribute to the officers and members and staff of the YMCA — and there are others too in other areas who voluntarily give up their time to organise programmes for the young people — and that is the sort of thing we have to encourage.

The vote needs to be supplemented because of the fact that the unspent balance at 31st December was \$17,611 and the commitments amounted to \$30,000; \$12,000 to the Barbados Olympic Association to assist them in participation in the Montreal Olympics, \$4,000 to the Barbados Branch of the International Association of Body Builders towards their participation in the Mr. World and Mr. Universe contests. The latter, I believe all Barbadians would be very proud of the achievements of some of our body builders. It is a sport which may well be regarded as a sport at which Barbadians are experts. As long as I can remember the Barbadian participants, whether it is the Commonwealth Games or the Mr. World contest they have been doing very well in this area, and once again I would like to pay tribute to the organisers of the respective associations for the work that they have been doing and continue to do under very trying conditions.

It is fairly obvious that with the commitments we have this vote has to be supplemented if we are to provide for the promises that were made in respect of the various organisations. With that, I ask that Head 13(13) stand part.

Hon. L. B. BRATHWAITE: I beg to second that.

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

HEAD 15 — MINISTRY OF HEALTH AND WELFARE (3) ENVIRONMENTAL SANITATION

Hon. B. A. MILLER: Mr. Chairman, Head 15(3) — Environmental Sanitation. Under Item 6, Grant to Public Institutions, the sum of \$528,400 is the estimate of the increase of the expenditure of the Sanitation Service Authority in respect of the increase in rates of pay to employees and pensioners of the Authority.
5.50 p.m.

These increases were agreed to come into effect on the 1st April, 1976 and it will in fact

represent an increase in the original provision of \$4 million. Under this item, Mr. Chairman, I would like to take the opportunity to say that employees and pensioners of the Sanitation Service Authority are now in a similar position or status to Government employees and Government pensioners. Employees of the Sanitation Service Authority will very shortly be issued with uniforms, shoes and various other protective devices. In other words, Mr. Chairman, employees of the Sanitation Service Authority are ready for a concerted action and are ready to move into an on going anti-litter campaign in this country.

I have discovered throughout the area of Sanitation that the principle of centralisation has not worked. Here again the Barbados Labour Party is dedicated to decentralisation to the extent that we feel that people in the community should bring their particular problems to us. That is why, Mr. Chairman, I propose to appoint certain sub-committees to the Sanitation Service Authority. Every parish in Barbados will be represented on the sub-committees, the whole purpose being that at source the people will have an avenue of bringing their ordinary every day problems to the attention of the Authority which is now centralised and so rapped up with day to day administration that the small things that make things intolerable are often passed by them.

Mr. Chairman, at the same time I would like to invite the Barbadian community to mend its manners in some respect as far as sanitation goes. There are too many litter bugs among us. I am not pointing a finger at any particular person. I am sure, Mr. Chairman, that you are as much a litter bug as I am. That is true of too many of us. Now, there has got to be dedication. There has got to be some order, some method and some discipline. I am asking all and everyone of us in Barbados to do our best and to play our part.

We see large garbage heaps at the side of the road which can be a menace to the health of all of us. These garbage heaps are not made by Government but by people like me. We create the problem and then we hear complaints about it. I would like to take the opportunity, Mr. Chairman, to let this Hon. House know that very soon anti-litter legislation will be introduced in this Chamber and that people will be penalised for littering. I hope that all will heed my appeal, Mr. Chairman, and as we have got into the habit of littering, we will get into the habit of not littering.

I said, Mr. Chairman, that there has got to be method, discipline and control in all things. There is going to be an anti-litter campaign. This campaign which is expected to occur in the month of May is not going to be for one month. This month will begin an anti-litter drive and will emphasise things that we want to draw to the attention of the public. Already Public Health Inspectors have been given assignments. Already employees of the Sanitation Service Authority have been given special assignment. The business of educating our people about anti-littering will be highlighted during that month.

But, Mr. Chairman, it is no good my telling people not to litter if at the same time we do not provide containers for litter in public places, if at the same time we do not provide a regular garbage collection service; but the main element of education which we must impress upon Barbadians in relation to garbage heaps at the side of the road is that a garbage truck may pass at 9 o'clock and by 11.30 to 2 o'clock on the same day a garbage heap may appear again. We have people in this country who feel that they can dump garbage at any time they please. I know that in my area the garbage truck passes once a week at 2 o'clock so there is no point my putting out garbage at 7 o'clock in the morning.

I want people to take heed of the schedules of the garbage trucks and try to accommodate them. Mr. Chairman, we are going to see, I hope in the not distant future rat proof bins and not the open bins which dogs and rats can enter.
6.00 p.m.

Provision will be made in the coming Estimates for garbage bins which will be covered and rat-proof particularly for public places where there is a great deal of human traffic, for instance, in the markets, bus stands, etc., but we must all co-operate in this. It is no good the Sanitary Authority putting bins down if people will not deposit their nutshells, toffee papers, and fast food containers in the containers. Most of us in our private lives will have to make special effort to co-operate. If we cannot afford to buy a container, we will have to use an old can. Old cans and boxes make good containers. Those people who do not want their garbage in front of their houses and would like to dump it in front of the houses of other people will have to change their ways. The whole idea is that people should not dump their garbage on the road. They will have to put the garbage in a container until it can be dumped in the garbage truck.

The campaign as I said, Mr. Chairman, is coming very soon. Again I want to reiterate this early appeal and to ask every one of us to co-operate with the Sanitation Service Authority and with the Ministry of Health in the effort to get Barbadians into good, decent, litterfree habits. When the campaign comes, all of what I have said will be explained in much greater details. For instance, when the campaign gets under way time schedules will be published. Everyone will know when the garbage truck is passing his or her particular street, or his or her particular district. There will not be any excuse for not knowing. The public of Barbados will be introduced to Sanitation Service Authority Supervisors, and there will be no excuse for people saying, "I did not know that so-and-so was the supervisor in my district."

Mr. Chairman, I now move that Head 15(3) stand part.

Hon. L. B. BRATHWAITE: I beg to second that.

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

HEAD 15(8) MINISTRY OF HEALTH ST. MICHAEL'S DISTRICT HOSPITAL

Head 15(8) Ministry of Health, St. Michael's District Hospital was called.

Hon. B. A. MILLER: Mr. Chairman, under Head 15(8) Ministry of Health, St. Michael's District Hospital — Item 4 — Utilities, it is expected that a supplement in the sum of \$10,000 will cover certain deficits in respect of utility services. This, again, is the business of water rates rearing its head. I have gone into the Ministry of Health and found, Mr. Chairman, in every institution a situation where water-rates billings are three and four years in arrears. Bills are coming in for something like \$2,000, and this supplement of \$10,000 in respect of utilities is really and truly an allocation for one particular utility, that being water.

Under Item 6 — Maintenance of Property — the supplementary proposed in the sum of \$6,500 is in respect of the very costly repairs to the boiler and certain other antiquated items of equipment at what is now known as the St. Michael's District Hospital. It is also in respect of the increases in the price of utensils and instruments. The whole thinking behind this is to upgrade standards of ware and equipment at the Hospital.

Under Item 7 — Operating Expenses — Mr. Chairman, there have been certain increases in the price of uniforms and shoes as well as in the cost of pest control services. The District Hospital building is a very ancient building. It appears to be a stone building from the outside, but there is a great deal of wood inside. From time to time wooden floors have been replaced with concrete, but the termites do great damage. The cost of termite control has increased. It is expected that this supplementary should be no more than \$2,000.

In respect of Item 8 — Maintenance of Vehicle and Plant — we are asking for a supplement of \$1,500 to be used for the maintenance of vehicles for the remainder of the financial year. What remains of the financial year, Mr. Chairman, is not very much, but this particular supplement of \$1,500 is largely in respect of repairs done on one ambulance in particular. The ambulance is so much over-used, so old, so ill-used that the Hospital has been spending more money on repairing that one ambulance than it would have spent if it were buying an ambulance on hire purchase and making monthly repayments to the Bank. That, in my view, Mr. Chairman, is false economy, and provision has been made in the coming Estimates for a new ambulance. What we are paying to maintain an old ambulance is very little less than it would cost us over a period of three years to buy one new ambulance. (*Asides.*)

Mr. CHAIRMAN: No cross-talk, please.

Hon. B. A. MILLER: Mr. Chairman, I would like to take this opportunity, too, to reiterate one or two things which I have said on the floor of this Honourable House on a previous occasion in respect of the business of the reorganisation which is currently going on in the District Hospitals across this country. The first thing I really want to say, especially since this particular Head is in respect of the St. Michael's District Hospital — (*Asides.*)

6.10 p.m.

Mr. SANDIFORD: On a point of order, the Minister is going to reiterate, but we would like to do it when there is a quorum in the House. I would like to draw your attention to the fact that there is no quorum.

Mr. CHAIRMAN: Let the Bell be rung.

The Bell was rung and a quorum was obtained.

Hon. B. A. MILLER: Mr. Chairman, it is hoped that as of 1st April this year what is now

known as the St. Michael District Hospital will be known as the St. Michael Geriatric Hospital. This re-organisation of district hospitals as I have said already in here is largely designed to permit greater efficiency and we hope maximum use of our physical plant and our staff in those five institutions. Other hospitals, Mr. Chairman, will in the coming months be designated homes or hospitals for handicapped persons. We have a great number of handicapped persons in Barbados. A survey done between the five district hospitals in very recent weeks has disclosed not less than 300 seriously handicapped people in these institutions. This is nothing to do with people handicapped living outside the institutions. Some people are without legs, some are without arms, some are without speech and some without sight; some people have the partial use of arms and legs, and there are various degrees of illness. Some people are handicapped in that they are mentally subnormal. All of these people are people that I found lumped together in these five institutions. Also I found a situation where district hospitals were for too many people the land of no return.

With the establishment of hospitals and homes for the handicapped we are hoping to rehabilitate many of our lesser handicapped people and prepare them for re-entry into our community where we know they are satisfied that they too can make a greater contribution than they are at the moment. Posts for occupational therapists and physio-therapists and going to be very quickly established in order to help us retrieve these lost people. It is also hoped, Mr. Chairman, that within the coming months and very quickly too, a convalescent home or hospital will be established. The waiting list at the Queen Elizabeth Hospital is too long. For years I have heard doctors, nurses and all sorts of people allied to the medical profession talk about a waiting list. An individual doctor can tell you that he has got patients wishing to get into the hospital, but no comprehensive survey has ever been done. I ordered one and it discloses that there are 660 people tonight waiting for operations at the Queen Elizabeth Hospital. I do not consider that to be a satisfactory situation, and in my view we need a rapid turnover of beds at that hospital, and one of the ways to facilitate a quick turnover of beds is to provide a halfway house such as a convalescing home where people who do not need acute or intensive care may go after X or Y days in the Queen Elizabeth Hospital after an operation to convalesce. I am hoping to do that at Oistin, but it does not mean it is going to be at Oistin. It has to be examined very carefully.

Mr. Chairman, a person known now to readers of the Advocate newspaper as Erskine Sandiford is writing often an article under a by line, I think it is called in journalistic circles "In Perspective". About two weeks ago a lot was said about this whole business of the re-organisation of the district hospital which was totally out of perspective, and I will take this opportunity to put that matter now, I hope once and for all, into proper perspective. This person, Mr. Erskine Sandiford in his newspaper article gave forth much to give the impression that he knew a great deal of what might be going on in the Ministry of Health. There was mention made of a study of health services which might or might not be under way in the Ministry of health at the moment. This gentleman, Mr. Erskine Sandiford, went on to say.....

Mr. CHAIRMAN: You are not referring to the hon. member for St. Michael South.

Hon. B. A. MILLER: Oh, no, no, no, Mr. Chairman.

Mr. TAITT: On a point of order, does this mean that in the future since the newspaper will quote one Tom Adams that we can refer to that Tom Adams of the newspaper and not mean the Rt. Honourable Prime Minister? I think we are stretching it a little far.

Rt. Hon. J. M. G. M. ADAMS: On a point of order, the hon. member may refer to anybody called Tom Adams who writes foolishness in the newspaper as Tom Adams.

Hon. B. A. MILLER: Yes, Mr. Chairman, this Erskine Sandiford in his article under the by-line "In Perspective" suggested that in view of the intending health study one might ask for very good reason how wise it was for the Minister of Health to proceed with her own plans for a re-organisation of the district hospitals, and suggested that it would be better to have the benefit of a study before proceeding on this major re-organisation of services.

Mr. Chairman, I wish this House to know that there is in fact a study of the Government health services already in progress, but I wish this House and Mr. Erskine Sandiford to know that no foreign agency of any kind whatsoever can make policy for this Barbados Labour Party Government.

6.20 p.m.

They may come here, Mr. Chairman, and do a study and make recommendations to us

about how best to organise something or to do something, or they may throw up various suggestions and data to us and make certain suggestions to us. Is it that the former or the ex-Minister of Health was in fact waiting for the result of this study in order to implement policy, Mr. Chairman? That is not how it is done on this administration. This Erskine Sandiford goes on to say (*Asides*) ...Indeed, indeed, the member for St. Michael South says what foolishness.

Mr. CHAIRMAN: Your reference to an Hon. ex-Minister.

Hon. B. A. MILLER: I asked a rhetorical question, Mr. Chairman. Yes, I wonder is that what the ex-Minister of Health, the former Minister of Health was waiting for? Waiting on this study to give him the policy which his party never had? Mr. Chairman, this Erskine Sandiford goes on to say, quite out of perspective again, "there is therefore a good case....."

Mr. TAITT: Mr. Chairman, on a point of order.

Mr. CHAIRMAN: Will you just be seated a moment? Is the hon. member for the City referring to the hon. member for St. Michael South whose name happens to be Erskine Sandiford?

Hon. B. A. MILLER: Mr. Chairman, I read the newspaper, I see an article under the bye-line "In Perspective" by Erskine Sandiford. That is the Erskine Sandiford to whom I refer.

Mr. CHAIRMAN: So I must assume it is not the hon. member for St. Michael South.

Hon. B. A. MILLER: That is my assumption, Sir, and I invite you to take that as well.

Mr. TAITT: Mr. Chairman, on a point of order, Sir.

Mr. CHAIRMAN: Will you be seated a moment? If the hon. member for the City is referring to a person who carries the same name as an hon. member of this House I must have the distinction clear.

Hon. B. A. MILLER: But how can I distinguish, Sir? Mr. Erskine Sandiford who writes in the Advocate I cannot believe, having read this particular article and seeing a

photograph of myself to be so out of perspective, I cannot believe it is to be the one and the same person as the hon. member for St. Michael South.

Mr. CHAIRMAN: But if at any time you are referring to the hon. member in here you will refer to him as the hon. member for St. Michael South.

Hon. B. A. MILLER: I will do him that courtesy on every occasion. As I was saying, Mr. Chairman, this Erskine Sandiford in this article goes on to write and make a point. He says, "there is therefore a good case for developing the St. Michael District Hospital into a specialised institution for the care of the aged."

Mr. TAITT: Mr. Chairman, on a point of order. I draw to your attention that the person Erskine Sandiford who writes the article in the Advocate newspaper every Sunday is the same said Erskine Sandiford who is the former Minister and who is in this Hon. House. I am drawing it to your attention for information.

Hon. B. A. MILLER: Mr. Chairman, is the member for St. Michael South West in a position to swear an affidavit to that effect?

Mr. TAITT: Oh yes, I am.

Rt. Hon. J. M. G. M. ADAMS: On a point of order. Is there not a rule that members must substantiate statements which they make? Are we to take it that the hon. member for St. Michael South West has actually seen the hon. member for St. Michael South write the article, has carried it to the Advocate, seen it printed and knows that it is the same, and seen the cheque for \$500 or whatever it is that the hon. member gets? He must learn not to pick up these things. If the hon. member for St. Michael South wishes to say that he is the Erskine Sandiford who writes for the Advocate he must get up and say so, no other hon. member can do it.

Mr. CHAIRMAN: I would like to ask the hon. member for St. Michael South if he regards himself as the person referred to by the Minister. He does not have to answer that, but I am asking. The hon. member may carry on.

Hon. B. A. MILLER: Mr. Chairman, Mr. Erskine Sandiford in the Advocate-News, him who writes the articles, having said that there is a good case for developing the St. Michael

District Hospital into a specialised institution for the care of the aged, then goes on to say that that is what the DLP started to do and what it said it would do. I now say, Mr. Chairman, that the DLP did not do it, not in 15 years, and that I have done it in five months.

A great deal of talk in this article. Imagine, Mr. Chairman, that a whole paragraph is given to make one point, that I have failed to seek an occasion to announce this business of the re-organisation of district hospitals. That is not how I do my business in the Ministry of Health, Mr. Chairman. I have a job to do and I am getting on with the job.

Talk is made about inmates. This is why I tell you, Mr. Chairman, that Erskine Sandiford of the Advocate-News cannot be Erskine Sandiford who we know to be the hon. member for St. Michael South. Talk is made in this article about inmates. Mr. Chairman, in none of the institutions under my portfolio in the Ministry of Health are there any persons known as inmates, we have patients. Inmates may be found at Her Majesty's Prison but not in the St. Michael District Hospital, what is going to be the St. Michael Geriatric Hospital. It is these little pointers, Mr. Chairman, which dissuade me from the point of view that the member for St. Michael South West would have me follow, that the Erskine Sandiford of the Advocate-News is one and the same person as the hon. member across the floor there. It cannot be.

Mr. Chairman, this article goes on to make another very sad point. Talk is made about the upgrading and improvement of certain institutions. Mr. Erskine Sandiford in his article goes on to say that upgrading and improvement of a specific institution is no new thing. Of course it is not a new thing, Mr. Chairman, not to the Barbados Labour Party Government. It is true that during the administration of the Democratic Labour Party Government certain upgradings were done at the district hospitals, to the physical buildings. Floors were tiled, I have to think hard to remember all the things that were done, but some things were done, but you see, Mr. Chairman, that is not the point. The institution is more than the physical plant and the physical building.
6.30 p.m.

When you hear Erskine Sandiford talk you understand the attitude of the people who have run these institutions. That is why, Mr. Chairman, the basic concept is all wrong, and throughout

the 15 years of the Democratic Labour Party administration it has always been wrong and that is why I have to repeat this in this matter of the reorganisation of the hospital.

I have gone in to find that district hospitals which were formerly misused and what were masquerading as district hospitals were mere dumping grounds; and I say that without reservation. They catered to all kinds and conditions of people, and I am satisfied, Mr. Chairman, that in the interest of the patients who inhabit these institutions and in the interest of the staff who have to care and nurse them, and in the interest of the economy of this country — because as taxpayers our money goes to the unkeep of these institutions and we know that we are in terrible times of financial constraints — we know that in view of all these things the steps which I have taken in recent months are correct steps.

I am satisfied, Mr. Chairman, that no longer those who have to visit these institutions will regard the people who have to live either on a short term or long term basis as derelicts of our society. District hospitals are more than buildings. District hospitals are about people.

Mr. Chairman, I move that Head 15(8) do now stand part.

Hon. L. B. BRATHWAITE: I beg to second that.

