THE

House of Assembly Debates

(OFFICIAL REPORT)

SECOND SESSION 1976 - 81

HOUSE OF ASSEMBLY

Tuesday, 11th July, 1978

Pursuant to the adjournment, the House of Assembly met at 12.20 p.m. o'clock.

PRESENT

His Honour W. C. B. HINDS, J.P., (Speaker); Rt. Hon. E. W. BARROW, B.Sc., LL.D., (Leader of the Opposition); Mr. R. St.C. WEEKES, J.P.; Hon. L. S. CRAIG, (Minister of Labour and Community Services); Rt. Hon. J. M. G. M. ADAMS, M.A., (Prime Minister and Minister of Finance and Planning); Hon. H. deB. FORDE, S.C., M.A., LL.B., (Attorney General and Minister of External Affairs); Dr. R. B. CADDLE; Mr. L. E. SANDIFORD, M.A.; Mr. E. E. GREAVES, B.A., Ed.M.; Hon. Miss B. A. MILLER, (Minister of Health and National Insurance); Hon. L. B. BRATHWAITE, (Minister of Communications and Works); Mr. J. G. ODLE, B.Sc., (Chairman of Committees); Mr. M. C. C. WARD; Hon. H. B. ST. JOHN, Q.C., LL.B., (Deputy Prime Minister, Minister of Caribbean Affairs, External Trade, Industry and Tourism) (Leader of the House); Mr. V. L. JOHNSON, M.A.; Mr. B. M. TAITT, M.A.; Mr. DeL. O. BRADSHAW; Mr. L. L. SISNETT; Dr. R. L. CHELTENHAM, M.Sc. and His Honour E. E. ALLEYNE, LL.M., (Deputy Speaker).

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

MINUTES

Mr. SPEAKER: Hon. members, I understand from the Clerk that the Minutes of the meeting of Tuesday, 27th June, have not yet been fully circulated. As a consequence, it would be most improper to ask for confirmation today.

Hon. H. B. ST. JOHN: Mr. Speaker, in the light of that I beg to move that consideration of these Minutes be postponed.

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

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

ANNOUNCEMENTS BY MR. SPEAKER

Mr. SPEAKER: I have to announce that I have received the Accounts and Statements for the month of March, 1978 as prepared by the Accountant General.

I am also to announce that I have received the certificate of the election of Richard Christopher Haynes, and of his having been sworn in before His Excellency the Governor-General. The certificate reads as follows:-

M.P. 4457/2

From:	Secretary to the Cabinet
To:	Clerk of Parliament
Date:	10 July 1978

Election of Dr. R. C. Haynes as a member of the House of Assembly, and the taking of the oath of allegiance by him

The Supervisor of Elections has returned to the Governor-General the Writ duly endorsed by the Returning Officer for the constituency of St. Michael South Central certifying the election, on 6th July 1978 of Dr. Richard Christopher Haynes, as a member of the House of Assembly for the said constituency.

2. The oath of allegiance required by section 59 of the Constitution and section 62 of the Representation of the People Act, Cap. 12 of the Laws of Barbados, was taken by Dr. Haynes, at Government House today, Monday,

10th July 1978, before His Excellency the Governor-General and members of the Cabinet.

F.M. BLACKMAN
Secretary to the Cabinet.

12.30 p.m.

The hon. member for St. Michael South Central has also signed the Declaration of Qualification.

I should like to ask the hon. member for St. Philip South and the hon. member for St. Michael North Central to escort the hon. member for St. Michael South Central to his seat.

The hon. member for St. Michael South Central entered the Chamber accompanied by the hon. member for St. Philip South and the hon. member for St. Michael North Central and took his seat amidst cheers from the Opposition benches and the Gallery.

Mr. SPEAKER: Order. To the hon. member for St. Michael South Central, it gives me great pleasure to welcome you as a member to this honourable institution. I look forward to your cooperation throughout your career in this Honourable House.

PAPERS LAID

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

The Customs Tariff (Amendment) (No. 4) Order, 1978.

The Annual Report of the Central Bank of Barbados for the year 1977.

Hon. B. A. MILLER: Mr. Speaker, I am commanded to lay the following:–

The Annual Report, Statement of Accounts and the Auditor General's Report on the Accounts of the Barbados Community College for the year 1976–77.

GOVERNMENT NOTICES

Rt. Hon. J. M. G. M. ADAMS: Mr. Speaker, I beg to give notice of the following:

A Bill to amend the Betting and Gaming Duties Act.

A Bill to amend the Storage of Petroleum Act.

Hon. H. B. ST. JOHN: Mr. Speaker, I beg to give notice of the following:–

A Bill to amend the Wild Birds Protection Act.

A Bill to amend the Industries Development (Export Industries) Act.

PRIVATE MEMBERS' NOTICES

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

WHEREAS the provision of housing in a country is a basic human need and is crucial to any rural development programme;

AND WHEREAS any rural development in Barbados must take into consideration the parish of St. Lucy;

AND WHEREAS Government already owns a sizeable portion of land in St. Lucy;

BE IT RESOLVED that this House calls on the Government to give consideration to the establishment of a housing development in St. Lucy.

BILLS READ A FIRST TIME

On motion of Rt. Hon. J. M. G. M. ADAMS, seconded by Hon. H. B. ST. JOHN, a Bill to amend the Betting and Gaming Duties Act, was read a first time.