Mr. SANDIFORD: Mr. Chairman, we have had a very long winded, tortuous and tedious introduction of this particular supplementary measure from the Minister of Health, but we have become accustomed to that type of introduction from the Hon. Minister. All that has happened is that there was an article in the Advocate-News, as she related, under my name. There is nothing to conceal in the fact that I write an article in the Advocate-News on Sundays. I write it and I do not shelter behind any pseudonym or non de plume. It is my name and I am proud of it. So there are no quizzical circumstances as to who is the writer. It is not even litter about which I can say that the hon member is being original.

Sir, she is following the position taken, as far as I remember, by the member for St. Thomas; so even in that she could be not original. I wonder why it is that now there have been other references to these matters that it seems to create so much concern. It may be not because this is a nuisance or a condition desperate, but because it has come very close home.

How else can you explain that on this particular occasion when we are dealing with a Supplementary Resolution the hon. member for the City finds it necessary to come and explain to this Hon. Chamber however briefly her reorganisation of the district hospital service — and that was precisely one of the points in the article that any major step relating to the service for which the taxpayers of this country have to pay when any such reorganisation is contemplated or decided upon, the place where such proposals should be announced should be from the floor of one of the Houses of Parliament.

That is precisely one of the points made, and even when the Minister is trying to be sarcastic, and failing dismally at it because she comes here and gives the type of response that I asked for. We wanted on the floor of the House to hear it authoritatively and we have it. I said that they would come here with some Resolution and they have done it. We asked them to make their proposals here and.....

Hon. B. A. MILLER: On a point of elucidation. I was careful how I prefaced my remarks. I reiterated what I have said in here already on the floor of this House about the reorganisation of district hospitals. This is the second time that I have said all of this. Just get that clear. The hon. member followed after. I did say it in here.

Mr. SANDIFORD: It is certainly the first time that I have heard it. If she can show us or draw our attention to the particular debate in which she spelled this reorganisation we will say that it is a reiteration. Give us the reference to this debate and I will say even "In Perspective" that it was spelled out before, and this is what we have asked for, and she has done it.

This is the sort of suggestion that the Opposition makes that Parliament must not be by-passed in these matters. Let me deal first with the point made about the St. Michael District Hospital and its reorganisation. The point that I wish to make is that we heard that in 15 years the Democratic Labour Party made no provision for the reorganisation and development of the St. Michael District Hospital into an institution to look after the aged and those who were chronically ill; but in five months this has been done by that miracle worker, the hon member for the City. Would she tell us what she has done in five months with this hospital? What is this wonderful thing that we can see? What is it that the hon member for the City has been able to accomplish in five months?

6.40 p.m.

She has not told us that yet. What we have is a statement and some supplementary here now for the improvement of wares and utensils. That is what we have. Why did she not, in the introduction, tell us what are the things she has done in five months which would have transformed the St. Michael's District Hospital into the St. Michael's Geriatric Hospital. In five months she has done it, but she has not been able to tell us what she has done. I am certain that that type of performance must give the Prime Minister some concern coming from one of the Ministers in charge of one of the major Departments of Government. It must give some cause of concern.

As far as the St. Michael's District Hospital is concerned, you can make something of this word "inmate". This is a book which is from the Library of this Chamber, Webster's Dictionary, and it describes "inmate" as a person living with others in the same building; an occupant; a person lodged with others and often confined in an institution; an inhabitant. It is a perfectly acceptable word in the English language. If you want to make something about patient as a big thing — I did not use it in any context of some person for whom there is no hope, or any such situation. I do not know why you have to spend so much time over that particular word. It is quite a common word used in reference to persons in an institution. I think you should stick to those matters in which you have some competence. I do not know why you would run into a critique about my usage of the English language. I am quite capable of using the language and I, certainly, would not look for corrections from that source.

Mr. Chairman, I would have thought that, in dealing with this particular Resolution, the Minister would really concern herself with the reasons for the supplementary and be done with the matter, or if she had a particular statement to make, she could choose the head under the Orders of the Day for making that particular statement. Instead of that she has spent a long time dealing with something called "In Perspective" when she said that we did not do anything about the Geriatric Hospital. We said that it would be developed into a hospital for the treatment of those who are chronically ill specifically, and I am quoting from our manifesto:

"Specifically we will develop the St. Michael's District Hospital into an institution specialising in the care of the aged who are chronically ill."

Even in the development she made a thing about a Convalescent Home, and that there is this long waiting list at the Queen Elizabeth Hospital, and there was no survey done, and there is now a need for some type of Convalescent Home. I was specific to ask, although you did not hear it, Mr. Chairman. I am certain you do not hear asides. I asked where it was supposed to be, and she said "Oistins, Oistins" to the pleasure of the member for Christ Church East. He seemed to be quite pleased that the development would take place up there. But before the member for the City came into the House there were proposals for developing the St. Andrew's District Hospital into a hospital precisely to deal with that type of case in order to relieve some of the problems inside of the Queen Elizabeth Hospital. (*Asides.*) This was a proposal that was being developed. There was supposed to be a reorganisation there, and certain steps towards that end were taken.

What we have now is that, instead of St. Andrew's District Hospital, which was a Maternity Hospital, we will go to Oistins. When we say that imitation is the surest form of flattery that is exactly what is happening. If the Minister has proposals to implement, let her get on with the business of implementing those proposals. If she has proposals for reorganising or improving the system for the collection and disposal of refuse in this country, let her get on with the job. If she has proposals for reorganising the District Hospitals, let her come and tell us what these proposals are in this House where we can analyse them, see exactly what is proposed, and how the taxpayers' money is to be spent. Let her do all of these things, but do not go and try in a vein which ill-befits her, because she is not a master of that style of the English language in which irony, sarcasm and the sardonic and so on can play the major part. She has failed in that particular style. Do not attempt it on this floor of the House, at least, not with this hon. member because I can reply in kind to you.

Let me tell you this. You have nothing to fear from us so long as you put forward proposals for the improvement of the health and welfare of the people in this country, but when you come to try to show us up over here as being incompetent, when you try to show us up as not being able to use the English language, when you come and try to show that you are doing something new which over here we could not even think of, then you are going to fail miserably. As a young Minister, we are going to warn you, again, to follow the examples of the Senior Ministers. They set good examples, but some of you over there on the front bench have

to learn and sometimes you tend to jump in at the wrong end. Whenever you do that you will get some lashes. (*Asides.*) I am speaking verbally, and I do not know about any other type of lashes.

Mr. Chairman, those are the main points I want to make. Obviously, the Minister and member for the City is concerned, because far from refuting anything in the article — the article made a number of points that major proposals for the reorganisation of any service in this country must be made on the floor of the House, or should be made on the floor of the House. If she wishes to ignore that, she does it at her own peril. In here we are the representatives of the people and we are going to see to that. That is one point made in the article.

I am winding up now, Mr. Chairman. The second point made was that proposals had been announced in the manifesto, and proposals actually started.....

Mr. SIMMONS: On a point of order, Mr. Chairman. A couple of years ago when the member for St. Michael South was a member of the Cabinet, I believe there was a confidential chat on television introducing certain fiscal measures and the sugar level was attacked and so on. I wonder if that was the proper place to have done that, and whether the member for St. Michael South agreed with it then.

Mr. SANDIFORD: I am winding up, Mr. Chairman, but I would just like to say that when such things were done there were criticisms from that side when they were in the Opposition. This is precisely the point I am making.

Mr. CHAIRMAN: Your time is up.

Mr. SANDIFORD: Thank you, Mr. Chairman.
6.50 p.m.

Mr. TAITT: Mr. Chairman, when that was done, they on this side when they were on this side criticised it tremendously. They said it was wrong.

Hon. C. L. BOLDEN: On a point of order, I believe the Resolution before the House is to deal with health, not C.B.C. and statements and the Opposition attacking a statement made. The hon. member must understand that he must learn the rules and not jump in at the deep end of the pool and drown half-way down the bottom. He must start with the Resolution and work his way into that; but he is jumping in wrong. If you try

the short end you will break your neck on the hard cement.

Mr. CHAIRMAN: I will ask the hon. member for St. Michael South West to speak to the Resolution, but I must also remind the Committee that the time is now 6.55 p.m. and I shall have to report progress at 7 o'clock.

Mr. TAITT: The hon. member for St. Joseph is very good at copying, and when he used the concept of jumping in at the deep end he was doing precisely what my colleague who spoke before me....

Hon. C. L. BOLDEN: On a point of order, stupidity sometimes runs very far. (Mr. TAITT: You can say that again.) My friend should understand that the first time the phrase "jump in at the deep end" was used in here, I used it about three years ago; so if they are now copying, it is up to them. Check Hansard and you will see what I told a member on this side about jumping in at the deep end.

Mr. CHAIRMAN: No point of order.

Mr. TAITT: Mr. Chairman, we are seeing now that we have not only a miracle but the beginning. He invented the phrase "jump in at the deep end", and the first time it was ever made in here it was made by him. It must be the only thing he has said that is original. Anyhow, Sir, on this business of the maintenance of property at the district hospital, I see that they had costly repairs to the boiler and I wonder if the Minister could explain the nature of these costly repairs, because I do not think it is good enough for us merely to see "costly repairs". Indeed, Mr. Chairman, it goes on later to say that there was, and I think the Minister repeated the words "high expenditure for repairs to one ambulance." It would seem that we need to have some detail about the expenditure both on the boiler and the ambulance. I am not in the three minutes left going to attempt to deal with the policy of the Ministry of Health, and I take it that you will permit me in the context of the Estimates to ask the Minister whether there are any doctors at the district hospitals who are likely to be doctors at another institution for which the Minister is responsible working overtime and not being paid for it. I am told that there is.....

Mr. CHAIRMAN: You will have a chance to continue, but the time being one minute to seven, I must report progress and ask for leave to sit again.

Mr. CHAIRMAN reported progress and Mr. SPEAKER resumed the Chair and reported accordingly.

SUSPENSION OF SITTING

Mr. SPEAKER: The time now being 7 o'clock, this sitting now stands suspended until 8 o'clock p.m.
7.00 p.m.

On Resumption:—

Mr. SPEAKER: This sitting is now resumed.

Hon. L. B. BRATHWAITE: Mr. Speaker, earlier in the day I gave notice of a Resolution standing in my name and I intimated then that I would later in the day ask leave of Your Honour to deal with this matter in all its stages today. Copies of this Resolution have been circulated, and I want to ask leave to deal with it as soon as it is convenient.

Mr. TAITT: Mr. Speaker, as the Leader of the House when we were together in the Other Place used to say, there are certain Resolutions which require some form. For this reason I have great difficulty in agreeing to this Resolution being dealt with in all its stages at this point in time.

As you know, Sir, this House was recessed on the 8th of this month, this Resolution comes on the 22nd. There seems to be no good reason why this Resolution could not have been circulated in sufficient time to give us an opportunity to look at all the implications of it, and I think that the Opposition has a right to make its position known if we are going to be treated like this in a matter which is of vital importance to us, and I would not like myself putting the Minister in this position, but we are not happy and I am very certain that we are not going to agree to deal with this Resolution in all its stages, since it is such an important Resolution and we on this side are opposed to it.

Mr. GREAVES: Mr. Speaker, as you will recognise, this Resolution was circulated today and it is, as the member for St. Michael South West has indicated, a Resolution of some importance, and as you are aware, Sir, ever since we met here at 12 o'clock today we have been involved in discussing matters which are of importance, and we have been exercising our minds on these matters, and to ask us in the course of the day to deal with this Resolution, there is a whole question of policy in this, this is a Resolution which needs to be given some

thought and study, and I am sure, at least I would hope that the Minister would recognise that we also recognise that it is an important Resolution but that we want to be able to bring the best of our abilities to bear on the consideration of this Resolution.

It is true that whether we vote for the Resolution or not it is going to be passed, but I think that in the interest of conducting the business of this House in a proper manner, and in the interest of ensuring that hon. members on this side get an opportunity to examine the entire implications of this Resolution, I do not consider that the request which is being asked of this Chamber to postpone consideration of this Resolution until the next sitting when we will get an opportunity to deal with this Resolution in as careful a manner as we should be able to deal with it, that that is an unreasonable request.

You, yourself, Mr. Speaker, have been placed in situations during the life of the last Session where important Resolutions have been circulated and you have successfully at that time been able to get the Government to postpone consideration of the particular measure. I am sure that the members on the Government side who sat in Opposition during the last Session have been able to do this, and I would hope that they recognise the importance of this Resolution and recognise therefore the importance of the point we are making.

Mr. SPEAKER: Your point is well taken.

Hon. C. L. BOLDEN: Mr. Speaker, earlier in the sitting today the Hon. Prime Minister has had to draw attention to the fact that members of the Opposition come to the Chamber, ask questions and then when there is an attempt to give answers to the questions they ask they use every opportunity to object to receiving the information they asked for. This is another example of the inability of the Opposition to perform in Parliament and the sham which they are making of Parliament and its procedures and the questions they ask.

I cannot really understand how the member for St. Lucy can get up and talk such utter rubbish on a Resolution which deals with buses when he attempted on the last two occasions to castigate the very Minister for not providing an adequate bus service for St. Lucy and now you come with a Resolution, you have explained in the Addendum the reason for doing it in all its stages, that is, to improve the bus service in Barbados, and he gets up and says he does not want to do it now, postpone it for two weeks,

and then he will go outside and tell the public of Barbados that the Government is doing nothing for him. I have never seen such political ignorance in all my life as I have seen today by the two members there.

The public at large is complaining about the bus service, the Minister is working day and night to do something about it, and now you are trying to place an obstruction in his way. I do not understand what they are trying to do with Parliament.

Mr. TAITT: On a point of order, Mr. Speaker, the hon. member indicated that it was a sham and I am suggesting that he is questioning my motive for raising the question. I am not attempting to deal with the substance of the Resolution, because I am opposed to the Resolution for reasons which I will be happy to explain when the time comes. I am saying that it is against all the principles ...

Mr. SPEAKER: I thought you had risen on a point of order.

Mr. TAITT: A point of order, Sir.

Mr. SPEAKER: Make the point of order.

Mr. TAITT: We have not opposed it on the basis of any sham, we are saying there are a number of implications which we would like to study before we take a position on it.

Mr. SPEAKER: The Hon. Minister is seeking leave to deal with this Resolution in all its stages.

Mr. SANDIFORD: Mr. Speaker, we on the Opposition benches have been giving some consideration to this request ever since it was made earlier in the day and we have come to the conclusion that we need a little more time to study the implications of this particular Resolution in its present form, and I would hope that our motives in so requesting this additional time, time I would say in accordance with the Standing Orders which govern this Hon. Chamber, I would hope that our motives for making that request would not be misinterpreted. It is not done out of political ignorance, or out of any rubbish, or from any such motivation as seems to have been suggested by at least one member. It seems that normally Resolutions require notice to be given and there is a period of at least one week normally during which members are able to study Resolutions.

Hon. C. L. BOLDEN: On a point of order, Mr. Speaker, I would like to find out where the

hon. member got that from, because he sat as a Minister over here for five years and I have seen Bills brought in, leave sought even before the documents were put in your hands and they were dealt with, so what foolishness are you talking? You are only talking out of pure malice.

8.10 p.m.

Mr. SANDIFORD: Mr. Speaker, you are the presiding officer in here, and if a member accuses another member of speaking with malice, I would think that that is contrary to the Standing Orders. You are the guardian and I have not heard you say anything to the hon. member for St. Joseph. I will pause to await...

Mr. SPEAKER: The hon. member for St. Joseph will withdraw the word.

Hon. C. L. BOLDEN: I will withdraw "malice". All that I would say is "political malice". I will withdraw "malice".

Mr. SANDIFORD: On occasions notice is dispensed with when there is an urgent requirement. I have no quarrel with the Minister because I believe that he wants to get on with the business of complete nationalisation of the transport service and that particular objective is one that is shared by members on this side of the House; but there are certain implications to this Resolution as to how it will be done which give grave concern over here, and we would like some time to study the implications.

In the Addendum it is indicated what is the principle. I would not wish to debate the principle of the Resolution now, but I wish to draw attention to this particular matter in support of the request for the additional time that I am advancing because it is indicated that the firm has indicated that if the order were placed now we could get the buses by June 7th.

Mr. SPEAKER: You are attempting to debate the Resolution.

Mr. SANDIFORD: No. I am advancing a point because there are certain questions that concern us — whether we are dealing with one particular firm or whether there are other firms in competition. I do not know and we would like to study the Addendum to the Resolution and the implications of this Resolution. We would like to study these implications. I do not know if one week's postponement would be crucial because I do not think that we have been given that information. Maybe the Minister can give us that information and tell us why the particular company feels that if we pass this Resolution

today we could get the buses by June. We are not being cantankerous or contentious over this.

Hon. L. B. BRATHWAITE: Mr. Speaker, this is a matter of very grave public concern. It is a matter that would cause tremendous inconvenience to the public; and it will in my opinion, and the considered opinion of the Government have grave financial implications if the Resolution is not passed along the lines on which we propose to proceed. The contract of the two private concessionaires will come to an end towards the end of June, and unless we move with some despatch we will find ourselves unable to take over the transport system.

I was advised that the hon. member for St. Lucy is finding difficulty at this stage in supporting the urgency of this matter bearing in mind his critical attitude towards the administration of the transport system; but I consider it necessary and vital and a matter of grave importance.

Mr. SPEAKER: I have listened particularly to the hon. member for St. Michael South and I think that he has given me very good reasons on which I can base my findings for dispensing with the giving of notice under Standing Order 27 in a case such as this. I am therefore granting leave to the mover of the Resolution in Committee of Supply.

Hon. H. B. St. JOHN: Mr. Speaker, at suspension the House was in Committee of Supply. I suggest that it revert to that and be instructed to deal with this Resolution in addition to the other Resolution.

Mr. SPEAKER: When the House was suspended it was in Committee of Supply. To that it now reverts and I give instruction that the Committee deal with this Resolution which was in committee when the suspension was taken.

Mr. SPEAKER left the Chair and the House resumed Committee of Supply, Mr. ODLE in the Chair.

Mr. CHAIRMAN: When the sitting was suspended the hon. member for St. Michael West was on his feet. He may continue if he so desires.

Mr. TAITT: Thank you, Mr. Chairman. I listened very carefully to the Minister when she talked about the new policy which she has invented within a mere five months. I must confess, Mr. Chairman, that I was not able to read what the policy is except that it deals with

reorganisation. I am sure that in the fullness of time she will spell out what the new policy is.

I will caution the Minister, however, that while it is true that in the developed countries, and indeed some other countries, one can have a policy which on the face of it appears to be capable of implementation, without a hitch, when we come to the developing countries, and especially countries in this area like Barbados, she will wish to exercise some caution in the implementation of the reorganisation.

8.20 p.m.

Mr. Chairman, take for example the question of one hospital becoming a Geriatric Hospital. If I remember correctly, she said that there would either be homes or hospitals categorised for various purposes and reasons. Now, I would be the last to stand here and suggest that the old Almshouse system was a desirable system. At the same time, however, we, as Barbadians, must pay attention to the psychological and sociological needs of those persons who, for whatever reason, find themselves (a) institutionalised, and (b) in such a state of poverty that they are unable, or that their families do not wish them, to participate in the normal life of the community, and so they find themselves confined to one of the institutions.