On motion of Rt. Hon. J. M. G. M. ADAMS, seconded by Hon. H. deB. FORDE, a Bill to amend the Storage of Petroleum Act, was read a first time.

On motion of Hon. H. B. ST. JOHN, seconded by Hon. H. deB. FORDE, a Bill to amend the Industries Development (Export Industries) Act, was read a first time.

On motion of Hon. H. B. ST. JOHN, seconded by Hon. H. deB. FORDE, a Bill to amend the Wild Birds Protection Act, was read a first time.

CONGRATULATORY SPEECHES

Rt. Hon. J. M. G. M. ADAMS: Mr. Speaker, an unfortunate tradition has grown up in the House of Assembly that when an hon. member takes his seat for the first time the Party of which he is not a member does not welcome him to the House, an unfortunate and ungracious tradition. We are a very small House; there are only twenty-four of us. We represent the collective wisdom as signified by the electorate of political life in this country. No nation can afford to stand divided against itself, divided by gulfs of bitterness and hatred.

During the last House of Assembly many persons, and this did not include persons only on the Opposition benches, were distressed and disgusted by the lack of a welcome of any sort afforded to the hon. member for Bridgetown and the hon. member for St. Philip North upon their taking their seats as a result of by-elections.
12.40 p.m.

Representations, Sir, were made to you today to endeavour to stop me also welcoming the hon. member for St. Michael South Central to the House, but under the Head of Congratulatoryand/or Obituary Speeches I would feel myself disgraced if the hon. member took his place in the House after a by-election victory and I did not extend the normal courtesies to him, indicate to him that whatever divides us politically divides his party from mine politically, we are all members of a House of Assembly whose traditions go back over 300 years, whose modern traditions go back 30 or 40 years, that we all live in the island of Barbados and all mean our best, I believe, for the island of Barbados. We have fought a hard by-election campaign; the hon. member will know that every hon. member on this side did his best to stop him getting into the House of Assembly. Nonetheless, Mr. Speaker, we must all understand that the verdict of an electorate is to be respected, that persons are not without qualities merely because they happen to sit on the opposite side of the House of Assembly from us, we must understand that it can be insulting to receive a new member in stony silence as if he has no right to be here. The hon. member for St. Michael South Central has every right. You could argue he has twenty three or twenty five hundred endorsements of his right to be here. He is a member of the House and it behoves every hon. member of the House to welcome him in a courteous spirit. Courtesy is a virtue, Sir, not much practised by one of the members of the House of Assembly. We must not let that discourtesy and common ungraciousness which has so long prevailed in the spirit and bosom of one member extend to the other 23 of us.

I welcome the hon. member for St. Michael South Central to the House as he takes his seat among us, I look forward to hard debate, I look forward to his contributions in the debate and I look forward to rebutting those contributions in due course. He has been elected to the House, and on behalf of the Government I extend the welcome of the members of the Barbados Labour Party and the Government to him as he takes his seat today.

Rt. Hon. E. W. BARROW: Mr. Speaker, the hon. member said that the traditions of this Hon. House go back 300 years. I think that I entered this Chamber before any of the members who are sitting here now and I re-entered it in 1958 as a result of a by-election, and one of my colleagues entered this House in 1954 as the result of a by-election. There is a hiatus in my association with Parliament in Barbados, for about ten years when I was absent from this island, but I have done some research from 1639, not from 1961, it has been a tradition in this Chamber that a Message was received from His Excellency the Governor or the Officer administering the Government of Barbados for the time being, in this case the Governor-General since independence, which Message is read by His Honour the Speaker of the returns of the Writs, a practice which has been violated on this occasion. There is absolutely no precedent or no legal authority for any Cabinet Secretary to insult Your Honour the Speaker by sending a certificate to Your Honour the Speaker.

The whole election process must not be in any way diluted by interference by the Cabinet or anyone else. If we are to receive instructions from the Cabinet, the Cabinet can inform their officers, their employees, as to the timing and other procedures which have been followed on informing the Hon. Speaker of this Hon. House when a member has been returned. The Representation of the People Act, the Constitution of Barbados, the Rules made under the Representation of the People Act, Rule 52, all clearly indicate that the Supervisor of Elections after receiving the returns from the Returning Officer of the particular constituency sends that on to the Governor-General of this Island. The Writs are returned in every case whether a general election or a by-election to the Governor-General and under Item No. 4 on the Agenda the Governor-General should have done the courtesy of sending the Message on to your, the Speaker of this House.

There has been an unfortunate precedent that we have received it from the Cabinet Secretary before, but the Writs are clearly returnable to the Governor-General.

Mr. SPEAKER: Is the Hon. Leader of the Opposition making an address of welcome?

Rt. Hon. E. W. BARROW: I am not making an address of welcome, Sir, I am speaking on what the hon. member said. I will return to him, Sir.

Rt. Hon. J. M. G. M. ADAMS: On a point of order, Sir. I made a congratulatory speech, not a speech attacking either the Governor-General, the Cabinet Secretary on Your Honour.

Rt. Hon. E. W. BARROW: The Writ of the Cabinet does not run in the election, the Writ used as a term of art does not run, they have no function to perform. I will come now to the hon. member and his supposedly congratulatory speech, an exercise, I can only say, in consummate hypocrisy.

Rt. Hon. J. M. G. M. ADAMS: I object to those words, Sir.

Mr. SPEAKER: You must withdraw those remarks.

Rt. Hon. E. W. BARROW: The hon. member has objected.....

Rt. Hon. J. M. G. M. ADAMS: And I submit to Your Honour that they should be struck from the record.

Rt. Hon. E. W. BARROW: That is a matter for His Honour to decide. You want me to continue, I believe, Sir.

Mr. SPEAKER: Please continue.

Rt. Hon. E. W. BARROW: The hon. member said that we had a tradition for 300 years. There is no precedent for any congratulatory speeches to be made, the only reason why the hon. member wanted to make a congratulatory speech today is because he got on television on the 6th.....

Mr. SPEAKER: Please, please, you will now either make a congratulatory speech or discontinue your speech.

Rt. Hon. E. W. BARROW: I was giving you the background of my congratulatory speech.

Mr. SPEAKER: I do not wish to hear the background.

Rt. Hon. E. W. BARROW: The hon. member said, Sir – I just want to draw it to your attention – that I had refused to congratulate the member for the City when she entered the House, and in 300 years there had been no congratulatory speeches, so having made that cardinal mistake he comes now to make a congratulatory speech. This was not, from the time I entered the House in December 1951, it had not been the practice. It is a normal thing for two members to go out and escort a new member in, and the hon. member wants to make it appear that under my Government, or when I was Leader of the Government that I broke a tradition which existed. I want to say this. We do not want any congratulations from him, because.....

Mr. SPEAKER: Please, please. Is that the end of your congratulatory speech?

Rt. Hon. E. W. BARROW: I do not have to congratulate the hon. member because I worked to get him in here, not to keep him out, Sir.

Hon. H. deB. FORDE: Mr. Speaker, I did not want to interrupt the hon. member when he was speaking, but I would not like it to appear from the records of this House that the hon. member's understanding of the rules and the procedure of the House, or indeed of the Constitution of Barbados happens to be correct.

Rt. Hon. E. W. BARROW: On a point of order, Sir, is the hon. member making a congratulatory speech?

Mr. SPEAKER: That is a matter for the Chair. Will the Hon. Leader of the Opposition please take his seat?

Hon. H. deB. FORDE: The relevant rule to which I draw your attention is Standing Order 1, Rule 2: "The member who was elected at the general election and did not attend to be sworn in along with other members at or before the Opening of Parliament, and a member elected to fill a vacancy occurring during Parliament must obtain from the Clerk of the Cabinet a certificate in writing of his election and of his having been sworn in before His Excellency the Governor-General and Cabinet, and the certificate being delivered to the Speaker and read to the House, the member may take his seat if he has made and signed the Declaration of Qualification as required by paragraph 1 hereof."

Sir, it is my submission that the Cabinet Secretary acted within the terms of the Standing Orders of this Hon. House and fulfilled his duty, and I consider it rather ungracious that a different interpretation should be put on his actions before this House.

12.50 p.m.

I consider it ungracious that a different interpretation should be put on these actions before this Honourable House and all I would say is that graciousness should come back to this House so that we would follow the form of congratulations and remove the strong feelings that must obtain in any bi-partisan system of democracy.

Mr. SPEAKER: I was never in doubt that the hon. member for St. Michael South Central who was duly elected has been duly welcomed as a member of this Honourable House. But I will say this, I was not at all happy that an hon. member should be elected to this House for the first time and enter in the stony silence that I have witnessed on previous occasions. I, therefore, under Standing Order 5(7) which states that the Speaker in the House and the Chairman in Committee shall have power to regulate conduct of business in all matters not provided for in the Standing Orders, took it upon myself to have discussion with the Hon. Leader of the House this morning and I sought to have a similar discussion with the Hon. Leader of the Opposition, in that I would have liked one congratulatory speech from the Government benches if the Government so desired, and one speech from the Opposition. I warned that there would be no mud slinging whatever, but because of the manner in which the Opposition arranged its own entry into the House this morning it was not possible for me to meet

with the Hon. Leader of the Opposition as I would have liked, he having already taken his seat and time not being in our favour. But while here in the Chair, the Clerk acting on my instructions conveyed to both sides of the House the express wishes of the Chair in this respect. I learned that the Opposition did not favour making any congratulatory speeches on this occasion, and that is where the matter rests.

Rt. Hon. J. M. G. M. ADAMS: Mr. Speaker, there is a very small point with reference to the Cabinet Secretary and I would wish it put on record....

Mr. SPEAKER: Mr. Prime Minister I think the Attorney General has given this House enough information on this matter. Nobody has any doubt at this moment, not even the Hon. Leader of the Opposition.

Rt. Hon. E. W. BARROW: With all due respect, Sir, you cannot speak for me. I said the Governor-General should have sent a message to this House and I am persuaded that that is correct. I have been here longer than anybody else and I know.

Mr. SPEAKER: I take note of your observation.

Rt. Hon. J. M. G. M. ADAMS: Mr. Speaker, if you would permit me...

Mr. SPEAKER: Mr. Prime Minister, the matter is settled.

ORAL REPLIES TO QUESTIONS

Hon. H. deB. FORDE: Mr. Speaker, I beg to give notice that the reply to Parliamentary Question No. 5 asked at the last meeting of this House by the Rt. Hon. member for St. John, is ready.