I am told that in the St. Michael's District Hospital there are a number of persons who have been resident for various periods going beyond 12 years. I am also told that on the occasion when a number of those persons heard that they were likely to be sent to some other institution in some other part of the country that they went into various and sundry states of illness — Psychomatic, perhaps, but nonetheless illness. The point I am making is that if you have an old person, who has been living at the St. Michael's District Hospital for 12 years, and if on a given day an instruction or a directive is given, and that person is suddenly told that he or she must now go to the Parish of St. Andrew, or Oistins, or whatever it is, the effect on that individual is likely to be catastrophic. There is a certain trauma which is bound to occur with the individual.

Mr. Chairman, I believe that the Minister, whatever are her wishes and, indeed, whatever are the wishes of the Government, I believe that they would not wish a single individual to suffer any serious psychological or other harm because of any policy which the Government implements. I formed the impression when the Minister was speaking that she was suggesting that we would

have an area where all of the handicapped people would be centralised. I formed the impression that she was saying that there would, in fact, be one or two homes and hospitals that would have only handicapped people: the deaf mutes, those who have lost their sight, those who have lost limbs, and these would be separate and distinct from those persons who were truly geriatric, or needed geriatric care. I am not certain, Mr. Chairman, if the Minister meant it as I have understood it. I am sure when she gets up to reply she will seek to elucidate the position, at least, for me. If, in fact it is intended that a number of handicapped persons will be put in an institution where there will only be handicapped persons, I would like to offer the suggestion to her that this might not necessarily be the best therapeutic medicine for those who are handicapped.

Mr. Chairman, you are aware that, in a community the size of Barbados, the extended family is not only the family of blood lines but it is a family of association. You will find, for example, that in an institution, although there is professional care provided, that persons who are themselves inmates — I use the term having had it described by my colleague — or who are themselves patients, but who are not as ill as other persons, will turn and lend assistance and sometimes provide if nothing else but companionship for other persons.

I hope that the Minister would take my observations in the spirit in which they have been given, and in seeking to allocate persons to the various institutions she will not, and she will have her professional people not, lose sight of the fact that there are psychological aspects to institutionalised persons and, indeed, to all persons. I hope that whatever decisions are made for the moving of the people from one institution to another that account would be taken for any environmental adaptation which the persons would have made as a result of their having been institutionalised in a particular place for a period of time.

Mr. CHAIRMAN: Unless the Hon. Minister has anything to say, I should like to put the question.

Hon. B. A. MILLER: Mr. Chairman, it was said that I did not explain what was happening at the St. Michael's District Hospital. What is happening at the St. Michael's District Hospital I have very clearly said in another place is not any miracle. The directive I gave to Heads of these Hospitals when I sat down around a table and

discussed this business with them — something which they all reported that never happened before. A Minister had never had any speech with them, talked any policy with them, or discussed any ideas with them — was that it should be a very gentle, gradual procedure.

There are, roughly speaking, 400 patients in the five institutions who can properly be described as geriatric. It so happens that there are 428 beds at St. Michael's and so it was felt for that and several other reasons St. Michael's was the best or the most suitable institution for the Geriatric Hospital. What is happening is that the patients who are, properly speaking, geriatrics who are now living at other institutions, are being very gently and quietly transferred to St. Michael's. It means that we will no longer have a duplication of staff. We have Nurses who are trained geriatric Nurses; we have Nurses who have an inclination to nurse geriatric rather than any other kind of patient. They, too, have been consulted. Instead of having one or two Geriatric Nurses in each of five institutions, it strikes me that there is more to be gained from the patients's point of view, from the staff point of view, and from the point of view of greater efficiency, to have them all in one institution where their skills can be concentrated and more effectively used. That, in the very shortest language, is what is happening at St. Michael's Hospital.

The member for St. Michael South spoke about St. Andrew's District Hospital, and I am appalled to hear him describe the situation of which the files disclose no evidence. In my talking and walking and visiting that Hospital no evidence has ever been disclosed about it being any kind of hospital for handicapped, geriatric, or otherwise. The St. Andrew's District Hospital I came and found as a Maternity Hospital. I found 20 beds at the Hospital which was delivering three babies a month. There is no way, Mr. Chairman, that I could justify to myself, to my staff in the Ministry of Health, or to the Cabinet, that we should upkeep plant and pay staff at a Hospital with 20 beds and delivering three babies a month.

8.30 p.m.

The whole idea of St. Andrew's as a maternity hospital was a total failure and within two weeks of taking office I gave a directive that it would no longer be a maternity hospital. It is a flat institution much better suited to be a general hospital for the handicapped. There are no stairs, it is near the sea and it is in relatively quiet surroundings, and that is the real truth about the St. Andrew's district hospital.

Now the hon. member for St. Michael South West asked for details of repairs and so on. As an example, respecting the ambulance I spoke of, the average monthly rate of repair is \$443. There is no way that I could justify that, and that is why it is going to be scrapped and less than that money per month will buy us a new ambulance. We have a situation under the utilities where the water bills are approximately \$3,000 per quarter, and it is because the St. Michael's District Hospital has not been billed by the Waterworks Department for four years. That is the kind of detail.

Our time is short and I do not want to hold the House longer than I ought, but I really want before I sit down to say something in answer to the misgivings that the hon. member for St. Michael South West uttered just now about the psychological effect the move from one hospital to another might be having on old patients. The truth is, Mr. Chairman, as I have already said in here this evening, that the people who inhabit this district hospital are really and truly the derelict of our society. Very few people visit them. These are people who have been thrown off by their families, people who have no families, people whose families might try to put up with them but just have not got the means or the wherewithal to do that. Geriatric patients, let us be quite clear about it, are patients who are not coming to get better. They are chronically ill; these are patients who are going to be a long time dying. Psychologically in my view and in the view of my staff it is worse for a handicapped person who can be rehabilitated and invited back into our community to be lying in a bed three feet away from a chronically ill patient who is going to die. There is no other way of putting it. As a hospital for the handicapped we have sought to choose ones which are more physically suited, the ones with ramps, one which are flat in outlay and that sort of thing. In my view it is good for the handicapped that they should group together in a hospital where an occupational therapist and physiotherapist can work on them, and the element of competition I hope will arise, they will get some incentive when they see some of the others getting better and going off to their families and homes that they too can get better. There is absolutely no argument on medical grounds at any rate known to me why any other kind of patient should be housed with geriatric patients. They need a very special kind of nursing care; they are a very special kind of person, and Mr. Chairman, I have given instructions and I am monitoring very carefully the whole process of the move. I reiterate my instruction to the hospital managers, the Principal Nursing Officers, the Matrons of these hospital wards that this

transition must be a gentle and gradual one. I can offer no more; it is for their eventual betterment and well being that these changes are coming about, and if some of them are a little upset now which they are bound to be, in the long run we hope it will be better for them. In the long run we hope that nobody will be in a hospital for as long as twelve years.

The question that Head 15(8) — St. Michael's District Hospital — stand part of the Schedule, was put and resolved in the affirmative without division.

Hon. H. B. ST. JOHN: Mr. Chairman, I beg to move that the Resolution for the sum of \$610,693 do now pass.

Hon. L. B. BRATHWAITE: I beg to second that.

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

SUPPLEMENTARY ESTIMATES 1976-77

No. 33

Hon. H. B. ST. JOHN: Mr. Chairman, the object of this Resolution is to grant to the National Housing Corporation the sum of \$250,000 in order that the Corporation would be able to complete for the balance of the financial year and pending a complete review of the operation of the corporation, a programme of work which was started previously. The necessity for this Resolution has come about as a result in our opinion of a series of irresponsible acts on the part of those who were in control of housing before. In the Estimates a sum of \$4 million was granted for the Housing Corporation's programme for the year. Unfortunately in its administration little regard seems to have been paid to proper scheduling of its expenditure and proper integration of the various aspects of the policies and programmes of the Authority.

We do not pretend that this Resolution will relieve all the problems of the Housing Corporation, and this Resolution is really a stop gap measure to ensure that essential work is completed at a number of the housing estates. The Corporation and the Housing Administration have been the subject of an investigation by a number of experts from the United Nations who were brought here as a result of the efforts of the present Minister of Housing. They have filed their report. The Chairman of the Housing Corporation has himself undertaken a complete review of the activities of the Corporation and I have no doubt that as a result of this review measures will be

taken, indeed have been taken already, to ensure that more responsible financial practices take place at the Corporation.

8.40 p.m.

In addition to that the Government will shortly be announcing the personnel of the Commission to enquire into the whole of the housing administration because we believe that unless there is a frank investigation and review of the procedures adopted at the Corporation better will not be seen in the financial practices in that Corporation.

Without any further ado, I beg to move that this Resolution stand part.

Hon. C. L. BOLDEN: I beg to second that.

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

SUPPLEMENTARY ESTIMATES 1976-77 No. 37

Hon. L. B. BRATHWAITE: Mr. Chairman, it was some time in 1955 that the administration of the Barbados Labour Party was called upon to put in train the first real phase of nationalisation in the country by the taking on of a number of units of buses in this island. Tonight it is my pleasant task as Minister responsible for transport, and sitting in the Barbados Labour Party administration, to be again striking a blow for the further introduction of a system for the total nationalisation, or if you want to use another term, the regularisation of the transport system in this island.

We have been having complaints from the opposite bench from the time we came into office in this Parliament on 6th October with respect to the bus service which we were getting, or which the country had been provided with. It is certainly unfortunate that a Government that came so soon into office should be pressed with the expectation of people to have the problems that they were saddled with for 15 years removed overnight, but realising the gravity of the situation in the country and the need for a very up-to-date bus system in the country I decided to take into hand the very serious tasks which lie ahead, and as a result of that attitude I selected a Board which was approved by Cabinet of men and women whom I thought would have been quite capable of giving a system of direction to the transport system in this country, and I can say

here, and I would like to go on record publicly as paying a tribute to those people who answered the call, especially the Chairman of the Board and the members of the Board, and came and rallied to the request and to the cause.

As a result of the determined effort of the Transport Board we were able to salvage what looked like a very bad situation. It was like the question of resurrecting Lazarus. The enlightened members of the Board decided to give certain inputs for the management structure of the transport system and in that regard they brought in people with the necessary business know-how and technique to the management structure and they have been able to put in the comparatively short time the financial position of the Transport Board in reasonably good order.

In addition to that, they have set up a type of research system up there, a system which was never known of in the past, whereby they were able to investigate the system and to come up with a number of suggestions and ideas. It is not for me to say, and certainly I never want to say that the system up to now which they have provided is a fool proof system, and a system that one will not be able to quarrel with, but I want to say it is certainly a system that is a concerted improvement to the system which there was in the past, and I believe that given time and encouragement, given the goodwill of all people, that in a very short time, in another 12 to 18 months' time the transport system in Barbados will be one of the best in these parts of the West Indies. From the amount of work which they have done with the transport system up to now I am persuaded that my team is a team that is in a hurry to get somewhere and it is a team that is prepared to give Barbados the type of service which it deserves and which we are prepared to make sure it gets.

Since I came to the Ministry I have been hounded down by people, plenty letters have been coming in, plenty people have been calling, representatives from the various constituencies have been calling, some do not call, some come to Parliament Tuesday after Tuesday and seek every opportunity to attack me and to see how well they can reduce me to ashes, but if they believe that this is the best method and this is the best technique they can employ in order to get something done, I want to tell them that I am a rather stubborn man, and while I am prepared to do all that is necessary and all that

is good in the interest of the country, I am not going to be pushed in a situation to do anything that I regard as unreasonable and irrational. With the limited amount of rolling stock which the Transport Board has — we have on paper 179 buses, but frankly speaking, you can never move out or rely upon at any one time more than 140 or 142 — but that is about as much as we would want, because right now our traffic is so heavy compared to what we were doing before September last year, even put it for our time, not to go further back, we see much improvement by way of passengers travelling, by way of mileage and by way of revenue collected, but the type of efficient service which we are now giving to the public at large, the people throughout the length and breadth of the country are saying in no uncertain terms that they must get the service which the Government is offering.

8.50 p.m.

You cannot afford to refuse them that. You cannot say that St. Thomas and St. James — I call St. Thomas first although they have been getting the service, but I call that parish advisedly — you cannot say that Christ Church and St. Peter and St. Lucy must forever get a second rate type of service. We cannot have a situation like that. We cannot afford to have second class citizens in our midst. If we are going to have a service it must be a first rate service for all the people concerned.

In November we were faced with a situation that the Rocklyn Bus Company was unable to carry out the task of servicing the concession and the Government was faced with a situation which I outlined in a Statement which I made to the House about two weeks ago that we were forced to withdraw buses here and there in order to make up for other areas where there were no buses at all. I cannot understand how people could want an ideal service on the one hand and no service at all on the other.

I decided to strike between the two areas and I thought that in the interest of those people who would not have a bus service at all we would run the risk of having a situation if we did not move buses here and there of creating some problems. People have been putting pressure on me. In the area in which I live there are problems. People in St. John have been putting pressure on me. What can you do? You did not have the physical means of providing this service, and you had to operate on the basis of what you have.

We have now come to the dangerous point where you have to provide buses, or the whole

thing will become chaotic. The private concessionaires should provide at least 80 buses, and I doubt that between them they have got 50 on the road. At one stage the Rocklyn only had 15 which had passed inspection for the year 1976–77. I have monitored the situation, but I do not know as today what the situation is.

I do not see that the Government can take over from the private concessionaries on the present rolling stock, and be able to service the country. While people may be willing to get into a Rocklyn or Elite bus and have to open umbrellas when the rain falls or they will get wet, they are not going to tolerate such a situation in a Government bus. Therefore if you are going to give them buses, you will have to give them adequate buses.

A number of people have been talking to the Transport Board offering them completed units as well as chassis. As far as I am concerned, I am never inclined to talk to people when dealing with matters of this kind. I prefer the ministry officials to talk with them.

Mr. CHAIRMAN: We are approaching the moment of interruption. I will now have to report progress and ask for leave to sit again, unless of course it is possible to go on until 9.10 p.m.

Mr. CHAIRMAN left the Chair. Mr. SPEAKER resumed the Chair, and reported.

SUSPENSION OF SITTING

Hon. H. B. ST. JOHN: Mr. Speaker, I beg to move that this sitting be now suspended until 10 a.m. tomorrow.

Mr. SIMMONS: I beg to second that.

Mr. TAITT: Mr. Speaker, we on this side will not have any objections to the suspension until 10 a.m. tomorrow. I rise merely to draw to the attention of this Honourable House that it has been the practice in the past for the Leader of the House to do us the courtesy of consulting with the Opposition and let us have some indication of what they intend to do.

9.00 p.m.

I am not here trying to chastise the Leader of the House, but I am drawing it to his attention so that in future he will wish to follow the common courtesies which are standard, I am told, in this Honourable House, but which certainly were standard in the place where he and I used to lock horns before.

Mr. SPEAKER: I suppose the hon. member will recall that the courtesies to which he referred were neither common nor standard for some time in this Honourable House.

Mr. TAITT: Mr. Speaker, not having been here, I am not aware of that.

SUSPENSION OF SITTING

The question that the sitting be now suspended until tomorrow, 23rd February, 1977 at ten o'clock in the morning was put and resolved in the affirmative without division, and Mr. SPEAKER suspended the sitting accordingly. 9.05 p.m.

On the resumption:

Mr. SPEAKER: This sitting is now resumed. When the sitting was suspended the House was in Committee of Supply.

Rt. Hon. J. M. G. M. ADAMS: Could Your Honour perhaps remind me of what Resolution was under consideration?

Mr. SPEAKER: It was for the purchase of buses. I was not presiding then.

Rt. Hon. J. M. G. M. ADAMS: Can I move that Your Honour do now leave the Chair and the House go into Committee of Supply?

Mr. SPEAKER: You cannot. When the suspension was taken we were free to suspend for a further half an hour.

Rt. Hon. J. M. G. M. ADAMS: Mr. Speaker, unless the Opposition objects, I would deal with Order No. 2.

Mr. SPEAKER: No, you cannot.

Rt. Hon. J. M. G. M. ADAMS: I cannot move that further consideration of the Resolution be postponed?

Mr. SANDIFORD: Mr. Speaker, we were asking for a postponement of this matter from yesterday. Mr. Speaker, it seems to me that according to our Standing Orders and rules of procedure that when the sitting was suspended yesterday we were supposed to start at 10 o'clock today. According to the clock in this Chamber which we have been working by it would seem that it was after 10 o'clock when we started.

Mr. SPEAKER: Did you observe this?

Mr. SANDIFORD: That is what I observed. I am certain that you did not observe it, Mr. Speaker.

Mr. SPEAKER: I think that it would be well for the Chair to observe these things.

Mr. SANDIFORD: We are not making any fuss, but I merely want to point out that on many occasions when the present Government was in Opposition they stood outside to prevent the business of the people from being conducted. As a responsible Opposition we have stayed in here. I want to make that point quite clear.

Mr. SPEAKER: But the sitting has already been resumed. (*Aside*). When the sitting was suspended the House was in Committee of Supply, and to that it now reverts.

Mr. SPEAKER left the Chair and the House went into Committee of Supply Mr. ODLE in the Chair.

RESOLUTION FOR \$191,588

Hon. L. B. BRATHWAITE: Mr. Chairman, when the session was suspended yesterday I was developing my theme with respect to the reasons which led to the necessity for this resolution; and I was at that point developing the idea that it would be virtually impossible for the private concessionaires to carry on the running of the concession, bearing in mind the chaotic condition of their fleet. I have been examining this, on the basis of expert information given to me, the possible use of all or any of the existing rolling stock of the private concessionaires; and I have been at great difficulty to discover if I can use even a quarter of the existing rolling stock.

Therefore, if we are to proceed to take the buses over as we must of necessity do — not actually take over because the concessions come to an end around June — but bring the fleet properly under Government's control, we must of necessity have buses to do it and this is the purpose of this Resolution. I want to recall what I said yesterday that members of the Transport Board as well as officials of the Ministry of Communications and Works have been having discussions with a number of representatives from abroad who manufacture chassis as well as coaches; and on the basis of opinions given even by people who have been working with the Transport Board for many years, including mechanics and drivers, the conclusion seems to be

that Government would be well advised to return to the use of the Leyland product which seems to be more tolerable and which has stood up to the test of time.

Between 1972 and 1973 motors came to Barbados by the name of Seddon - Atkinson. That motor has not stood up well, and I have been trying to trace the origin of the introduction of that type of vehicle to Barbados, but with great difficulty. My understanding is that the Rocklyn Motor Bus Company Limited are the agents for the product; and it is very significant that even though we have bought over 100 of these chassis, that the agents themselves neither stock parts nor do any follow up for repairs and replacements of these vehicles.

As a result of the methods employed at the time the Transport Board finds itself with something like \$3¼ million in stock now lying up there in addition to a type of vehicle which gives you problems on end. Their representatives who were recently here said that the complaints which were recently mentioned to them were never mentioned at all to the manufacturers as such; and they took it that the vehicles were doing so well that there was no need for complaints; but there were needs, but nobody was concerned about the problems of the Transport Board or the problems of the mechanism as to try to get the representatives to come here and explain the reason why we had been having these series of problems.
10.10 a.m.