GOVERNMENT BUSINESS

COMMITTEE OF SUPPLY

Hon. H. B. St. JOHN: Mr. Speaker, I beg to move that Your Honour do now leave the Chair and the House go into Committee of Supply to consider the grant of various sums of money for the service of the Island.

Hon. B. A. MILLER: I beg to second that.

The question that His Honour do now leave the Chair and the House go into Committee of Supply, was put and resolved in the affirmative without division, Mr. ODLE in the Chair.

Hon. H. B. St. JOHN: Mr. Chairman, I beg to move that the Resolution to grant the sum of $1,988,835 out of the Consolidated Fund and to place it at the disposal of the Government, be now dealt with.

1.00 p.m.

Hon. L. B. BRATHWAITE: Mr. Chairman, this Resolution seeks to provide a supplement of $1,988,835 in order to do a number of things connected with the final take-over of the public transportation system in this island. It was my hope originally that this matter would have been dealt with long ago; but because of a number of problems which were encountered during the negotiations for the take-over, and of course the availability of money in the exercise of such, we have now reached this stage where we are seeking to put the final seal on this matter.

I would like at this very early point to pay a compliment to the private concessionaires for the services which they rendered the country during the past years of their operation. It cannot be said that the transportation system was the most efficiently run under the private enterprise system, but nonetheless it was run, and the people were able to commute; and because of that, I would like to place on record the thanks of the Government and the country for the services provided by them during the time they carried out this exercise. I would also like to compliment the workers who worked in those companies for the yeoman service they rendered as well; and also I would like to place on record from the floor of this House my personal thanks as well as that of the Government and the country for the able help and support which I got on coming into office from the newly reconstituted Transport Board and the management they sought to recruit in addition to the best of what they found there.

As I said previously in this Hon. House when I was initially piloting the Bill to deal with the major take-over of the routes from the private concessionaires, it was my privilege then and the privilege of this Government, the fact that when we struck the first note for the bringing about of the nationalisation of the bus service in this island; and it is certainly my privilege and that of the Government to be again called upon to strike the final blow against the private enterprise system in public transportation in this island.

This provision seeks, among other things, to take over a number of the units from the Elite and Rocklyn Bus Companies. The Government is unable at this point in time to take over all the units which the private concessionaires have got because there are some units that are totally unworkable and not suited to our needs; and we were technically advised that it would be pointless taking over the whole set of rolling stock, lock, stock and barrel. The Government seeks to purchase from the Elite and the Rocklyn Bus Companies 16 units which with some measure of repairs and refurbishing, can be put into nearly immediate use for transportation in this island. We are also going to purchase a number of marginally useful units. These are units which are not ready entirely to be written off and which are not in the best of condition;

but the Government is advised that use can be made of them, and the Government has been advised technically that these can be taken over. There will be 9 from the Elite Bus Company and 8 from the Rocklyn Bus Company which will be marginally useful. What we are taking over will also include a Seddon chassis which the Rocklyn has at the moment; and that chassis along with the buses from the Elite and the Rocklyn will cost $354,620. For those that are marginally useful, the 9 from the Elite and the 8 from the Rocklyn, the cost will be $143,800. Provision is also made for the refurbishing of these units, and this is in the region of $384,000. We have also made provision for the acquisition of 12 new buses and we will bring down the chassis from England and the bodies will be constructed here at the Acme Company Limited.

The price, we are advised, is going to be much higher than what we originally estimated it to be, but nonetheless we will have to make do with what we have. We have also given them our undertaking. We found no record of this undertaking being given by any former Ministers; but on the advice given by Ministry officials I am satisfied that we can accept what we are told, that some form of undertaking was given to the concessionaires at the time of the standardised bus fares that the bus tickets would be taken over by the Government from the private concessionaires. The Government has decided to pay 50% of what was given to us as the value of these tickets. We will also take over 50% of the parts which are in stock; but I do not know of how much value they will be. We have examined them carefully to see how useful they can be to us.

We estimate that the cost of the parts that we will take over for the rolling stock which we will acquire will be in the region of $50,000. The originally estimated figure for the purchase of the new buses and the construction of the bodies and the estimate which we have is $850,795.

As members are aware, we have got facilities at Mangrove in St. Philip and Haggatts in St. Andrew, and we are going to make provision for garage facilities at Mangrove and a limited form of facility at Haggatts in St. Andrew; and we are hoping that with the acquisition of these buses from the private concessionaires, and with the assurance given to me by Acme that they will be able to carry out the necessary renovations and refurbishing of the units, we will be able to put them in shape in order to utilise their services in a very short time.
1.10 p.m.

I am told that the company will take about eight to ten weeks in order to put them into shape. We are not quite sure as to when the buses will be delivered from Leyland, because I am told that there is a waiting period of something like six months to have the buses delivered, but I am advised by the officials of the Transport Board that, all being well, they will be able to carry on with the limited facilities at their disposal.

I am giving you an outline of what this Resolution seeks to do and if hon. members should need any further information, I would be only too willing and happy to give that information.

I beg to move that this Resolution do now pass.

Hon. Miss B. A. MILLER: Mr. Chairman, I beg to second that motion and reserve my right to speak.

Dr. CADDLE: Mr. Chairman, this matter regarding the takeover of the present concessionaires' operations by Government has dragged on for a long time and it is indeed refreshing to see this Resolution here today as we attempt to put some finality on the matter. But during that long period of waiting the concessionaires have had their spirits broken, and they are now in a position that any offer made by Government to them would seem a generous one. It is refreshing to hear the present Minister of Communications and Works praising the concessionaires and the workers and things of that sort, but I would like to take time off and draw to his attention some of the remarks of one of his colleagues who a few years ago when the matter was first discussed in the Ministry of Communications and Works was then the legal representative of these groups. I am quoting from the House of Assembly debates for Monday, 17th March, 1975, and it says at page 4908–

"Whether the Minister would want to take them over at book value or below book value, whether he would consider that they have a good will value, will be a different problem because they have been making what is almost a nil return in terms of what capital they have invested and, indeed, I think, in the last Public Inquiry held by the Public Utilities Board relating to transport fares in this Island it was shown that almost both companies had lost almost all of their equity in a public service.

Now, a lot of people are too prone to criticise both the Rocklyn and the Elite Motor Omnibus Company Limited. I do not know if they believe that Senator Rock should sell everything that she has and give it to the public gratis. She has certainly sunk a lot of money in this business and so have Mr. Trotman, Mr. Coward and the others that are with them in the Elite Motor Omnibus Company Limited. They have performed, undoubtedly, an outstanding service to this community – a service that people do not always appreciate."

These remarks were made by the Hon. Attorney General who was then and still is representative for Christ Church West. *(Asides)* At that time he was the legal

adviser. The point that comes to my mind is that the Hon. Attorney General at that time could be making out a case to the then Minister of Communications and Works that Government should not seek to deal with these people on the basis of book value of their assets, but rather try to assess their work in terms of the value to the public and what they had contributed over the years towards the establishment of some form of satisfactory transport service in the country. I wonder if he still has these views, because having heard the Hon. Minister of Communications and Works, and I have no reason to believe whatsoever...

Hon. H. deB. FORDE: On a point of order, if the hon. member would give way, in the best tradition of the proper government of this country, I abstained from a Cabinet decision on this matter having been the legal adviser to one of the Companies, in fact both companies in 1975, and I made it quite clear to my Cabinet colleagues that I will not participate in that matter. That, as I understand it is the proper constitutional way; so I think that might help the hon. member to conduct his debate.

Dr. CADDLE: Thank you very much for that bit of information, but the point I am raising is that I wonder if you are still satisfied when you recall the stand you took when the Government...

Hon. H. deB. FORDE: If the hon. member would again give way, I am just trying to make a point that I will not either participate or vote in this debate, and therefore I do not believe it would be proper for me to express an opinion as to what my views are as a Cabinet Minister on a matter on which I have abstained. As I understand, that is constitutional rectitude. That is really how one should proceed; so if the hon. member wishes to know my personal views at any time, I will discuss these with him.

Dr. CADDLE: Thanks for that assurance, coming from the Hon. Attorney General. I will seek to find out from him what are his true feelings on this matter because it still strikes me as strange that at the particular time these laudible sentiments could have been expressed and now that they have the Government and are setting about to put some final decision on the matter, we can find that the present Minister of Communications and Works, whom I have no doubt has a keen sense of fairness, could be putting forward a solution which varies greatly from the sentiments expressed by the hon. member for Christ Church West when he was on this side.

I would like to know from someone on that side what has happened to all the goodwill that we were asked to give these people; what has happened to all the usefulness that these people have given to the country in promoting the transport service over the years, and as the hon. member for Christ Church West did say, at great loss to themselves. Is it now because they are the Government and they want to create the impression to the people of this country that they are not wasting any money, that they are keen on efficiency and cutting costs to the bone and that they now see it only fit to give these people or treat these people on the recommendations of the technical officer within the Ministry of Communications and Works? I say we should be consistent in our stand, and I am certain that people who have been following this debate over the years as regards the takeover of the total transport service in this country would want to know that those people who when on this side were making certain recommendations to the then Government, now that they are in a position to put these recommendations into operation should stand by them.

Mr. Chairman, I accept all that the hon. Attorney General tells me about constitutional right and etiquette and that type of thing, but, after all, we are dealing with human beings and I would like to believe that he is as concerned about the welfare of the concessionaires and the workers who are working with them as we on this side have been. It is also refreshing to hear from the hon. Minister of Communications and Works his praise for the workers of these concessionaires, but I would like to remind him that he did say that the Government was under no obligation to take them over.

Hon. L. B. BRATHWAITE: On a point of explanation, I have never said at any place or in this Honourable House that the Government was under no obligation. I said: the Transport Board. He should know as Minister responsible for Transport at some time that the Transport Board is a statutory body that operates independently to some extent from the Minister as such.

Dr. CADDLE: You may say you were misrepresented; that is the most sensible thing to say, but the point I want to remind you of is that it has been said, if not by you, but by people acting under your directions, that they were under no obligation to take over these workers, but these workers have also contributed to the upkeep of the transport system of this country, and a government which has made out itself to be so interested in the welfare of workers, socialist when it suits them, people who have pledged that they would create so many jobs, saw it fit when they started to take over the buses to see that many people working for these concessionaires, because of a different political conviction, were not employed by the Transport Board.

Hon. H. deB. FORDE: On a point of order, the hon. member is imputing improper motives by suggesting that we saw it fit that workers were not taken over because of their political persuasion, which is an allegation of victimisation. Sir, I will say it is imputing improper motives, and I ask that it be withdrawn.

1.20 p.m.

Mr. CHAIRMAN: Do you withdraw?