As a matter of fact, I would like to have a thorough Departmental investigation into how those Seddons came here, why there was no follow up, and why the producers even did not fulfil the warranties which all vehicles are entitled to have. On the basis of our experience this is since the new administration came into being and since there is a looking-ahead Transport Board with the injection of additional management techniques, we have been keeping a tally of the repairs to each bus, as should be properly done - we have discovered that the life of the front tyres on the Seddons is hardly more than 2½ to 3 months. This is certainly a serious situation, and no company could well tolerate a situation whereby you have vehicles wearing out tyres in that manner. Until the new Board took over there was never any in-depth study as to the wear and tear of those buses at the Transport Board.

I believe that the mistakes of the past were probably mistakes that the management was

certainly not geared to cope with, and I want to be charitable by saying that. But I would want to know if the Ministers of Communications, dating back from 1971 up to 1976, were not following the developments within the transport system to realise the problems that were being caused there and to analyse those problems. As a result of the tremendous problems, there were many accidents and accidents which were traceable to the faulty nature of the structure of the vehicles and, as a result, one of the buses was burnt. We got the insurance for that bus, but my information is that the Insurance Company is not willing, again, to totally insure us. Unless we put our house in order, and unless we bring our fleet up to what it should be and make the necessary adjustments, we are going to find ourselves in grave trouble, because the buses are not properly insured, and it is mainly because of the indifference in the past towards the problems of the buses which led to the numerous breakdowns and led to a numerous amount of insurance claims.

Now, because of those problems representatives from Seddons came to Barbados some time ago and said that they were quite willing to remedy these problems, but they were willing to remedy the problems at too late a point in time. I was not happy, however, to continue to work with them. We have had representation made to us from the Mercedes people as well. We have also received letters from a company which represents an interest in India. But because of the basis of the information given and the technical advice which we have that it might be good for us to stick with the product which we know best, it would mean on the basis of the amount of stock we have in hand that we would have to continue to suffer the consequent problems with the Seddons which we have been having in the past, or to look, again, at Leylands, because we still have something like \$100,000 in stock. It would not, in my view, make sense to move from the Seddons and go to another product when you have the Seddons' parts on the one hand, and the Leylands' on the other. You either have to look seriously at the Seddons or seriously at the Leyland. On the basis of the Leyland's performance, I came to the conclusion, based on the best information available to me, that we should opt for Leyland products.

Now, representatives of Leyland were in the West Indies while the Board was making

contacts with them in London, and they said they would tell them to come to Barbados and have discussions. Would you believe, Mr. Chairman, that the Leyland people were even willing to give us information and assistance with the products we have here of the late age of 20? They were even willing to give assistance in that regard, and they are still manufacturing parts for products of that age. After having discussions with them and the Ministry officials, I was advised that Lord Stokes, who is the Chairman of Leyland, was holidaying in Barbados and that it might be a good thing for me to meet him and to have discussions with him to see if he would be willing to use his good offices to get some buses here for us within the short time that is available to us. This arrangement was made, and I met Lord Stokes. It was felt that the time was too short for us to get the buses to meet the deadline but, however, we impressed upon him that if we could not get the buses from him we would have to look elsewhere. We also had to consider, and I took a very long look at this, the question of employment of local people as far as building the bus bodies was concerned. Local people will not be able, even if we could get the chassis here tomorrow to give us more than 20 buses in the time that we would want them, and therefore, we had to think in terms of having completed units in addition to the chassis — the 20 chassis — which would also be finding employment for people who are working in the industry here.

I made my position abundantly clear that the employment situation in Barbados is not of such that we could think in terms of spending our moneys for the employment of people in England, but that, in the light of the present circumstances, we had no choice and this was a painful decision which the Government had to take. We have, therefore, made arrangements, subject to Parliament's approval, that we will bring in 40 completed units in addition to 20 chassis to be built on here by the local manufacturers. Make no mistake about it, the local manufacturers cannot produce more than 3 units per month. It is impossible for them to do it and, therefore, you will be looking for serious trouble if you think at this late time that you can bring in the chassis for them to construct the bodies for you.

10.20 a.m.

We are quite amenable to the idea that the chassis should be built here, but time is not on our side and therefore we are in a hurry. We have come into office to discover that despite all the talk about the take over of the buses no

preparation whatever was made. It is not for me to advise this Government to commit the mistakes of the past by saddling the country with a number of rubbish buses, and therefore we have got to think in terms of new buses. We have too much of great experience of the problems of Bath and Seafoods Ltd. to ask the pressed taxpayers of this country to further underwrite the bus concessionaires in this Island. They did nothing to improve the fleets; they did what they wanted knowing that when they were ready the Government would have to take over and probably take over at their price. They did not calculate for the events of 2nd September, 1976. These events are here with us and those of us who were charged with the reins of responsibility on that day to carry on the affairs of this country must take a serious view of all the issues which come before us.

Mr. Chairman, this Resolution is one to start the final completion of the job started by the Barbados Labour Party, to complete the take over of the island's transport system by the Government and giving to the people of this country a bus system worthy of a proud and noble people.

I beg to move that this Resolution do now pass.

Hon. H. B. St. JOHN: I beg to second that.

Mr. TAITT: Mr. Chairman, I shall ignore the Minister's fulmination on his politics when he introduced this Resolution. The Barbados Labour Party of 1977 is a far cry from the Barbados Labour Party of 1955, and to say that the Hon. Minister, as he said, is proud to be on the Labour Party benches to continue — and I am quoting him to the best of my knowledge — the work which was started in 1955 is really for the Minister to demonstrate his incapacity at least to remember. To say that the Hon. Minister was in St. Lucy in 1954 calling for nothing short of the drowning of all the people in the Barbados Labour Party would be to do nothing more than to tell the truth. I had to remind the Minister that in 1954/1955 he was in the north of the country suggesting that that Barbados Labour Party of the day needed to be drowned. I am sure that the Rt. Hon. Prime Minister has never forgotten one of the famous speeches which the said Minister had made in 1955 in the same place. Of course, the Barbados Labour Party is convinced that the people of Barbados have short memories and therefore the Minister might feel quite justified in being proud.

Mr. Chairman, no one can quarrel with the desire to improve the transport system; no one can argue against the acquisition of more and better plant for the transport system. The Minister spoke of his team, the team which I presume to be working with him in the implementation of his policy. One has to presume that his team is the same team that worked with the previous Minister. I sat on the school benches with one of the members of that team and have subsequently had the privilege of working with him, and I would say that a more committed, a more dedicated and efficient civil servant could not be found anywhere; so to talk about his team is not to suggest that something new has happened. But I would not dwell on that aspect of the Minister's statement, because he is entitled when introducing a measure of this kind which raises serious fundamental questions on the manner in which they are implementing what is in essence the Democratic Labour Party policies. The Minister would have to take time out to embellish what he has to say on the concepts that to the uninitiated might seem to suggest that something new is happening.

Mr. Chairman, we on this side were the ones who made the fundamental decision arising out of the King Report that steps would be taken to take over the buses in Barbados, and the then Minister of Communications and Works on many occasions made the point that it would not be his intention to take over other than buses that were fit for road service, and invite the Minister if he can get some of his team to do some research, to see the type of statements that were made on the question of the take over of buses.

Mr. Chairman, the Minister seems concerned with whether he should have Seddon or Leyland, and if I remember correctly I read or heard a statement by the Minister while indicating he was going to be calling or might be calling for a commission of enquiry into the Transport Board, giving the public of this country the impression that by some malfeasance on the part of somebody Seddon was imported into this country which caused accidents, killed people, that the whole transport system was equipped with a bunch of killer buses. Mr. Chairman, you have lived in a country where buses and other automobiles are produced and you know that it is a fact that in all the countries where various automobiles are produced that almost every year some model is recalled, long after these models have been sold merely because the research and development departments and/or the marketing research department of the companies have discovered some fault which somehow escaped

the mechanical engineers and the testing people when the product was about to be put on the market. To give the people of Barbados the impression that somebody would wilfully, deliberately and with malice go out and purchase a Seddon bus in order to do the people harm and to talk in terms of a Commission of Enquiry in the same sneering tones they have been talking about these commissions of enquiry from the day they got into power is to mislead the public. He gives the impression further in his statements that the former Transport Boards were made up of moronic people.

10.30 a.m.

Mr. Chairman, I draw to his attention that the last Transport Board had as its Chairman the former Commissioner of Police in this country, whose integrity has never been questioned, not even by the Prime Minister of this country, the Rt. Hon. member for St. Thomas, who as you know will not let anybody whether he is in or out of the Police Department escape if he believes that that person is worthy of being castigated for lack of moral integrity. The Commissioner was the last Chairman of the Transport Board, and there were others on the Transport Board whose quality could hardly be questioned. There were some, like in everything else we do in this country and everywhere in the world, who would not have been as competent as others, and some who were for one reason or another might not be able to see the necessity to follow a particular course of action. My colleague and comrade on my right is egging me on to refer to Lord Nigel, the Baron of St. Jude, but I am not going to touch on that at this point. You know of whom I speak, Mr. Chairman, the Chairman of CBC, that is a matter which will come up in due course.

But to go back to this Resolution. This Addendum, Mr. Chairman, speaks of a United Kingdom firm that has indicated it will be able to supply a number of completed buses. The Minister in introducing this Head did not give us any indication as to how the provisions of the Financial and Audit Act of 1964 were applied in terms of determining and finding out this United Kingdom firm. While trying to suggest that there was some hanky-panky, some deal in the purchase of the Seddons, he comes to us and tells us a United Kingdom firm, then he reveals that this firm is Leyland, and then he tells us that one Lord Stokes was vacationing in Barbados, and when you say Lord Stokes that is supposed to connote something special and different.

Mr. SIMMONS: On a point of order. This is real unfair nonsense I am hearing in here. The

Minister made the point that Lord Stokes was the Chairman of the Leyland Company. Do you mean he did not have to call the man's name? Ignorance!

Mr. TAITT: Mr. Chairman, I am not even going to question the motives of the no point of order that was made, I am going to proceed. Lord Stokes was in Barbados vacationing and it was thought that it would be a good idea for the Minister to talk to Lord Stokes in connection with getting these buses down here. Mr. Chairman, I submit to you that this way of doing business is precisely the way they on that side said they were not going to do business.

Hon. L. B. BRATHWAITE: On a point of explanation, Mr. Chairman. I never put it that way at all, I said that officials from the Ministry and the Transport Board had discussions with the various number of people and that they had got in contact with London, the Leyland people in London, and they said they had representatives in the West Indies who subsequently came over here, and it was discovered that Lord Stokes was in Barbados at the time. They spoke to Lord Stokes and suggested that I have a talk with him. Is there anything wrong with that?

Mr. TAITT: I am sure that the Minister will in time tell us whether the only place that Barbados can get buses from can be London, whether these buses happen to be Leylands or Seddons, whether the only system of buses available and buses produced are in England. There are a number of countries in this world that produce buses, and we would wish to know what steps were taken to examine chassis.

But we come to the question, Mr. Chairman, of employment in this country. The Minister stated we had no choice, it was a painful decision, and yet he has made the decision and the Government comes for us to agree that 40 new buses should be imported into this country at a time when the unemployment situation in this country is reaching unprecedented heights. He wants to tell me that there is some magic in the month of June that he must import 40 completed buses into this country, because he was told that the local people who produce buses can only produce 20 in the allotted time, the allotted time being between now and when he takes over the buses.

Mr. Chairman, the business of manufacturing in Barbados is not something that has been going on for 500 years, the business of production of bus bodies is something that has been happening for

some time, but it is only in relatively recent years that we have had a local company producing bus bodies with some kind of order, and I believe, I passionately believe, Mr. Chairman, that if the Government, if the Minister responsible for industry and the Minister responsible for communications and works, and the other persons on that side who claim to have the interest of industry and the people and employment at heart, would get together with those in this country who have the capacity to produce buses, talk to them about working three shifts, talk to them about bringing more people, talk to them until you get them to produce the buses, what is wrong with the people of Barbados waiting an extra three months to have new buses? What is the magic of June? You cannot come here and tell me that this system must come into effect on June 1 and as a result you are going to give employment to people in Britain to manufacture 40 buses while we have people in Barbados who are being laid off from companies that can produce buses in Barbados. The bus bodies in this country can be produced by more than one company.

Hon. H. B. St. JOHN: Mr. Chairman, on a point of order. That is a very serious allegation to make, to say that people employed in manufacturing buses are being laid off. Either that is true or it is untrue. I ask the hon. member to name the company in here or stand condemned as a damnable liar.

Mr. TAITT: I am not going to be moved by that nonsense, Mr. Chairman. I repeat that companies in this country which are capable of producing bus bodies have laid off people and are laying off people. I repeat it, it is a fact.

Hon. H. B. St. JOHN: I ask the hon. member to name the company or stand condemned.

Mr. TAITT: If the Minister is doing his work, if he knows what is going on he can find out now, he can make a telephone call now and find out if people have not been laid off.

Mr. CHAIRMAN: You have 15 minutes, your time is up.

Mr. TAITT: I am the Leader from this side, I have 30 minutes, Mr. Chairman, I have unlimited time. I invite the members to go and find out, because the people over there are not interested so they would not know, but I invite the members to find out how many companies in Barbados are capable of producing bus bodies.

You think sitting over there and shouting is going to help? It is not going to help the unemployment situation in this country you all have been masquerading for the last five months.

Mr. CHAIRMAN: Will you please address the Chair?

Mr. TAITT: For five months, Mr. Chairman, it is now nearly six months, members of the Barbados Labour Party have been masquerading and operating on the basis of the twisted word here and the twisted word there.
10.40 a.m.

Having hardly done anything in this country relating to the unemployment situation, far from that, almost every action that they have taken is an action calculated to reduce employment in this country; and this measure that comes before us smacks of this, Mr. Chairman. They are going to bring in 40 buses made by somebody in England when you have people in this country who can make buses, and he tells us that it is a question of time. Can two months or three months make a difference to this country? (*Aside*). The Minister of Education does not know what he is talking about. He can be dealt with in due course.

The Minister says that it is not his intention to take over rubbish and he quoted Bath and Sea Foods as an example apparently of the other Government having taken over rubbish. I will remind the Minister that one of the biggest national scandals occurred at the time when the Barbados Labour Party took over the buses for the first time in this country. I would invite the hon. member to go and read the debates of 1955 and hear what the then Minister, Mr. Cox, had to say and how he apologised in this very House of Assembly. Do not talk to us about taking over rubbish.

It is not that there were not mistakes made in those days; but do not put it as if the Democratic Labour Party Government was in the habit of taking over rubbish. If you look at the transport system in this country, and if you look at where the DLP had to bring it from in 1961 and look at the way it is today, it is one of the best services in the Caribbean; and if the Minister denies that, the Minister is incapable of understanding what is going on.

The Hon. Minister of Education is indicating in very loud asides that the North Point is rubbish. Let me tell you that the North Point was built 47 years ago. If he goes down to the harbour now and checks any ship that is

down there he will find invariably that most of them are over 60 years old. I will deal with him in due course. (Hon. L. R. TULL: Deal with me now).

Mr. Chairman, it is said in this Addendum that it is proposed to bring in 40 buses finished and 20 chassis units for the Transport Board under the terms and conditions stated above. I am convinced, Mr. Chairman that if the Minister would take a very careful look, another look, if he would, Mr. Chairman look at the possibility of our producing bus bodies here he will find that in a relatively short period we will be able to produce those buses here.

After all, Mr. Chairman, it was only yesterday that we heard the Prime Minister saying that refrigerators and stoves are not manufactured in Barbados; but bus bodies are manufactured here. The time will come when these same decisions to import these buses will haunt the members of the Barbados Labour Party. As they continue on what seems to be an inexorable course of destruction in this country, we on this side are going to have to speak out more and more. We will not be able to accept the continuing cry that they have only had the Government for five months or four months or whatever the case may be.

We are going to support this Resolution. We will not vote against this Head, because we believe that any attempt to relieve the bus transportation system in this country is a continuation of the policy which we set out and laid down and which they are doing in almost every respect faithfully carrying on with the odd embarrassment here and there.

For that reason, it would be inconsistent for us to disagree with the Resolution on principle; but we could never agree with the decision made by the Government to import 40 finished buses into Barbados when we have people in this country capable of producing bus bodies. As a matter of fact, what the Minister did not understand is that if you are tooled up.....

Rt. Hon. J. M. G. M. ADAMS: On a point of order. I do not mind the hon. member going on and on, but an objection was made by Your Honour to his speaking for more than half an hour, and he shouted back at Your Honour that he was the member for the Opposition speaking first. In his ignorance he does not know that this rule does not apply in committee. I am now objecting that he is in breach of Standing Order 66(a). He should only have been allowed

15 minutes speech unless he is moving to reduce the head of expenditure; and I am objecting to the continuation of his speech beyond 15 minutes; and the reason why I got up at this stage is that the moment that he gets up and says that we are going to vote for this but we are against it — well, you have to deal with hypocrisy at certain moments. If he is against it he will have to move a reduction in the Head.

Mr. TAITT: Mr. Chairman, on a point of order. He is talking about hypocrisy.

Mr. CHAIRMAN: Please be seated for a minute.

Mr. TAITT: Mr. Chairman, you cannot let the Prime Minister make a speech while you are searching for the rules. (*Asides*). And the Prime Minister does not know whether I intend to move the reduction of the Head by one dollar. Mr. Chairman, it is not for the first time that the Hon. Prime Minister might be misleading you. If you will check, we are dealing with estimates.

Mr. CHAIRMAN: The hon. member for St. Michael South West may wind up his remarks.

Mr. TAITT: On a point of information, Sir. Do I or do I not have a half hour, Sir?

Mr. CHAIRMAN: The rule that will apply is that a member may speak for 15 minutes at any one time.

Mr. TAITT: Very well. Let me wind up by saying that while the Minister of Communications and Works might probably bamboozle the odd person who would be taken in more by his rhetoric than his sense of what he is saying, not even a child in Barbados could fail to miss the point that at a time when unemployment in this country is at a serious stage the Minister is seeking to import buses to give employment to people in another land.

Mr. CHAIRMAN: The hon. member may sit.

Mr. BRADSHAW: Mr. Chairman, I rise to support the Minister of Communications and Works on this Resolution. The Addendum states that it will allow the Transport Board to operate the island's entire bus system later this year.

10.50 a.m.

Mr. Chairman, the emphasis is on "the entire bus system." What we have heard from the hon. member who has just sat down is tantamount to sheer rubbish. He has not got down to the Resolution before us. The Minister has stated, and he knows as well, that what the Democratic Labour Party was doing with the Transport Board under his Government is this: they did not cater to the entire bus system in this country. He can only be hypocritical when he comes in here and tries to give this Honourable House the impression that the Minister is doing nothing new. He knows that the Minister is doing something totally new. He could not do it in 15 years. In 15 years they could not take over the entire bus system of this country, and we must laud and praise the Minister for his bold and imaginative attempt to try to run the entire bus system.

Mr. Chairman, we know at the moment that there are two bus companies not run by the Government: the Elite Bus Company and the Rocklyn Bus Company, and we are planning to take over these two services by June this year. It may not be told to this Honourable House, or to the average National, that problems were experienced by these two Companies year after year and time after time, and the people who were serviced by these buses made several approaches to this Government as well as to his Government, the Democratic Labour Party Government, to do something about the matter and they did nothing. We, as a responsible Government, realised the plight of these people and we have decided that they, too, must have proper bus services like the other people who are now serviced by the Transport Board. That is what we seek to do today.