Dr. CADDLE: Mr. Chairman, before I proceed to accede to your request, could you ask the Hon. Attorney General to enlighten me as to whom I am imputing improper motives?

Mr. CHAIRMAN: By your remarks, as I understood them, you were imputing improper motives to those people responsible for the transport system. I am asking you to withdraw them.

Dr. CADDLE: I withdraw them, Mr. Chairman. People working with the Elite and Rocklyn Bus Companies were asked to take examinations. some of them were asked to undergo training, and they successfully underwent the training and took the examinations, but up to now they have not been given jobs. I would like to know from the Hon. Attorney General who is so keen in the defence of human rights what is the reason that these people have not been given any jobs. I would like him to assure me that it is not due to the fact they have different political convictions.

Mr. CHAIRMAN: I must remind the hon. member for St. Michael North Central that the question which he now asks can be better asked at another time and on another occasion. There is ample provision for that under the Standing Orders.

Dr. CADDLE: I will abide by your ruling, Mr. Chairman. We are concerned about the fate of people, and everybody in Barbados who is concerned about unemployment must be concerned about people who had employment and now due to changes beyond their control they now have no employment. We are not quibbling about the taking over of the buses, because it was the policy of the Democratic Labour Party Government to take over the buses, and we had set a date, June, 1977, as the time for the takeover of the buses. What we are concerned with, and the Hon. Minister has made no attempt to assure this Hon. Chamber, is that the people from whom the buses are being taken are satisfied with the conditions of the present takeover.

It is interesting to observe that although the Resolution states $1,988,835 and one is likely to get the belief that this money is being voted for the take over of the transport system, the Minister has made it quite clear in his breakdown that this sum of money is to defray expenses in different areas, and we would like to know from the Hon. Minister how many buses these people now have, how many are fit, how many are marginally fit, how many have been rejected and why they have been rejected, not so much to satisfy us but to satisfy the public that justice has been done and has been seen to be done. We would also like to know from the Hon. Minister something about the spare parts. What are the conditions for spare parts? What is the need for taking them over, bearing in mind that the Transport Board has a lot of spare parts there, and some of them we know have been there so long that no proper use can be made of them?

We would also like to know from the Minister how many workers from these concessionaires have been taken over and have joined the Transport Board, how many have been rejected and why they have been rejected. I would also like to congratulate the Minister on his decision to import chassis and allow people in Barbados who want employment to get jobs, but I would like to know from him also why this sudden turn of conscience, that he is going to import chassis now and previously he imported buses from Leyland. Are the considerations that are now prompting him to import chassis not the same ones which existed when he imported the buses from Leyland? Was there not unemployment in Barbados at that time? Could the buses he imported at that time not have been built here and provide a lot of employment for people not only at the Acme Company but for other people dealing in wrought iron and that kind of thing in Barbados? I do not believe that the conditions now influencing the decision to import the chassis are in any way different from the conditions existing when he went to England with a lot of show and went up to Leyland and had buses brought down here. And I would also like to remind you, you should be aware of the fact, that the same Leyland Bus Company was the subject of an enquiry by the British Government. (Mr. GREAVES: For what?) I do not know for what, I think the Minister would know that better than myself, but I am glad to hear him coming out now and saying he is going to import chassis, but at the same time I would feel a lot better in my mind if he could give me the reasons that are now causing him to make these decisions, and I think a lot of people in Barbados would feel a lot better if he could give us the reasons, give us some insight as to how his mind is working. The people would like to know that.

As he talked in terms about the new depots that he has proposed in his remarks in Haggatts and in Mangrove, one has to wait and see what will come out of this, because the one in Roebuck Street has a lot of problems. He knows that and I know that, and I would like to enquire from him if there is not the possibility of multiplying these problems by the creation of two more depots in Barbados rather than mitigating them. I am only just throwing that out to him. It may sound very impressive to talk about the setting up of depots at Mangrove and Haggatts, but there are a lot of problems concerning the Transport Board in Roebuck Street, especially in the maintenance of the buses, the keeping of spare parts and the general operations there which he knows that I know, and I would like to know from him what is the haste in setting up these depots before you have actually solved the problem existing in Roebuck Street.

Mr. Chairman, as I said earlier on, we have no quarrel with the takeover of the buses, we would like to wish the Hon. Minister well in the takeover of the buses, but I would like to gather from him in his reply a lot more information to assure us on this side that everything is right. I would also, in passing, like to draw to the attention of the Minister that while it is nice to takeover the buses from private concessionaires, we would like to hear at some time in the future, if not now, what is his policy regarding the minibuses in this country, because already in that area there is some dissatisfaction. I would like to hear from him at some time, because it does seem a bit funny that you can nationalise buses or take buses from some people, but then you want to permit other people to operate buses under certain conditions which people, the general public in this country, will want to know why you are making these decisions. It has also been drawn to my attention that a lot of the dissatisfaction among the minibus operators is because of the way in which certain conditions have been laid down to them when they go to apply for a licence or permit to run these buses.
1.30 p.m.