Mr. Chairman, what I do not understand is how a member can get up and put forward such an illogical argument. How can he say on the one hand that he wants to see a change? He wants to accuse us of not creating the employment that we say we would hope to generate in our manifesto. Today the same member got up and said that we need time, and what is wrong about three months or six months! Do you understand how hypocritical you can.....

Mr. TAITT: On a point of explanation, Mr. Chairman.

Mr. BRADSHAW: I am not giving way, Mr. Chairman. He is not rising on a point of order.

Mr. TAITT: On a point of order, Mr. Chairman. He is misrepresenting the statement I made. (*Asides.*)

Mr. CHAIRMAN: No point of order!

Mr. TAITT: Is the Prime Minister running this? He always gets over there and whatever he says, the ruling follows.

Mr. CHAIRMAN: Will you, please, be seated.

Mr. BRADSHAW: Mr. Chairman, what I want to say is that the members from that side, from the time I came in here, started to call on us for increased opportunities. They wanted us to solve the job opportunities in this country overnight. Today we have the Minister seeking the assent of this House to purchase 40 complete new buses and to give him the opportunity to bring 20 chassis in the country which would — I do not know if the hon. member understands this. The importation of the chassis would mean that firms, bus companies, or manufacturers, who are capable of building the frames would be able to do so. Employment would be generated. He knows that there is one Manufacturing Company of buses in Barbados. He also knows, Mr. Chairman, and I want him to get up and deny this, that that Company is incapable of producing the 40 buses or the 52 buses within three months' time. He gets up here and he can tell one of the damndest of lies. I want him to object to my saying that, Mr. Chairman. He knows that there are no two companies capable of building buses in Barbados, and yet he is saying that one company or companies are laying off people!

Mr. TAITT: On a point of order, Mr. Chairman. He says that I know that there are no two companies that can build bus bodies. I know of my own knowledge that there are more than one. (Hon. H. B. ST. JOHN: Tell us the name.) You are the Minister responsible for Industry and you must try and find out. They have the equipment that can make buses and have made application for bus bodies. If he says that I am a liar that is unparliamentary, because I know it not to be so.

Mr. CHAIRMAN: No point of order. Please take your seat. Please be seated!

Mr. BRADSHAW: Mr. Chairman, I withdraw it because it is unparliamentary, but he knows that it is an untruth. He cannot get up and name the Company.

Mr. TAITT: Mr. Chairman, on a point of order. To say that it is unparliamentary and then to say that I know it is an untruth is to call me a liar in another way, and I object most strenuously to it.

Mr. BRADSHAW: Mr. Chairman, I withdraw that remark. We have to approach our business in a more serious vein. This is no circus. When we come here we are dealing with the people's business. If that was the intention of the former Government, then we on this side realise we have a serious job to do and that is why we are in here today to do the people's work. We understand that there is a great problem and a great concern over the transportation problem in this country. The Minister realises this. We are seeking to solve, as far as possible, this situation. That is all we are trying to do. If they have the gumption to get up and criticise this Resolution, then let them have the gumption to get up and say that they are not going to vote for it. Let the country and the people know exactly who are the real enemies of progress that they were talking about.

Mr. Chairman, as I have said, when the frames are imported in Barbados employment will, naturally, be generated. The Opposition does not know that even in the construction industry the reason employment has not been generated to its fullest in this country is that during their term of office they failed to put or inject the initiative and.....

Mr. TAITT: Mr. Chairman, the Democratic Labour Party never caused anybody to be laid off from the Rocklyn Bus Company.

Mr. CHAIRMAN: No point of order!

Mr. BRADSHAW: Mr. Chairman, what I am saying is that they had enough time to inject life into the construction industry so that they would be able to create more jobs. We would have noticed over the past years that the construction industry stood at a virtual standstill, and that industry would have created work. (*Asides.*) Mr. Chairman, I am dealing with the Resolution because the hon. member has said that, by introducing these buses, foreigners or people in the United Kingdom will be given work. He went on to say that this is a serious thing because it would not be creating work for our nationals.

Mr. Chairman, we feel that more conductors, more drivers, more inspectors, more mechanics and more checkers would be employed. We also feel, Mr. Chairman, that with

the increase of these buses more money would be coming in and it would be necessary to employ more clerks; hence, it would be generating and creating more employment. How then can a member get up in here and say that the increase in the volume of work would not mean more work to the people of Barbados?

Mr. Chairman, I do not want to be long on this Resolution, but I wanted to answer the hon. member who has just sat down. Let him understand that we on this side take our work very seriously indeed, and we are not going to allow them to prevent us in any way from carrying on the work which the people on September 2 have given us the mandate to do. I am going to salute the Minister of Communications and Works on his bold attempt to rectify the situation in the transport system. I hope that the ability and the initiative which he has shown will continue from time to time as he remains the Minister of Communications and Works. He is a bold Minister. He is one of the best Transport Ministers we have seen, and I want to congratulate him in this Honourable House today.

11 a.m.

Rt. Hon. J. M. G. M. ADAMS: Mr. Chairman, I had really not intended to enter this debate, but after the personal attack of the hon. member for St. Michael South West on the Minister, I really feel impelled to enter this particular debate.

Mr. TAITT: On a point of order, I did not personally attack the Minister. What is he talking about? The Prime Minister is misleading the House.

Mr. CHAIRMAN: No point of order.

Rt. Hon. J. M. G. M. ADAMS: I was really surprised to hear coming from the hon. member for St. Michael South West some reference to people who had listened to the rhetoric rather than the sense of what the Minister of Communications and Works was saying, because it has always been my impression that the entire success of the hon. member for St. Michael South West such as it has been has been due to the fact that people listen to his rhetoric and not the sense of what he is saying, and at least in this particular case he is conceding that the Minister of Communications and Works is talking sense; and I prefer to listen to his sense than the nonsense which is masqueraded as rhetoric in so many of the speeches of the member for St. Michael South West. I am not even going to

mispronounce the word "inexorable" in the way that he mispronounced it, or find myself guilty of the logic chopping of which was guilty. People sometimes whose opinion of themselves so far out-run their true capacity and ability find themselves in the situation of the hon. member for St. Michael South West talking sheer unadulterated nonsense in floury, elegant language that indeed could hardly impress his colleagues far less impress the members of the House.

Now it is easy to criticise the purchase of whole buses from abroad unless the facts are known and a proper analysis is made of the situation. I indeed questioned it at Cabinet, so I am in a position perhaps to that extent of the hon. member; but it only took reflection of a minute or two and I would have thought in the Ministry of Industry which the hon. member formerly occupied he would at least have been exposed to the sort of argument which would enable him to have conceptual powers sufficient to understand why you cannot have a crash programme of replacing buses on the basis of local construction only. The Minister explained to us at Cabinet and I dare say he will explain again here that the capacity for bus building may be two or three bodies per month at the existing bus builder. I do not know who the other potential bus builder is, and I am going to say I think it exceptionally unpatriotic, an act of outright sabotage for anybody who knows a means by which Barbadians can be given employment in building buses and the balance of payments assisted by allowing us to import a cheaper operation to withhold that information from the House of Assembly or anybody. It is an act of economic sabotage deserving of the gallows if you want to hear it in rhetoric. If any hon. member of this House knows that there is somebody in Barbados who is willing to build buses but he is refusing to say who it is, that hon. member is not worthy of sitting in here. It is he who would be stopping the people from having their jobs; he who is the saboteur.

Mr. TAITT: On a point of order, since I said on this side that I knew of other persons who can build buses, everything that the Minister says is a personal attack on me, Sir, and I object to it. I strongly object to his calling me an economic saboteur. If they knew what they were doing and they were the great combination they are they would not have to come and ask me who can or cannot build buses in this country. I object most strongly to his calling me an economic saboteur and threatening to put me on the gallows. I know that is what he wants to do.

Mr. CHAIRMAN: No point of order, at all.

Mr. TAITT: I object to it, Mr. Chairman. I did not say it was a point of order, but I object to his accusing me.

Mr. CHAIRMAN: You rose on a point of order. Please take your seat.

Rt. Hon. J. M. G. M. ADAMS: If the cap fits, let the hon. member for St. Michael South West wear it. If he thinks that it is a contribution to say "I know how you can get the buses built, but I am not going to tell you"...if he thinks that is a contribution to the economic advancement of this country, he has to be satisfied with what he hears. I have no idea who this person can be. I know that if it is Husbands Wrought Iron that he offered whole buses, not bus bodies. Husbands Wrought Iron put itself forward as the supplier of whole buses from India. I do not know who else it can be, but I am saying that it ought to be outside the concept of proper behaviour for anybody in Barbados if he is serious about wanting to advance this country to say I have in my heart a secret which would help the people of Barbados but I am not going to tell you. The people of Barbados will be able to judge when the time comes on this particular matter. (*Asides*) Is the hon. member threatening me with the fate of the victims of Idi Amin? Is the hon. member threatening to treat me as Idi Amin treats people? I know he would like to, but I would just give him this. He is not as ugly as Idi Amin. He may be as ignorant but not as ugly. (Mr. TAITT: But not as womanish as you.)

Sir, the economic arguments which apply to this matter are really quite simple. If you have to have a crash programme of supply of buses, you cannot ask a firm of bus builders to lay down a line to service a crash programme and then the demand for what the line has been laid down for dies off afterwards. If people are prepared to build 30 or 40 buses a year, you cannot ask them to build 60 buses in six months and then they have unused capacity. This is not the way industry is organised and unfortunately the transport industry has been allowed to run down over a period of time with no real effort being made to improve the buses. When the private bus companies did not pass inspection they were allowed to keep on the road and because of the policies of the previous Government which allowed this state of affairs to continue, it is necessary to have a large number of buses at one time; and not even in the great United States was it easily possible during the war when President Roosevelt in the last days of 1941 promised the

United States would build 40,000 tanks, in 1942 they were then turning out 400 or 500. Not even there was it possible to build 40,000 tanks without the Government making special provision for the re-tooling of assembly lines by the motor vehicle manufacturers in order to make vehicles for which there would be no demand within a finite time. The Government had to make special arrangements to have a large number of specialized types of vehicle made, and in Barbados as I see it it would simply not be economic if you want 40 buses at one time to ask anybody or to make it possible for anybody....in fact, I do not believe it is possible to expand the production of buses to give you 40 buses in three months or four months. It is suggested that these buses are not needed.
11.10 a.m.

It is suggested that these buses are not needed. I myself do feel that the buses are necessary. I resisted most strongly as Minister of Finance the idea of replacing the number of buses that the Transport Board wanted to replace, and I can tell you that 40 is perhaps one third of what they wanted at one time. I cannot remember the exact figures, they were asking for something like 117 buses. I cannot remember the precise figures, but the Minister will know all that. I resisted it, and this figure of 40 is a figure which has been pared to the bone in respect of the true transport needs of our country.

I want to say something before I sit down. The Minister deserves very real and intense congratulation for what he has been able to do with the transport system already. He has got a lot of muling and whining noises from the north of the island about interruptions in the transport system in one place or another, but they can be dismissed. I was in Bathsheba last week-end and more than one person went out of their way to come and tell me how Bathsheba was being transformed by the Bathsheba to Speightstown bus, that people can go to Speightstown to get their vegetables cheaper than in Bridgetown, that the bus is full, it is a great convenience for people who live in Bathsheba to be able to go to Speightstown. I went one Sunday morning to Jackson when the first Transport Board buses were running from Jackson to Bridgetown and I saw an old woman come and hug up the Minister and thank him for the bus service, and a little crowd of 20 or 30 people gathered to hear the Minister address them shortly on the shop steps in Jackson. Only the Press did not worry to take us on that morning, although I believe they had been informed, otherwise perhaps other hon. members may have had a chance to read this in the newspaper.

We are hearing too much frothy criticism, criticism by people who are turning in upon this because they cannot understand that the people of Barbados have said to them "you have stayed here too long for any good you may do, in the name of God go." That is what the hon. members for St. Lucy and St. Michael South West cannot comprehend. Your criticism is but froth at the top of a deep and abiding stream of affection for this Party and confidence in what the Barbados Labour Party will do for the people of Barbados, and the number of people who appreciate what the Minister of Communications and Works is doing for the transport system of Barbados far, far outweighs the mal-content encouraged in their evil by the Archpriest of evil in the Democratic Labour Party, coming in here and tell us "I know who can make bus bodies but you are not to know." I have never heard anything like it before in Parliament, Sir, and it cannot even be excused on the ground that he is a new member, because he has been a member of the Cabinet and he has had the opportunity to know how he should behave in Parliament and what attitude he should take towards people. Coming in here and bragging that he knows a way of getting employment but we are not to know it? That is why I support what the hon. member for St. Michael South East said about him, even though it was unparliamentary and had to be withdrawn. That is why I support it. Thank you, Sir.

Hon. C. L. BOLDEN: Mr. Chairman, I had no intention whatsoever to get involved in this debate, but it is time that somebody puts the record right, particularly where the hon. member for St. Michael South West is concerned.

I was outside in the Lobby and I heard all this accusation about ordering buses and they should be built in Barbados, but I want to relate a little story to show that either political ignorance or trying to mislead the public is responsible for such statements being made on that side. Early last year, just before Canada put its embargo on manufactured piece goods in the clothing trade on licences to prohibit piece goods coming into Canada, there was a gentleman in Barbados who wanted to order a minimum of 100,000 pieces of children's garments to be made in Barbados to be exported to Canada, and if the member for St. Michael South West will admit it, I telephoned his office and spoke to him personally. When you talk about people in Barbados being able to produce quantities at short notice, he either completely lost his head or something, because he knows full well that probably every clothing manufacturer in

Barbados, two or three put together could not fill the order in the required time, and he himself said he was prepared to start building a new factory to put in new machinery to meet the orders. That was girls' clothing that we already have established manufacturers in Barbados producing.

This is a question of time. It only shows the ignorance of the gentleman speaking, and this man wanted his clothing in December. This was January, and he was prepared to build a factory in 11 months' time in order to produce the clothing. You want buses now in the space of three months, there is nobody in Barbados that I know — and I do not think he knows as much about mechanics and engineering in Barbados as what I have forgotten — (Mr. TAITT: You know, you know everything). Thank you, and you know nothing, you have just established it by your ignorance. If you have to bring buses into Barbados to get them in service in June when they on that side are complaining that we on this side are doing nothing, he asked who can you find in Barbados to build 40 buses in three months' time. Do you know what is the production rate of buses in England? He does not even know what the production rate is, how they come off the line.

Mr. TAITT: Mr. Chairman, on a point of explanation, if the Minister will give way. Constantly there has been this reference to three months. If you will recall, in my statement I indicated that there was no magic to June. My argument was logical because I was not suggesting that all 60 buses could be made within the three months, I was suggesting that if in fact 20 buses can be turned out in three months, then if according to them they say they are bringing in 20 chassis, that if the time it takes to produce those 20 chassis, it would merely mean even if only one person was going to be doing it, extending the time by three times that amount. The question of running transport which is going to be a rolling stock cannot be equated with something like fashion that is going to change by the next order.

Hon. C. L. BOLDEN: Mr. Chairman, the stupidity of the speaker who has just sat down is such that I do not really think that one ought to reply.

Mr. TAITT: Mr. Chairman, I object to the use of the term stupidity. It is unparliamentary and it is an attack on me, and you know it is against the rules of Parliament. I demand that it be withdrawn, Sir.

Hon. C. L. BOLDEN: I withdraw, Mr. Chairman, but the non-intelligence of the gentleman who has just sat down is such, but if, Mr. Chairman, the one bus company that is now producing buses can only give you three buses in a month at the maximum, they manufacture beds, they manufacture other things which I believe they have already got orders and contracts to supply. Twelve times three is 36, three a month in twelve months a year is 36 in a year. The member for St. Lucy complains you cannot get buses in St. Lucy, every day you open your newspaper you see you cannot get buses. He says there is no magic now in three months, how inconsistent could you be? I have heard idiots and I have seen idiots before, I am not saying any more.

I do not understand it, you come in here one day, you are willing to put a Resolution of the utmost urgency to discuss the transportation system in Barbados. The Minister holds discussions, he comes in with a proposition. I stood outside and heard him say "we are not going to oppose it in principle." What is he going to oppose then? Why oppose? Whose band-wagon is he carrying? Whose flay is he waving? He has had ample opportunity to tell this House who can build the other buses.

11.20 a.m.

He has had ample opportunity to tell this House who can build these buses. I am inviting him to do that if he has a genuine case because if there is going to be work in Barbados I am going to make sure that it falls here and nowhere else; but at the same time you have to balance between providing work for Barbadians over a specific time and at the same time satisfying the needs of the population. Why cannot he tell us at this point who can build the buses? I will sit down now and let him open his mouth. I will give him a minute to tell us who can build the buses in Barbados. The representative of the Barbados Workers Union is next to him. They represent the workers. Between the two of them let them get up and say who will build the buses. I will give way for a minute for them to tell us. (Pause).

Mr. Chairman, I have given him the opportunity. It just goes to prove how dishonest some people can be. I have constantly said in here that until people learn to be honest to themselves they cannot be honest to anyone else; and the public outside is judging everyone of them. They had 15 years shouting up and down the country and the public realised who were the real masqueraders. They talk about masquerading for five months, but after 5 years the people

know too much about you. I want you to get up and say who will build the buses, because I have a back lash for you. I am waiting for you.

Anyhow, Mr. Chairman, all that I am saying is that the Minister, as the Prime Minister has said, deserves every praise for the action that he has taken. Do you realise that at the Transport Board you have two or three different types of buses? How many of them are lying down idle? They ran the Government for 15 years and they had so many odd bits and pieces that today in every department of Government that you visit you can find at least 30 per cent of the rolling stock lying down, unable to work, because they did not know how to rationalise government. They used their mouths, but they had no brains on top to be manipulated. If they really knew what they were doing do you think they would be sitting down over there today? All the money they spent in July and August could not help them because they tried to fool the people too long.

In here today the records will prove that I stopped talking for over a minute to give him a chance to tell the public of Barbados who can build the buses and provide employment, but he has no answer. It is typical, very typical, that empty shells make most noise. (ASIDE: We know that about you.)

Mr. SIMMONS: Mr. Chairman, in supporting the Resolution for \$191,000 requested by the ministry I am surprised at some of the things that I have heard from the acting Leader of the Opposition, the hon. member for St. Michael South West.

Mr. TAITT: No, Sir. I am not the acting leader of anything.

Mr. SIMMONS: I got that impression after he was intervening at every possible stage, and again the continuation of that performance this morning. It was an assumption on my part, Sir. I am glad that he has denied it because I would assume that his party which was in power for 15 years would have had someone more worthy of acting as Leader of the Opposition in the absence perforce of the Leader of the Opposition.

In the hon. member's speech he made reference to the King Committee Report. The King Committee was headed by J. C. King, a well known arch Dem. The King Committee Report was made on the 14th February, 1973. It was on the basis of the King Committee Report that the former Minister of Communications and Works,

the hon. member for St. Michael North Central, talked about the nationalisation of the bus transport system, and the standardisation of bus fares.

A debate on the transport system could not continue today without reference to the King Committee Report; and the first thing I would counsel is that many of the premises, many of the hypotheses of the King Committee Report are no longer of value, and were of no value after November, 1973, when this country was seriously affected by the fuel crisis.

For example, Sir, in Appendix 4 the forecast of expenditure as therein set out by the Committee for the period 1971-80 contained the computation of various heads — salaries and wages, sick leave, holidays with pay. (2) repairs and maintenance. (3) fuel and oils. (4) depreciation. (5) insurances. (6) others. After November, 1973, the head Fuel and oil could no longer be of value or relevance having regard to the increases in the price of oil and fuel.

For example, they projected that in 1974 the cost of fuel and oil to the Transport Board would be \$900,000. That figure is now valueless in the light of the economic depression. It is a similar situation with Maintenance and Repairs. Admittedly the King Report did not take into account Paragraph 21, Increased Labour Costs, and they said that the most significant change over the period, that is 1972-80 is in respect of Labour which shows an increase of approximately 43 per cent over expenditure for 1971; but the King Report forecast as the greatest burden of expenditure Labour costs for the period 1972-80; and in my submission the forecast for the increase in labour costs would have to play second fiddle to the increase in the cost of oil and fuel after 1973.

It is significant that the King Report was accepted by the Government and was the basis of the hon. member for St. Michael North Central's statements prior to the last General Elections.
11.30 a.m.

It is significant that in paragraph 24 they talk about the question, or alluded to the question of unemployment. They said:

"Consequent upon the introduction of the single uniform fare system, the Committee recommends that all new units added to the existing fleet or obtained as replacements should be equipped with facilities for collecting fares which would

enable the vehicle to be operated by one-man crew. The conductors would therefore be phased out."

It was the Democratic Labour Party that had it in mind to phase out the conductors and, therefore, to throw a lot of people who were conductors on to the unemployment market. That is in this Report, Mr. Chairman, and it was laid in here as a document during my time between the by-election of February 26 last year and the general election.

Mr. Chairman, I am not saying that all of the recommendations of the King Report are useless and that some attention should not be paid to them. There are aspects of the King Committee's Report which may still be relevant but, certainly, their forecast on expenditure, their attitude to one-man crews and so on cannot be countenanced by this Government, and in today's economic situation would be irrelevant considerations. For example, they suggested that the buses should in future, as far as possible, be insured with the Standing Insurance Committee I believe, from what the Minister has said in his introduction to this Resolution, that there has been some problem with private Insurance Companies. I do not know if it is James A. Lynch. (*Asides.*) I am assured it is James A. Lynch. There was a problem by refusing to grant the full insurance coverage to the Seddons units. Perhaps the King Committee's suggestion to insure with the Standing Insurance Committee is a suggestion which the Board and the Ministry should look at to see the advantages that can accrue to the Transport Board by insuring through a Government insurance agency rather than a private agency. I am just seeking to balance what aspects of the Report I think are relevant to today's situation and the aspects which are irrelevant.

I would like to know from the Minister what is the programme or whether a programme has been worked out for the gradual take-over of the buses of the Elite Bus Company, because it is to my knowledge that the Elite Bus Company earlier this year and late last year placed orders abroad for chassis. Will the Government be taking over these completely as virtually new units or, for the time being until there is total nationalisation, will the Government allow the Elite Bus Company, with units which are serviceable and comparatively new, to continue their concession, subject to the safeguards, Government supervision, and so on? It is this aspect of the take-over that I would want some elucidation on from the Minister.

I am sorry that the member for St. Michael South West is not in his place. He has talked of other bus builders, but he has not given this House the benefit of the names. I would only mention that it is, again, to my knowledge that Seales Engineering Works of Bank Hall has in the past, certainly to my knowledge, built one coach for the Rocklyn Bus Company. He is a small businessman and to that extent one would want to see him encouraged to expand his operations and employ more people. I know that he builds, on a more regular basis, a smaller-type coach. *(Asides.)* A mini-bus, the member for St. Lucy has correctly informed me. Perhaps, in the future, the Ministry could consider, in their new acquisitions of chassis, using or encouraging people like Mr. Seales to expand their business. They will only expand if there is encouragement from Government and if there is the prospect of work and production. That is an area that I would like to suggest to the Minister to consider for the future. I say for the future because the King Committee at Appendix V dealt with the Bus Replacement Programme for the period 1973 to 1980.

Now, when they reported the King Committee suggested that we would need 157 buses. The hon. member for St. Michael South West has returned to his seat. I am not the fountain of all knowledge; I only know a little bit more than you. I was saying that the King Committee reported that we would need 157 replacement units between the period 1973–1980, so that the present scheme which is the subject of this Resolution, 40 buses and 20 chassis, will only go part of the way in fulfilling the need up to 1980, if you accept the projection of the King Committee of 157 buses to carry us through until 1980. The other 80 buses that we may have to get, if we accept that, by 1980 would be enough, and we have the long-term planning at this stage which can be done. That would be enough to prepare some of the local bus builders or manufacturers for work if not this year, certainly, between 1978 and 1980. As I understand it, the subjects of this Resolution are not considered to be satisfactory or in any way the full complement of buses that we will need between now and 1980.

Now, I wish to point out, Mr. Chairman, that, as I understood the Minister, the Transport Board has on its hands now about \$100,000 worth of Leyland stock. In its wisdom, as a result of its discussions, the Board determined and recommended to the Ministry that, rather than throw away \$100,000 worth in stockholding, it should consider looking to the source of that stock for new plant. They thought of contacting

the Leyland manufacturers — I think they are in Coventry.

11.40 a.m.

Kipping Simpson is the Mercedes agent down here and I know that the local agents for Mercedes wanted the agency for Mercedes, but it seems to me that the Board made the correct decision in view of the stock which it had lying down, in view of the past record of the Leyland bus to continue using Leyland buses. They were in verbal communication, telephonic communication with the Leyland people in England, and they were informed that the head of the company was in Barbados. It would certainly be cheaper for them to contact a man here than to pay air fares to send probably two representatives to England, pay for them at hotels for a week, and the taxpayers of this country be burdened by that expense, to have a simple meeting with Lord Stokes, discuss what we were looking for, what his company could do, explain that the delivery date was essential because we wanted to get the programme in operation as soon as possible, and ask him as Chairman of the company to use his good office to assist in the delivery of these units by the date required. It made economic sense. It is not the way a Government functions; we were accused by the hon. member for St. Michael South West that this is how we all seem to be operating, but I am sure that when he was a Minister he would have met Chairmen of companies here and had informal discussions with them about setting up industries or supplying goods to the country in some particular area. Nobody was saying he was wrong to do that as long as it was an informal situation. No contract was signed with Lord Stokes who was on holiday, so I want to put that in perspective since the hon. member for St. Michael South is not here to put it in perspective as he would have done, but he can do it on Sunday.

Sir, I compliment the Minister and I should like to end on a parochial note by saying that I am pleased to see that the Ministry has taken heed to a Resolution which I moved in here in the previous session about the reorganising of the bus routes in St. Philip, and I can assure him that the people who are now serviced by the Transport Board in St. Philip are very happy and pleased with the work that he has been able to do to ameliorate their difficulties. I want to pay public tribute to Pabbo Johnson who has assisted the Ministry in yeomanlike fashion in getting a better bus service for St. Philip. There is only one thing left for the Minister to do and that is to move the buses which operate on the St. Philip

route and which are staffed by drivers and conductors of that area to Mangrove, and to have a similar system for the conductors and drivers in the north. There should be a depot down there.

Mr. CHAIRMAN: The hon. member's time is up.

Mr. GREAVES: Mr. Chairman, I would like to begin my contribution with some words which the member for St. Philip North finished on, and it is to emphasise the fact that this debate which we are conducting today for the most part begun as a parochial matter, a matter which I raised on the floor of the House when I attempted to highlight the difficulties which were being experienced by the people of St. Lucy in particular and also of the North in general in the public transportation system of this country. In the course of the debate, Mr. Chairman, we heard some words of wisdom. Let me just refer to two statements which were made during the course of this debate. We heard for example the hon. member for St. Michael South East in his contribution indicating that this House is not a circus. I agree entirely with the hon. member that it is not a circus, and having said that the House is not a circus and convincing himself that it is not a circus, yet he got up to make a contribution. The hon. member for St. Joseph in concluding talked about empty shells making the most noise. I am sure you would agree with me that there is no greater example of an empty shell than the hon. member for St. Joseph.

Be that as it may, let us look at the matter which is before us. You will recall that only yesterday a Resolution which I tabled here and which I experienced considerable difficulty in getting discussed as a matter of urgent public business was defeated. It was a Resolution to do with the transportation system as it exists at present; but we heard the Minister in introducing this Resolution which we are discussing now talk about the urgency of this matter, and which from his presentation is part and parcel of the problem which I highlighted. Now this is of course, I suppose, what we call political expediency; that is, that it is all right to defeat a motion highlighting a particular matter, but at the same time you come along and do essentially what was being asked for. We are being asked to consider and grant approval for \$191,000 approximately for the purpose of purchasing 40 buses completed and 20 chassis. I would hope that in his reply the Minister would be able to give us some break down as to the cost of the 40 completed buses and also the cost

of the 20 chassis because in doing that I am sure that he would give us some idea of the kind of differential which would exist between the cost of a completed bus and the cost of a chassis, and this would tie in with the point which was being made by the hon. member for St. Michael South West, the important point of employment.

Now a lot of emotion has been generated on this particular matter by the Prime Minister in attempting to rebut some of the points which were made by the hon. member for St. Michael South West, but I am sure that the Prime Minister would recognise that the point which was made, that is, if we are talking in terms of re-equipping the fleet, is that we have a situation where there are people in Barbados who are in the business of constructing bus bodies, and therefore some serious consideration has got to be given as to whether the people should not be involved in this exercise, because in truth and in fact we are in a situation where we are dealing with money. We have heard the Prime Minister talk about the balance of payments problem and what not. I am sure that this is a consideration which should have been given with this particular matter was brought to the Cabinet to be discussed, because if we can establish that there can be some saving and some reduction in the foreign exchange which would have to be used in order to purchase these completed buses as against what would remain here, then I would think this is an important consideration.
11.50 a.m.

We have to tie the question of the employment opportunities which would be created for the people who would be involved in the construction of the bus bodies with the leakage which would take place as a result of the purchase of the completed buses as we are seeing here, which we are being asked to approve. We have, when we are talking of public transportation, to recognise that it is a service that we are talking in terms of, it is a service in which we would want to ensure that there is the greatest efficiency possible. Efficiency, because efficiency would guarantee and would ensure that the travelling public of Barbados gets as good a service as possible.

As I said earlier on, at least yesterday when we were discussing in another instance the whole question of transportation, I was able to highlight the difficulties which are still being experienced in the north. I have not yet heard the Minister indicate whether some of these

buses which will be ordered and which will be coming will be put in the north, but I would hope so, because we are hearing for example that the Elite and the Rocklyn Bus Companies have certain buses which will no longer go on the routes, and presumably the buses will have to be used to fill the vacuum which will be created when these old buses will no longer be used, and I would like to get an assurance from the Hon. Minister that some of the new buses which will be coming will be going to replace those ten or so buses which were removed from the Speightstown bus terminal serving particularly St. Lucy and St. Peter when the changes were introduced. It was not, as the Minister indicated, the removal of a bus from here and a bus from there, I am saying that the north was heavily hit when the changes were introduced.

It beats me, Mr. Chairman, about the kind of contortion which can be adopted from time to time when it comes to a question of policy, and I am accusing the Minister of a very serious contortion, because we heard here today — at least in this Resolution the Addendum indicated that the bus bodies would be coming and the buses would be coming by June of this year, yet about a week or two ago the Minister in a ministerial statement said that the Transport Board is expected to acquire nine additional units which will be added towards the end of this month, February, or early next month, which is March, but now today we are talking about June. I think we should get it straight from the Minister which is really which. We want to be sure about what the position is; we are talking now in terms of June? And if we are talking in terms of June obviously the statement made in the Minister's ministerial statement was misleading, so we have to be very careful and analytical when we deal with this particular problem, because it is a very serious problem.

The Minister talks about the establishment of the research unit within the Transport Board. This is a welcome addition to the services of the Transport Board, because if you are going to be talking in terms of transport I am sure that research has got to be done in order to determine the basis on which changes are going to be introduced, but yet we had changes being introduced in the transportation system without research being done, and as I indicated yesterday, research is now being conducted in the north, on the whole question of transportation generally, and also on the transportation for school children, so this is

research after changes have been made, but this is I suppose the way in which matters are being done, done as after thoughts.

I am sure, Mr. Chairman, that you would want to be very clear that this particular measure is going to be the kind of measure, and the buses which will be coming into Barbados as a result of our deliberations here today will go a far way in solving some of the very pressing problems in transportation in this country. I know that there is every likelihood that other areas will have service long before St. Lucy is serviced; I hope that I get an assurance from the Minister that this will not be the case, because it is a matter which is of national importance and which concerns everybody in this country. I know that the Minister has to ensure that the routes in St. Thomas are well serviced, after all he is down in St. Andrew and if he has to ensure that the routes in St. Thomas are well serviced he could as well make sure that he goes down to St. Andrew too. I understand the politics involved in that, but at the same time do not take off most of the buses redirected from one area and not touch other areas in the same way, because I feel there can be a fairly even distribution of the inconvenience and not just the inconvenience falling heavily on one section of the population.

The Hon. Prime Minister referred to an old lady who congratulated the Minister of Communications and Works and hugged him up in Jackson when the new bus service was introduced up there. Perhaps the Minister of Communications and Works could tell him about the hostile reception that he got in Speightstown when he was forced to go to Speightstown a couple of months ago after he recognised, and was forced to recognise, the seriousness of the problem which was facing the north, and obviously he was able to see very clearly the nature of that particular problem.

We have seen coming from the back bench, from the member for St. Philip North, an indication that there does exist in Barbados some capacity and some possibility for another manufacturer, other than Acme Manufacturing, to manufacture bus bodies, and I am sure that given adequate time, adequate warning that preparations can be made, and I sincerely hope that if you are talking about this whole question of industrialisation and industrial development that we would see wheresoever possible that at every twist and turn opportunities would be given to our local businessmen. and secondly that local workers

would be given the opportunity to be involved in manufacturing to such an extent that they would be able to get jobs to be able to give of their expertise and acquire additional expertise which is important if we are going to be talking in terms of building up a strong industrial base in this country.

12.00 noon

Sir, it is a pity that we have to import foreign made buses, but I will support it because of the present nature of the problem and the urgent need, and that it is to satisfy this particular need that this measure has to be passed; but we have to underscore the point that we must give local workers an opportunity to be involved as much as possible in the construction of bus bodies or any other manufacturing enterprise in this country; because it will assist in creating more jobs and saving us some of the foreign exchange which will have to go into the buying of foreign made buses.

Hon. H. B. St. JOHN: Mr. Chairman, I must say that I have lived to see the hon. member make a very statesmanlike speech. (*Cheers*). It shows that at least there is one member on the other side who is capable of understanding and appreciating facts and viewing them objectively. The only reason why I have risen in this debate is because of some of the statements made by the member for St. Michael South West with respect to the policy of the Ministry of Industry.

As the Prime Minister has said, when this matter came up in another place one of the first questions asked by members was why was it that these buses could not be assembled in Barbados. We had our investigations and we were satisfied that what we were dealing with was an urgent and pressing situation. We had further proof of this when we came in here and listened to the speech made by the hon. member for St. Lucy. For in his speech, not only today, but previously, he has highlighted the fact that in Barbados today this Government has inherited a situation in which there is a demand for public transport which is not being satisfied; and we know that the reason why this demand is not being satisfied is because the concessionaires and the Transport Board did not have the adequate equipment to satisfy that demand.

With these facts, and in view of the importance of public transport in the economy of Barbados, obviously any Government would have to take a stand and would have to devise measures to deal with the matter, and this is the measure that we have devised. We have also had a careful check made as to who manufacture bus

bodies in Barbados. I have sent to my office for documents prepared during the regime of the hon. member for St. Michael South West by the Barbados Industrial Development Corporation; and it sets out a complete list of all the manufacturers in Barbados and what they manufacture; and there is only one manufacturer who says that he manufactures bus bodies, and that is Acme Engineering Works.

The reason why I did this was because in this question of industrial development it is much more sophisticated than the hon. member would lead us to believe. The question of industrialisation has a lot more implications to it. There is a lot of talk about letting Barbadians manufacture. I am in full agreement with that; but we must in any country decide in our minds what is the price that we are going to pay. One of the first things that we must do in Barbados is to do what the ministry is now doing — to go further — to find out not only who are the manufacturers, but what is their capacity, what is their price, so that a proper evaluation can be made and a cost benefit study carried out.

There is another point in relation to this and it also illustrates the seriousness with which we take this point, that during the course of discussions which were fully reported to his colleagues by the hon. Minister of Communications and Works — in discussions with Lord Stokes he made the point and all of us made the point that Leyland should be told — and Leyland was told — that we would regard as part of this deal that they should investigate the possibility of establishing a sub-manufacturing plant in Barbados for export abroad; and Lord Stokes as reported to us, has said that he was willing to undertake discussions with Acme or any other manufacturer in Barbados who was capable of doing this.

We even started preliminary talks going. So do not think that we have come here asking for money to build buses without thought as to employment in Barbados. We have that foremost in our minds; and what is more, as the Minister will explain in greater detail, is that the Transport Board itself, as I understand it, has undertaken to do the job of refurbishing buses and so creating more employment in that department and a more useful life of some of the existing buses. Therefore you have a two-pronged attack, but the basic position is that in view of the urgency, Acme does not have the capacity in the sense that they cannot with their existing machinery produce these 60 buses within the time in which they are needed. So what do you do? You decide

in your mind on 40 completed buses now and 20 chassis together; and these chassis will give Acme a guaranteed work programme that they can plan to.

What is more, the hon. Minister wanted 117 buses; but he could not get all the buses at one time. But in view of those which are coming in and the chassis, we hope that by that time we will have a joint venture between Acme — if they are interested — and Leyland, and have a proper assembly plant where we can not only produce for Barbados, but Leyland being the name that it is, and having the reputation that it has, we can produce buses for export down in the new bulk area.

Those are the facts. We have gone into all of these things. As for Husbands or Nasser — the truth is that Nasser is not interested in producing buses. He is interested in selling Tata. In advertisements in the newspaper, since it became known that the Barbados Government was interested in buying buses, we saw a big space spread setting out the merits of Tata buses.

Mr. Chairman, are we to introduce new buses now into Barbados when we have had years of experience of dealing with a reputable firm, a reputable bus company, and when all the technical people at the Transport Board know that the Leyland buses have been giving the best service and have a reputation all over the world? 12.10 p.m.

Now, how could we have made the decision to switch to Mercedes Benz, or Tata, or to continue with those buses which have problems and which we cannot solve? That is the position. With those facts in mind, I really believe that the hon. member was only shadow-boxing this morning. The hon. member for St. Michael South West said that he was going to support the Resolution, so he is only shadow-boxing this morning. This position is clear, and we must not make political capital out of transportation because it is too important in the economic life of Barbados. What we must do is to try and, by a collective effort, see that we make the people understand that transportation is an essential service, it has a cost like every other item, and that, while the Government is willing to shoulder some of the cost, in the context of the economy of Barbados, it cannot afford to shoulder all of the cost. Within the limitations and the constraints of the Budget in Barbados, it will try and see that every parish in Barbados gets the best service, including St. Lucy.