We are now dealing with that stage, but I hope the Hon. Minister will make the point of giving some indication on how his Ministry is thinking, because all of that helps the successful operation of the bus service of this country. I wish the Minister the best of luck in this endeavour, but in the presentation of this matter to this House he has not gone into as much detail and is necessary to remove doubts from the minds of people, not only of this House but of the public in general, and I hope that in his reply he can give answers to a number of other questions. I would go a step further and hope that he will go a far way in assuring people out of work by the takeover of the concessions that they will be getting work in the near future and I would hope that a man of his type from among the humble people of the society will be prepared to go all out to ensure that no undue hardship is put on any worker in Barbados because of a difference of political opinion, sex, religious belief or anything else.

Mr. GREAVES: Mr. Chairman, I think that this is a matter on which I want to make a contribution, particularly in view of the challenge issued by the hon. member who has just sat down, the hon. member for St. Michael North Central. It is interesting to hear the hon. Minister in one of his interruptions of the hon. member for St. Michael North Central indicate that what he had said on previous occasions was that the Transport Board was under no obligation to employ workers from the private bus company that were being taken over. I want to move from that perspective and bring some kind of human approach to this situation. We are talking in terms of the take over of an operation that has been run by private concessionaires, and the operation involved not only buses and equipment but also people, and it seems to me that to adopt the kind of attitude and approach that the Transport Board would be under no obligation to take over the workers is in my view to display somewhat of an inhuman approach in this matter. I want to look at this matter and state without fear of contradiction that there is still a number of workers who were employed by the Rocklyn Bus Company who are still walking the streets of Barbados and cannot get a job with the Transport Board.

Mr. CHAIRMAN: I would like to remind the hon. member for St. Lucy that we are dealing with the purchase of buses and spare parts and the provision of workshop accommodation. I will not permit this debate to centre around employment practices.

Mr. GREAVES: Mr. Chairman, with all due respect to you and your intelligence, we are talking about the takeover by the Transport Board, and I am submitting that if we are talking about a takeover of private companies we must take into consideration the people employed with those companies.

Mr. CHAIRMAN: This debate does not centre around a takeover by the Transport Board.

Mr. GREAVES: The debate is about the takeover of private bus concessions and it is my opinion that in view of this we have to look at the service in its totality — buses, spare parts, and the persons working with the Transport Board.

Mr. CHAIRMAN: The Chair has ruled that the subject of employment of workers at the Transport Board cannot be a subject of this debate. The hon. member may refer to it *en passant*, but I will not allow it to be a main topic of a debate.

Mr. GREAVES: Mr. Chairman, I find it very difficult to understand how we can be discussing the takeover of the Elite and Rocklyn Bus Companies and you are going to say that I cannot talk about the workers of these two companies.

Mr. CHAIRMAN: The hon. member obviously does not understand what the Chair has said; he may make reference, but it will not be the subject of debate at this stage.

Mr. GREAVES: I am making a reference, Mr. Chairman. As I was saying, there are a number of workers who are today walking the streets of Barbados, who were formerly employed by the Rocklyn Bus Company and who cannot get a job and I am making reference to names... *(Shouting and Disorder)*

Mr. CHAIRMAN: Order please. The hon. member has read out a number of names; the paper must be made a document of the House.

Mr. GREAVES: Furthermore, there is a gentleman by the name..... *(Shouting and disorder)*

Mr. CHAIRMAN: Order.

Hon. H. deB. FORDE: On a point of order, Mr. Chairman. If the Opposition believe they can outshout the Government, I can outshout them, no matter how many people they have outside.

Mr. CHAIRMAN: I must inform the hon. member for St. Lucy and all other hon. members that this will not be a shouting occasion. Please conduct yourselves in a parliamentary manner. Does any other hon. member wish to speak?

Hon. H. deB. FORDE: Mr. Chairman, on a point of order. Has the document been made a document of the House?

Mr. CHAIRMAN: It has been. I so order.

Hon. H. deB. FORDE: Then it must be left with the Clerk.

Mr. CHAIRMAN: That is where it will be.

Hon. H. deB. FORDE: I am just asking assurance that the document will remain a document of the House. The member must hand it over and if he does not I will make a motion on the matter.

Mr. CHAIRMAN: I ruled that the document must be a document of the House and it was handed over.
1.40 p.m.

Mr. CHAIRMAN: In the meantime I will hear from the hon. member for St. Philip South. I will revert to the matter in a while.

Mr. WEEKES: Mr. Chairman, in dealing with this Resolution which deals with the final takeover of the transport system, I will say, sir, that I am very happy to know that the Government has found it possible to take over the entire transport system. I think that it has already been said that the former Government intended to take over the system; but having served in that Ministry for five years, I would like the Hon. Minister to tell this House if an amicable agreement has been reached with the private concessionaires, or if the Government has forced this takeover on them without due consideration of their losses.

With the nationalisation of the service, sir, I would also like the Minister to tell this Honourable House if it is the intention of the present Government to increase bus fares. As a matter of fact you will realise, sir, that since the present Government has been given the mandate to run the affairs of this country, bus fares have already been increased. Therefore I have no doubt that the public will be interested to hear if the Minister has any plans whatsoever, short term or in the long run, to increase bus fares.

Mr. CHAIRMAN: I must remind the hon. member for St. Philip South that we are not here discussing bus fares. I would ask you with all due respect to your position to confine yourself to the purchase of buses.

Mr. WEEKES: Mr. Chairman, while I have to accept your ruling, I must remind you that in dealing with the transport system of this country or any country, bus fares must be part of the system.

Mr. CHAIRMAN: It does not necessarily have to come into a debate which deals with the purchase of buses, and workshop provisions.