Mr. Chairman, we have nothing against St. Lucy. As a matter of fact, I have been trying to have discussions to encourage the people in St. Lucy to plant more peanuts in the Pie Corner area. That is a good peanut growing area, and we are even trying to see how we can process the peanuts. As far as the seaward side of St. Lucy is concerned, we have been doing our best to encourage fishing down there. We have a master Development Plan for Speightstown, and all of the people in St. Lucy on the next occasion will say, "Bye bye" to the present representative.

Mr. Chairman, there is no need for all of this heat to be generated in this debate. It is a perfectly reasonable, rational, decision. All of the problems were taken into account, and.....

Mr. GREAVES: Mr. Chairman, on a point of order. The Deputy Prime Minister has said that there is no need for all of this heat to be generated. I wonder if this is directed to the Prime Minister who talked about gallows, etc., just now?

Mr. CHAIRMAN: No point of order!

Hon. H. B. St. JOHN: Mr. Chairman, there is absolutely no need for all of this. This is a perfectly rational decision taken by the hon. Minister, and I would like to congratulate him on his boldness, his forthrightness, and on his tremendous attempt to solve this problem and to treat transport as a national matter and not as any petty party matter. I give this Resolution my wholehearted support.

Mr. SISNETT: Mr. Chairman, I believe that the Resolution standing in the Minister's name is one that every member in this House should willingly support. It is one on which every member should get up and say something constructive because, as I see it, transportation is a national problem. The bus system is one which is used in Barbados by over 90% of the populace. No matter how you look at the transit system in Barbados, people are affected, people are dissatisfied especially over the past 15 years with the system which needs a lot to bring it up to the modern standard.

The bone of contention seems to stem from the fact that there is legislation pending to acquire some 40 new buses from a foreign source and 20 chassis from that foreign source to improve the present transit system in Barbados. If hon. members will reflect just a little to a statement laid before this House by the Hon. Minister of Communications and

Works dated the 8th February, 1977, it would, apparently, clear that the Minister had done his home work and his Ministry had come up with the facts behind the present transport system of Barbados. The investigations at that time revealed that while the Elite Bus Company was required by its concession agreement to operate not less than 75 buses, the Company had only 54 serviceable units. The situation with the Rocklyn Bus Company was even worst with that Company having only 33 serviceable units while the concession agreement stipulated that the Company should operate not less than 52 buses.

I do not know, Mr. Chairman, what the Minister would have found from the old Government in the files of that Ministry to have a better bus system for Barbados, but all we are trying to say on this side is that the present system needs a lot to bring it up to the standard as required by the travelling public of Barbados. When you look at the system operating in St. Joseph there are lots of complaints from residents of that area in that the existing system is an outmoded one. The country is saddled with buses that are mechanically unsound and I believe, Mr. Chairman, this could be said about all parishes of Barbados, there are buses which are overworked, there are buses which are leaking because of their physical structure, and I would think that every member of this House who happens to be a representative of the people should, at some occasion, take time out to talk with the people they represent to find out how their transit systems are working.

Mr. Chairman, it is all right to come to this House and criticise what the Government is trying to do by saying that we have gone to foreign sources to place orders with foreign sources to bring components here to Barbados when, perhaps, we have the technology and the technical know-how to create these same systems in the Island. As the Minister has pointed out, we are acting against a background of time. The date is June, 1977, and by this time we want to introduce a better travelling system for the people of this country. The question is, therefore, can the local manufacturers, in this short space of time, create or devise the kind of equipment which is needed to fulfil the needs of the travelling public? That is the main point under discussion.

I happen to know of one concern involved in the construction of bus bodies and other related products. I would just like to tell you

that over the past three weeks that same Bus Engineering Works was charged with supplying a certain store with beds for the country and, because of deficiencies in the overall management of that concern, that store found itself with a large number of complaints from people who were awaiting these beds because the firm was unable to supply the required amount of beds that would satisfy the needs of those people on the waiting list.

12.20 p.m.

I am asking, Mr. Chairman, whether the firm which is accredited to supply the amount of bodies needed to uplift the transit system in Barbados can really supply the required number of buses by June 1977 to fulfil the apparent need and the necessity to uplift our transit system. If the firm cannot meet its commitments with ordinary beds, how much more is it incapable of fulfilling the needs of buses which the country is in dire need of.

I would like to further state, Mr. Chairman, that it is not a question of taking our revenue to a foreign source when the same money can be utilised in Barbados. You can well argue that expatriates would be supplying the required number of buses, but I should like to draw to your attention that because of the new services which the Transport Board wishes to introduce to Barbados, the other people who find it very reasonable in a sense to have a better transit system so that they can find employment. Look at the people on the West Coast in the hotel industry who are discriminated against. Because they might be living just outside what is considered the transit region, most managers are unwilling to hire such people because a bus is not readily accessible. I am trying to point out, Mr. Chairman, that with a better bus service people would be more inclined to using the bus if the buses are available to go in search of work. If the buses are not available managers have the right to refuse to offer to any such person who might be slightly out of the region of a bus the chance of having a job with that firm.

Mention was also made of the Seddon bus which is currently used by the Transport Board. I would like to make a few points about the Seddon. If you should talk with drivers at the Transport Board, and I believe every hon. member in here should take time out to talk with these workers, the long standing drivers have repeatedly complained about the unsuitability of the Seddon for its instability as a vehicle for public transport. They will confess

doing serious damage to the road surfaces which were only put down to accommodate light vehicles, and a serious problem has emerged as a consequence of the improvement of that particular bus service. I would like to see the project so differentiated that bus routes that call for small units get small units, and perhaps this is an opportunity for the Ministry of Communications and Works to employ — and when I say employ I do not mean on a retainer basis — but to allow the minibus operators to service routes that call for small units. Most of these minibus operators run buses that can accommodate 15 and 20 people, and frequently we see big buses carrying only three or four persons. I am suggesting that perhaps it would be best for all concerned and it would be less wear and tear upon the road surfaces of Barbados if small compact neighbourhood areas are serviced by a regular bus service, but operating small units as are now run by the minibus operators. This would give them an opportunity to have a guaranteed stake in the transportation system in Barbados.

Mr. Chairman, an area of legitimate and urgent concern which I have for the transportation system has to do with the safety of the passengers that ride on our buses. It has been pointed out to the public of Barbados, and I am sure that I am not the only person who was surprised to learn, that several buses were running about in this country in the most dangerous terrain in the entire country that did not pass inspection. I cannot conceive of how a Ministry of Communications and Works could continue over so long a period to permit buses to run up and down Coggins Hill, Walkers Hill, Horse Hill with 50 or 60 passengers and the buses did not pass inspection. It is a national scandal unworthy of the calibre that they tell me they have had over there running the transportation system in Barbados, that this could have gone on for so long and if further underscores the urgency with which the Minister of Communications and Works, our Minister, has approached the situation and that he has now sought to improve that condition by calling for better buses by June of this year.

Mr. Chairman, I have heard a lot of concern about what is going to happen.

Mr. CHAIRMAN: Two minutes more.

Mr. JOHNSON: Even the member for St. Lucy is astonished to hear that I only have two minutes left, but I am going to wind up by saying that I support 100% the efforts of the present Minister of Communications and Works

to improve the transportation service in our country, and speaking as a northerner by orientation, from down St. Peter side, as the member for St. Lucy is not a northerner by orientation, I am pleased to be able to tell all of the people from St. Lucy and St. Peter that beginning June, 1977 they will have a service which they have never seen in the country before, even though the member for St. Michael South West got up this morning and made a long, tortuous, half hour speech trying to deter the Minister of Communications and Works from implementing the service.

12.40 p.m.

Mr. SANDIFORD: Mr. Chairman, transport systems and the mechanics of transport do not constitute one of the subjects in which I have any special expertise. However, I would like to make some comments on this measure that is before this House today. I wish to approach it from the fundamentals of what we are trying to do today in this country, what are our objectives. I firmly believe that as we try to develop our nation there are certain basic shared objectives which should be common in the country as far as the nationalism of Barbados is concerned; and certainly a public transport system is one of these shared objectives.

We all believe and we all know that there is a necessity for there to be a good transport system; and one of these shared objectives, I would think should be also that whatever type of political philosophy we may have, certainly on this side we believe that whatever promotes greater equality in our country, and whatever provides for a more equitable distribution of the resources of this country, ironing out inequalities of birth, property or income — that whatever steps are taken in this direction would find the support of the Opposition.

We view the transport system in this particular light, because there are some persons who are able to provide their own transport; but the vast majority of the people of this country are unable so to do; and it therefore, falls upon the Government to provide the wherewithal and the mechanics for an adequate system to be provided. Now this can be done in two ways — either through private enterprise where you have private concessionaires providing a service, or it can be provided by the state as a nationalised service; or there can be a mixture of both systems.

Way back, I believe, in 1955 the previous Labour Party Government of this country took

there is likely to be some modest dislocation for a time.

12.30 p.m.

Whenever an experiment is to be employed there is likely to be some modest dislocation for a time. The important point is, Sir, that in the process of trying out new things the Minister of Communications and Works put on a new service which went all the way down through Bathsheba, and I am sure the people down Farley Hill, Moore Hill, Portland and in places where buses have never been seen before were rather surprised to see that in 1977 a bus service emerged in places where buses had never ventured before under the programme of our Minister of Communications and Works. The gratitude of those people far outweighs the carping criticisms voiced by the member for St. Lucy.

Mr. Chairman, I have concern for the general improvement of transportation facilities all through Barbados. I am calling for the day when the transportation system is going to be so complete and comprehensive that the member for St. Lucy — well, not him, because he does not live down there, he lives in Rock Dundo Park — but people who live in St. Lucy will no longer have to pick up their cars in competition with the buses and create all kinds of traffic congestion in Bridgetown or add to the energy crises by burning up unnecessary fuel, but the time will come in Barbados when our transportation service will be so comprehensive that people will be delighted to put down their cars and use them as implements of luxury to be driven around on Sundays and Bank Holidays and to do other business which does not have to do with getting from home to work. At the present time I cannot see any pleasure at all deriving from a trip in a Rocklyn bus coming from down in Walkers, St. Andrew, or in an Elite Bus coming out of Sargeant Street in St. John. Those things are national disgraces and nobody has any business being asked to ride on some of the buses I see perusing the eastern and north eastern parishes in Barbados. The Minister of Communications and Works is taking all this into consideration when he is calling for immediate improvement and bringing in new vehicles to deal with the problem of providing a proper transportation service for people who come from the parishes that I have just mentioned.

Not too long ago, I believe it was in 1974–75, the then Minister of Communications and Works had a running battle with the then

Prime Minister about what the fare in Barbados should be for a bus service, and it was obviously an *ad hoc* arrangement when they lowered the bus fare down to 25 cents, because one person was calling for a two stage bus fare and the other was calling for a one stage bus fare, and one member was heard saying no matter what was said in another place and at another time the bus fare is going to be 25 cents in Barbados. Mr. Chairman, we in the Barbados Labour Party do not engage in *ad hoc*, willy nilly, sudden un-thought-out solutions or partial solutions to our problems, we sit down and give considerable thought to how we can improve a service, how the lives of Barbadians who use bus transportation day in and day out are going to be affected by any move that we make, and the Minister of Communications and Works is clearly slanting his policy decision towards the long term, as opposed to the short term solutions, and come June, even though the member for St. Michael South West does not want to see it happen, come June the bus service in Barbados will be infinitely better for all Barbadians than it is today, and nobody is going to suffer as a consequence.

I think it is the height of reckless dishonesty for anybody to get up and suggest that the importation of 40 assembled buses into this country is going to somehow deprive people out of work. The Minister for Foreign Trade and myself have just been talking about manufacturers in Barbados who have taken on contracts for huge volumes which they are not capable of supplying, and it is in nobody's interest to scramble for more than they can chew. The Acme Manufacturing Bus Company is the only registered bus company in Barbados, according to the recent report put out by the IDC. Nobody else so far as we know has made any representations to the appropriate Ministry that they are legitimate bus builders, but if they are they should register and then due consideration can be given when the allocation of contracts is to be undertaken.

Mr. Chairman, we have talked about bus transportation, but I have not heard any reference being made to the operation of the mini units in Barbados. I strongly subscribe to the view that the transportation system in our country must be so differentiated that we will not have all 50 passenger buses running up and down in areas that were not designed to accommodate 50 passenger buses. Down in my constituency in St. Michael West the big buses that run through the Grazettes Housing Area are

taken over, I believe, from the Rocklyn Bus Company have not found employment with the Transport Board. We have to watch in this take-over that the interests of the workers are not put into jeopardy or that their employment opportunities are curtailed. This is a point to which I would like the Minister to direct his attention.

The third point I would like to make relates to the question of bringing in these 40 buses. One speaker from the Government benches indicated that there is only one registered Bus Manufacturing Company in this country manufacturing bus bodies. May I ask if there is anywhere else in the Caribbean where some of these chassis could be constructed, because we are part of the Caribbean community and we are talking about strengthening the Caribbean economy. I am wondering if consideration has been given to this: whether within the Caribbean there was the expertise to build bus bodies, and if this could not be done in Barbados whether it could not be done in some other Caribbean territory. I just raised that because I know that we are part of a Caribbean economic community.

Mr. Chairman, in conclusion, I would like to say that we have no quarrel with the improvement of the transportation system and the take-over, but we submit that this as a continuing policy — a policy, let us say, and I am not one to try to conceal the facts. The first partial take-over was back in the 1950s by your administration, and we improved the system when the Democratic Labour Party came into power. We announced that there would be a take-over of the system. We are now into the mechanics of it, and I submit that the Minister seems to have a hang-up on this date June 1977. I am submitting that there is a greater interest that he must take into account and the Government must take into account: it is that the take-over of the system and the employment situation in the country must be synchronised and brought into relationship. If this means, and it should mean, a deferring of the date from June to some time later in the interest of continuing employment and greater employment in this country, then I think he owes it as a duty to the people of this country to take such a decision and phase improvements in the transport system that way.

Mr. CHAIRMAN: If no other member wants to speak, the Hon. Minister will wind up.

Hon. L. B. BRATHWAITE: Mr. Chairman, it is a pity that the last speaker did not sit

through this debate otherwise he would have been so much more enlightened. His speech certainly was a mixture of total conservatism, partial conservatism, and a tokenism of socialism. On listening to him, I wondered really what he wanted. Does he want us to give back the buses which the Government now run to the private concessionaires? There are three concessions granted to the present concessionaires: one to the Transport Board; one to the Rocklyn Bus Company, and one to the Elite Bus Company. Those concessions come to an end at the end of June, 1977. He, as well as those on the opposite bench, wanted to know what is so special about June. That is what is special about June. At the end of June when the concessions come to an end, the private concessionaires can well say to you, as the Rocklyn did to me in November last year, "Come and take over; we do not have the capacity to carry on. You must come this morning and take the routes over or the people would not be able to get to work, or the children to school." The opposite benches invited me to have a situation like that, chaotic as it was, thrust upon the country to come in here to tell me the following day, or even seek to get an emergency meeting of Parliament convened, to condemn me and to castigate me and to say that I am inefficient in the performance of my functions. In anticipation of their unkind remarks and the attitude to which they are always quick to resort, I have decided to hold the nettle firmly in my hand, to take the measures that are necessary, and so prescribe the medicine which, in my opinion and in the Government's opinion, is necessary to be taken.

The transport system will be taken over, God's willing, on the date set by this Government and, unless something happens which we do not expect, that date will come into operation. The last member who spoke occasionally told us something that we could listen to and be happy about. Today we have had some reasonably good speeches in this Parliament, and I want to address myself particularly to the member for St. Lucy because to me, he made the only speech from the other side. The speech made by the member for St. Michael, I will not dignify with a reply. He has asked a number of questions, and I am going to be very quick to give him the answers.
1.00 p.m.

The hon. member for St. Michael South West mentioned it while he was carrying on, wasting the time of Parliament of course. What is going to be the fate of the workers of the Rocklyn? I am going to make my position

abundantly clear on this. I am, as this Government is, very sympathetic to the plight of all workers in this country. This Government has never employed the workers of the Rocklyn Bus Company. When Mrs. Rock or the Rocklyn owners invited us to assist them in certain routes, we decided to assist them, but on the condition that they take the staff which they had and the rolling stock which they possessed and move them into the other routes which they were continuing to run. Despite the fact that the Government is assisting outright on Routes 22, 23 and 2, the Rocklyn is still getting the huge subsidy of \$23,000 per month. I have asked the officials of my Ministry to invite the Rocklyn Bus Company to come in and have a serious discussion with a view to changing that figure. The Government will not be fleeced; it has been fleeced too long, and the Rocklyn owe something to their employees.

I want to say as well, Mr. Chairman, that before the Rocklyn severed their workers, and their workers were severed and most of them were paid, the Transport Board wanted a number of employees, conductors and drivers and inspectors as well, and I gave a directive to the Transport Board that there would be no recruitment of employees until the Rocklyn people were severed, and they were given an opportunity to apply. I met workers from the Rocklyn, some of them might very well be in here, and I told them that they would have every opportunity to apply for work, but I could not place them in a job in the Transport Board; they must meet the standards as set by the Management of the Transport Board. I said: you may have been a good conductor, you might have been a good driver or a good inspector with the Rocklyn Bus Company, but you might not be a good one for the Transport Board, but if you can satisfy the criteria for employment as set by the Transport Board, by all means you will be employed. Those people who passed the examination and those people who were adjudged as suitable for employment in the Transport Board were either recruited to work or were put on a waiting list for employment.

Mr. Chairman, members must bear in mind that the rolling stock of the Transport Board is very little more than what it was at the time that those routes were taken over. We were forced, as I said on a previous occasion, to take a few buses from here and there in order to assist people in those areas who would not have had a bus as a result of the withdrawal by the Rocklyn Bus Company, but those people would be given consideration whenever an opportunity

arises for them to be given work. They are complaining that we are not doing enough for them. I cannot force the Transport Board in these very trying times to employ people if they do not want to employ people. The Transport Board is not a welfare institution. That is being frank and honest with you. If you need workers you will employ them, and those people who were displaced with the necessary experience will have the first opportunity to serve on the Transport Board. Many of them have in the past worked with the Transport Board. They were dismissed for some reason or another. They come complaining to me and they never tell me these problems. When I investigate and call up to find out what is wrong, I am then faced with the stark reality of what the position is; but the workers never tell me that. They tell me what nice workers they have been, how good they have been all along, and when I confront them with the reports as given to me, they back down and say, well skipper, this happened ever since, I did not know it would apply now.

Nobody would do anything to interfere with the workers when they can have employment, and I want to assure everybody that they would have a fair chance whenever they go for employment so long as they meet the necessary criteria.

The hon. member for St. Philip North asked me about the position with respect to the Elite Bus Company. When the time comes for a take over, what rolling stock the Elite may have that is worthy of being taken over will be taken over by Government; but the concession agreement does not make it obligatory upon Government to take over the rolling stock at the end of the period; but the Government will not be unfair or unreasonable to any Barbadian, and we will give full consideration to any rolling stock which the concessionaires might have at the end of the period which can be of use to the Government and the people of Barbados. But I repeat with emphasis despite what was said just now that Government will not be buying trash or rubbish.

The hon. member for St. Lucy suggested that he hopes we will deal kindly with the North. We have always dealt kindly with the North. He said in reply to the Prime Minister when the Prime Minister referred to the fact that I met people at Jackson with himself and others and what a wonderful reception I was given, that this contrasted with a very hostile reception I had in Speightstown. This was not true. I met a loud-mouthed woman from Josey Hill whom I

know very well, who was feted only a few nights before by the members of the Democratic Labour Party who went down to Pie Corner and told the people that all that was done was out of hate, and the hon. member for St. Michael North Central spelt out the word "hate" and started to develop his theme on the question of hate. We in the Barbados Labour Party do not have to hate anybody. It is our duty to work towards the winning of people, but the Dems are certainly expert professors in the school of hate, because they have dispensed hate for fifteen years of their administration.

Mr. Chairman, the hon. member for St. Michael South West is appealing to keep the debate high. I am sure on reflecting on his opening remarks on this Resolution you will agree with me that he made no attempt to keep it at that level, but I certainly will not follow him in the manner in which he opened his speech. I want to assure the hon. member for St. Lucy that St. Lucy has a special place in my heart and in the hearts of the members of the Barbados Labour Party. I go very often to St. Lucy and the hon. member will not know because I do not have any fanfares when I go there.

1.10 p.m.

I go very often to St. Lucy, and the member will not know, because I do not have any fanfares when I go down there. I try to move roads and water, and the transport system as well, from the political arena. When I go to St. Lucy to look at the roads the member does not know because he is not around there, he is only there when he wants to have an opportunity to assist in polluting the atmosphere like when they did it a few Sunday nights ago. That is the only time he is around, but not otherwise. I recently went down there, last year, and gave instructions to fix two roads that the former administration failed to fix and to settle a number of disputes involving poor people down there getting in and out of the lands which the former Government was too timid to give directions to have done. He would not know that, and I do not carry anybody who is opposed to me to be with me, I am alone with officials of the Ministry.

The member asked me, and I am sorry he is not here, but it is still nonetheless proper that I should give him the information which he requested. He wanted to know what was the price of the completed unit. The price of the completed unit is \$80,271.15 C.I.F., and I hope that information can be of some benefit to him.

I hope that I have, Mr. Chairman, in a very simple way and without any attempt to take up too much more time satisfied a number of the questions as asked by hon. members, and with that brief reply I move that this Head stand part.

Hon. C. L. BOLDEN: I beg to second that.

The question that Head 119 stand part was put and resolved in the affirmative without division.

On the motion of Hon. H. B. St. JOHN, seconded by Hon. C. L. BOLDEN, Mr. CHAIRMAN reported the passing of four money Resolutions in Committee of Supply, and Mr. SPEAKER resumed the Chair and reported accordingly.

On the separate motions of Hon. H. B. St. JOHN, seconded by Hon. C. L. BOLDEN, the Resolutions were read a first and second time and agreed to.

ADJOURNMENT

Hon. H. B. St. JOHN: Mr. Speaker, I beg to move that this House do now adjourn until Tuesday, 1st March at 12.00 noon.

Hon. C. L. BOLDEN: I beg to second that.

Mr. SIMMONS: Mr. Speaker, yesterday I gave notice of a Resolution to be moved at this stage of the sitting and I now seek Your Honour's leave to deal with the Resolution concerning the problems of small cane farmers.

Mr. SPEAKER: Leave has already been granted.

RESOLUTION CONCERNING THE PROBLEMS OF SMALL CANE FARMERS

Mr. SIMMONS: Mr. Speaker, it was perhaps about this same time last year, or maybe in the month of March, that the small farmers of this country, the cane farmers, began to experience difficulty in the reaping of their own crops, and I recall that the present Minister of Agriculture raised a motion similar to the one that I am dealing with today when he was in Opposition.

Last year the problem was that the sugar factories controlled by the Barbados Sugar Factories Limited refused, or were dilatory in accepting, the canes of small farmers on a regular and speedy basis. The result of the

behaviour of the sugar magnates was that very often the small farmers' canes remained on the ground at the factories for days on end and the sucrose content of the cane was thereby diminished by their having to experience the rigours of the elements. It also meant that the small farmers could not plan the reaping of their canes and the deliveries with any degree of certainty. Gradually, I believe, the position was ameliorated and some help was given to the small farmers.

I have had this year, and in particular over the last two days, several complaints, enquiries and criticisms of what has happened since this year's crop started. It appears that the small farmers were asked to register and that Sugar Factories Limited would make arrangements for the haulage and delivery of their canes, but for reasons best known to the sugar factories, whether these reasons may be political in the sense of anti-this Government, or whether it is just the way that capitalists behave to working class people, I do not know, they would be in a position to answer that, but the fact is that Sugar Factories have decided this year to register lorries and have registered only a few lorries. Whereas, for example, there were a number of lorries which used to ply to Haymans Factory, I was told by one gentleman from St. Lucy — and he is a Dem, but that has nothing to do with it — I was told by him that in the past his lorries have taken canes to Haymans and other factories without any difficulty and this year he was told that his lorries could not work.

1.20 p.m.

Now I do feel that it is the right or privilege of any group in Barbados — and especially a small person — I do not care what his political complexion is. I am not interested in that. He has the basic right to earn his living in any circumstances which they knew well were not circumstances as were represented to them by the Ministry; but it will be fashionable to blame the Minister, and so the Minister of Agriculture has had heaped on his shoulders a very heavy burden of criticism and in some instances hatred.

I would hope that the Barbados Workers Union is not involved, as I understand, to create a situation of any confrontation. This matter goes beyond party politics. This is a question of the life blood of several hundreds of small farmers and all types of Barbadians in this country. I have information that the Barbados Workers Union has a hand in this. I hope that

that is not so. I know that the member for St. Lucy, has signified his intention to speak on this, and if the Barbados Workers Union is not involved in it, I want a clear statement from him; because when people are looking for a confrontation, to size up with the Government, we will see who is the stronger. Come on a good issue, but do not hold up the country to ransom.

I am asking this House to support this Resolution and empower the Minister to take whatever steps he deems necessary in the national interest and in the interest especially of the small farmers of this country to have this matter resolved once and for all. Set up regulations so that we can deal with this on an organised basis and operate for the balance of this crop and with the same or similar conditions and criteria which will apply in the future. I have great pleasure, Mr. Speaker, in moving the passing of this Resolution.

Mr. JOHNSON: I beg to second the motion and reserve my right to speak.

Mr. SPEAKER: You cannot reserve your right to speak because you first have to give an indication to the Chair of your intention to do so. The only other hon. member giving that indication was the hon. member for St. Lucy. If he cares to do so, he can proceed.

Mr. GREAVES: Thank you, Mr. Speaker. Like the hon. member for St. Philip North, this Resolution which he has brought before this Hon. House is of some fundamental concern to me as the representative for the constituency of St. Lucy. I know that the time which I will have at my disposal on this particular matter will be extremely limited, and I want to start off with a full denial of what had been reported to the member for St. Philip North. He indicated that he was told that the Barbados Workers Union is involved in this matter and that the Barbados Workers Union was involved from the point of view of seeking a confrontation with the Government.

I want to state that the Barbados Workers Union is in no way involved in this matter, absolutely not involved. This is a matter which was never discussed by the union in its Executive Council, as for example — the issue of the strike in Parliament when a decision was taken on that particular matter.

Now, I as a representative of the constituency of St. Lucy am involved in this

matter; and as a matter of fact I had to take a decision when most of the lorry owners in St. Lucy came to me; and I had to make representations to the Sugar Producers Federation to prevent them from implementing a policy where a number of lorry owners were restricted. Numbers were restricted even from your constituency in St. Peter. They called on me and I told them the steps you were taking on this matter.

I think that the member for St. Philip North was even consulted on whether or not this did not constitute a breach to the extent that lorry owners who earned their daily bread and paid their taxes relative to the use of their lorries during the crop season -- whether they could not take this matter to court with a view to getting it solved. I want to make this quite clear.

Now, as I understand it the Minister of Agriculture was involved in this particular decision to restrict the number of lorries, so much so that a lorry driver -- he cannot deny this -- called on him and asked him about this matter; and the Minister is reported to have said, the person told the group of lorry drivers -- if it is not so the Minister can deny it because he owes it to himself to clear his name on this -- the Minister is reported to have said that what is done is done, and there is nothing at all that he was going to do to undo it.

Now, Sir, the interesting thing is that the lorries in St. Lucy which were registered were four lorries from my erstwhile opponent, Mr. Roy Brathwaite, and two lorries from two Labour Party supporters within the St. Lucy constituency, so that all the lorries registered at Hayman's Factory to haul canes from St. Lucy were lorries which were owned by supporters of the Barbados Labour Party. As a matter of fact, I further understand -- it was reported to the Press -- and I understand that there was a meeting between the Sugar Producers Federation and the Minister. So if the Minister was not involved, why is it that he would have to call such a meeting? When representation was made to him about the hardships which the restrictions were going to impose on people who were depending on the large number of lorries hauling canes, he indicated to the Sugar Producers Federation that they could do what they like and the decision was then taken that open registration could be done.

I can only speak for St. Lucy and St. Peter that lorries were registered in a restricted

way, and that lorries which hauled last year are now hauling canes so that this matter has been resolved. I believe that the Minister should make some statement on this whole question of registration and of peasant farmers getting their canes hauled. I think that it imposes certain difficulties as you, Sir, will appreciate.

Mr. SPEAKER: The hon. member's time is up.

Hon. C. L. BOLDEN: Mr. Speaker, it is good that somebody raised the question of the reaping of small farmers' canes because I do not like to take to the air unduly, but I believe that this is a matter which should be cleared once and for all.

1.30 p.m.

As you will remember, when we were in the Opposition, I raised the matter on a similar motion because, during the 1975 crop season there were people in St. Joseph who had their canes on motor lorries for as many as three days and could not get them delivered. When I took over the Ministry I called in Sugar Factories Limited, and in my minutes of 17th December, 1976, I outlined to the Sugar Factories' re-presentatives -- I do not want to call names, but I will have to call one name eventually -- that I was quite dissatisfied over the way small farmers had their canes reaped the previous year, and I wanted to see an orderly method worked out whereby we would not have canes staying on the ground or on lorries for three days for several reasons. In the first place, small farmers were charged as much as \$16 a ton to haul canes last year, because lorry drivers said that they had to carry the canes to several factories before they could be delivered. Secondly, the factories unilaterally imposed a quota for the amount of small farmers canes they would receive in any one day. The Sugar Factories representatives said to me that the problem was caused because there were a number of lorries that were engaged in the building industry, but were now seeking employment in the sugar industry because the building industry had gone dead. I suggested to them that we work out a package deal. The package deal was that the Barbados Sugar Factories Limited should proceed to register small farmers for a particular reason.

The Sugar Factories made representation to me that the crop lasts 15 weeks and plantations have to spread their canes over 15 weeks; so small farmers should spread their canes over, at least, 12 weeks. I said that the Sugar Factories

give the plantations a quota system; the plantations know how much to cut per day and how much to deliver in a week, but they do no such thing for small farmers. I said further, that since I had placed a ban on vegetables — I remarked that one of the representatives of the Sugar Factories was sitting at the table. I saw him having a 10 — acre field of canes cut in one day; loaded off the same evening, and the next day the plough was in the field cultivating it, and within two weeks it was planted in vegetables. No small farmer could do it. One of them said to me: "If the Sugar Factories and plantations have the equipment, then Government must supply the equipment for the small farmers." I said, okay, if this is how you want to work then I, as Minister, will make sure that you get no more money out of the Sugar Industry Bank to buy machinery, if you cannot help the small farmers.

Now, they promised to go away and come back with suggestions. I told them that I would like to have the small farmers canes reaped in the shortest possible time because I wanted the small farmers to be involved in the production of vegetables for the country. Further than that, let me first deny the statement made by the member for St. Lucy. A gentleman called me two Saturday mornings ago. He said that he went to Haymans to register his lorry, and the man at Haymans told him that they are only registering four trucks and the Minister told them so. I explained to the man that I had nothing whatsoever to do with the registering of lorries. He wanted to argue, and I said: My friend, I make policies and I am not arguing. Today is Saturday; I want some rest, and I cannot argue with you. That is what I told the gentleman. I know nothing about the words, "What is done is done."

With regard to St. Lucy, I told Mr. Ward and Mr. Louis Greenidge that I wanted the canes from St. Lucy reaped as early as possible, because in the Estimates for this year I have put in a sum of money to start a Peanut Production Plant in Barbados; St. Lucy and St. Philip are the areas designated for peanuts; I needed 200 acres of peanuts to satisfy Barbados' need, and I would be glad to get the canes from those two areas reaped first because they have the soil that is suitable for peanuts. That is what I told them.

I will go further. They left the meeting. I said, why do you not do a package deal where you register the small farmers. Those who cannot get their canes cut, you will get cutters

to go and cut the canes; for those who cannot get their canes hauled, you will arrange with the regular lorries in the yard to haul the canes and then let the small farmers apply to the Agricultural Credit Bank for loans and negotiate with your counterparts, the Sugar Producers' Association, and help cultivate the small farmers' land because the Government cannot provide all the tractor service for the cultivation of the total number of acreage of land owned by small farmers.

Mr. Chairman, they left and agreed to come back to me with a scheme. The meeting was to be called again on the 12th January, 1977. On the 12th January, 1977, they returned with a document. This is the document which the Sugar Factories Limited brought back to me. It reads:

"Reaping of Small Farmers Canes"

In order to ensure that equitable treatment is accorded to all cane growers and workers in the reaping of canes, and to avoid disruption and discontent among workers engaged in this operation, the policy of the Barbados Sugar Factories, broadly speaking, is for the delivery of canes to be made to factories annually on a smaller basis."

Now, I suggested to them early: Why can you not reap or take in small farmers canes on Sundays and Mondays exclusively and plantations' the other days? They argued that if they did that the plantation workers would get annoyed and burn the canes. This is their proposal:

"Large suppliers estimated deliveries are spread over the total anticipated period of reaping,

2. Small holders estimated deliveries in their special circumstances are spread over a period not exceeding 12 weeks. Estimates are revised from time to time. During the 1976 reaping season there was an accelerated pressure on factories to receive small holders canes in a much shorter period of time than would normally have been the pattern. It is considered....."

Mr. SPEAKER: I have to remind the Minister that he is on very limited time today.

Hon. C. L. BOLDEN: Let me leave out that. This is what they suggested:

'To rationalise the position for 1977, therefore, it is proposed to implement the following procedure:

Each Factory will designate an officer to co-ordinate deliveries of small holders canes. Small holders will be invited to register with the factory nearest to their cane supplies in one of the following categories:

Small holders requiring arrangements to be made for cutting, loading and freighting canes. Small holders requiring arrangements to be made for loading and freighting.

Small holders requiring arrangements to be made for freighting canes only provided such arrangements can be made with lorry owners. Small holders who have already arranged for their reaping operations to be carried out by plantation transport and personnel. Freighters will be invited to register with a factory of their choice."

These are the Sugar Factories' notes, and I will make copies available to anybody who wants them. They went on to suggest:

"The proposed basic scale of rates, subject to arrangement with the freighters, is as follows:

Freighting including driver and packers	\$5 to \$6 a ton
Cutting	\$5 a ton
Loading	\$5
plus 10% to cover National Insurance and holiday payments for cutting and loading.	

For a distance over 1 mile the following freight premium will apply:

1 mile to 2	4 ¢ per ton
2 miles to 3	38 ¢ " "
3 miles to 4	43 ¢ " "

They went down to a maximum of 80 ¢ per ton over 9 to 10 miles. That is all of the arrangements we had. The Sugar Factories then proceeded to register lorries only. When they got into trouble on a Monday morning at a quarter to six o'clock Mr. Louis Greenidge called me in my bed. He said: "Mr. Minister, the people are not accepting the registering of lorries."

1.40 p.m.

I asked him who told him to register lorries and he asked whether he could meet with me to

discuss it. On the Tuesday morning I met with Mr. Louis Greenidge and Mr. Ward of the Barbados Sugar Factories. I did not call a meeting the third time and they told me that people would not register lorries. They said they attempted to work out a registration of cane farmers from the back payments of last year, and I then called my Ministry and asked them to put a notice in the newspaper telling people to register their canes so that there could be orderly reaping, and a press release was issued on the 16th February in the words that you say in the newspaper on the Wednesday. The registering of lorries was carried out by Barbados Sugar Factories Ltd. who said they wanted to restrict particular lorries to particular factories. All I asked was that they register the cane farmers because the Ministry is working on a system of registering every farmer in Barbados beginning as soon as the Estimates are finished, and I thought that if the small farmers had cooperated in registering now it would have eliminated some of the work the field officers would have to do in the new financial year. They said that people would not register because they said the Government wanted to know how much land they had and how much cane they were delivering in order to tax them.

All I can do now is to appeal to the small farmers to cooperate in registering so that they can deliver the canes in an orderly manner and not have their canes on the ground for three or four days, or do not have the lorries running from factory to factory and charging them as much as \$16 per ton.

I am making a serious statement now. There are a group of people in Barbados bent on burning sugar canes. I have just been told that the St. Philip Parish Church has been burnt down as a result of a cane fire this morning, but the people in the Opposition have got to understand that Barbados is in a very critical position in respect of its cane crop. We have had a long drought, the price of sugar is low, and if we do not reap canes in an orderly manner, it will be lost not only to the small farmer, but to the country generally. My business is to try and let the small farmers make as much money as possible, get him into production and into a lucrative business so that he can satisfy Barbados in its requirements for food, etc. I have nothing to do with the registering of lorries. I asked the sugar factories to try and help the small farmer to plough his land as soon as the cane is reaped, and they said if we can get the registering going as soon as they have cut the canes from the man — he would know when he is to cut his canes —

they would then be able to organise the cultivation of his land, and if he wants manure as you have seen in the notice, he will get manure.

I am hoping that the farmers in Barbados will recognise that they owe a duty to Barbados to feed the population. In the United States one farmer feeds 28 people; in the West Indies one farmer feeds four people, and it is time that we organise the farming community in such a way that they make a meaningful contribution to the development of the country. *(Asides)* My friend is asking the price of peanut farmers. Mr. Chairman, I do not want to delay Parliament any longer, but Barbados is importing a terrific amount of peanuts which we can grow in Barbados. I have taken the decision to put a sum of money in the Estimates to reduce the imports which we are bringing in here, and all I am trying to do is to get the farmers to cut the canes, have the land cultivated at the same time so that they can catch the early rains to plant vegetables and peanuts which we want. We should not think of

bringing vegetables from overseas. Florida has had its first snow in 50 years. The recent figures given to me are that they have lost \$19.6 million in vegetables and 36% of their citrus crop, which means canned vegetables out of the United States will be at a premium. It is no use our looking anywhere else to feed ourselves. We have to do it now because we will not be able to buy vegetables coming from anywhere. Look at the Times newspaper of last week-end and see that the cost of living in the United Kingdom rose by 16% due to the hard frost and the high price of vegetables and foodstuffs. So what is Barbados to do. What am I to do as Minister of Agriculture other than to plan a system whereby with reasonable weather, reasonable water and a lot of labour knocking about doing nothing, we can feed the people of this country?

ADJOURNMENT

The question that this House do now adjourn until Tuesday, 1st March, 1977, at 12 o'clock noon, was put and resolved in the affirmative without division.

1.45 p.m.