Mr. WEEKES: Very well, sir. I am forced to abide by your ruling. Now, the hon. Minister has stated the amount of money which will be paid to the private concessionaires for the entire takeover. I too would like to know what the private concessionaires will do with the number of buses which the Government cannot find it possible to take over. I think that it will be a grievous and cruel wound to the concessionaires that they have been subsidising the service annually, and now that it comes to the final take over they will not be remunerated fully for the service which they have done so much to keep going in the past. Mr. Chairman, we have got to be grateful and thankful to those private concessionaires who have rendered service to this community. I must let this honourable House know that when we in the Ministry would advertise for tenders, we could not get any person except the very people who tendered from year to year.

Now the Government is in a position or is attempting to take over the service – especially when you hear so much about the economy of the country – I feel that we have got to give consideration to the private concessionaires who carried on this service at a loss; because, as you know, sir, when Government advertised even for building, you get so many people applying; but in this case when you advertised, only the people who were running the service would re-apply. Therefore I hope that the Minister has taken all those points into consideration.
1.50 p.m.

I have no doubt that he will do his utmost and that he has been doing his utmost – I like to render to Caesar the things that are Caesar's – he has been doing his utmost, but I want him to assure this House that there is satisfaction with the private concessionaires with the amount which he has given to this Honourable

House today, and that he has done everything possible to make them feel happy and to appreciate the service which they have rendered in the past.

Mr. SANDIFORD: Mr. Chairman, I rise to speak on this particular Resolution, and as has been stated it is one in implementation of a policy which was initiated by the previous administration in terms of the complete takeover of the transport system. *(Asides).* I am sorry, I do not wish to dream. What I really wish to talk about however is that... if that was not so I would be glad for the Minister's intervention whether that was so or not.

The point I wish to make is that we cannot speak about a transport system because a transport system above all else is a service and a service deals with people, and it is impossible to deal with a transport system without dealing with people. Now the first person I wish to deal with is the Minister. I know, Mr. Chairman, that the Minister is deeply committed to this particular policy, and I know that he has been trying his utmost to get this takeover completed. When he came in here like a fledgling Minister and from that side of this Chamber he set a date for the takeover, he said the service would be taken over by July, 1977. July is a favourite month with the Minister. I told him on that occasion, and I am certain he will recall, that it was an impossible target and that he was setting himself impossible schedules. The great combination did not want any advice from over here, but we are dealing with efficiency in a system, and I am charging that it is inefficiency on the part of that Barbados Labour Party Government to set targets which are impossible and then come back without any full explanations for these constant delays, a lot of silence in between and even among the concessionaires. At one point they were saying they did not know what was happening.

But the basic point I am making, and I challenge the Minister to refute this particular point, is that it is inefficient on the part of the Government that, having set a target for July, 1977, we are now down into 1978 and we are still hoping that the takeover will be done by July 1978.

I make the second point that during that debate I indicated that it would have been in the interest of the generation of employment in this country if more chassis were imported into this country and employment found locally for the workers in that area. I was told on that occasion that it was necessary to have buses imported in order to meet this deadline for the takeover of the service. We are one year later on and I maintain that if more chassis had been imported and the necessary infrastructure laid for the construction of the bodies on all these chassis, it is my belief that there would have been more employment generated in this country to the benefit of the country as a whole, and to the Minister himself who would be obviously making a contribution to this particular matter. But there is a point here, and it is that that great combination when they have got over the phrases that they use and we look at the actual implementation of policies, because we are talking about efficiency and they must be judged by their words and by their deeds, no one can deny that it is inefficient on the part of the Ministry or the Government, and the Minister takes the responsibility, to set deadlines and targets which cannot be met, and that is what has happened in this particular case, and I leave the Minister to answer the charge of inefficiency in terms of the takeover of the service. Something must be wrong. Either the time he gave himself was not enough, he erred in terms of analysing the complexities of the matter, he was badly advised, or whatever it was: but he has to answer the charge. And do not think that you can ignore any more the views that come from the Opposition. We warned you of this, I am not accusing this particular Minister of it but I say the Government as a whole, in terms of the arrogance with which they have treated members of the Opposition and the views coming from this particular side; but the people have spoken and they will speak again. It has not been getting...

Hon. H. deB. FORDE: On a point of order, the hon. member is being irrelevant, I submit. What the people have done at this stage has nothing to do with this particular debate, and therefore although the hon. member like other hon. members on the other side are still infected by their own rhetoric, in my submission... *(Asides)* if the Rt. Hon. member wants to get up and talk, let him interrupt – in my submission it is irrelevant to the actual debate and the hon. member must come back to the debate.

Mr. CHAIRMAN: The hon. member has been straying, but I am advised that it is now 2 o'clock.

SUSPENSION OF SITTING

Hon. H. B. ST. JOHN: Mr. Chairman, I beg to move that Your Honour do now report progress and ask for leave to sit again.

Mr. CHAIRMAN left the Chair and Mr. SPEAKER took the Chair.

Mr. SPEAKER: The time is now 2 o'clock and this Sitting stands suspended until 2.45 p.m. today.
2.00 p.m.

On Resumption:–

Mr. SPEAKER: This sitting is now resumed.

QUESTION TIME

Mr. SPEAKER: It is now Question Time. There is one reply to Question No. 5 in the name of the Hon. Leader of the Opposition.

Rt. Hon. E. W. BARROW: Mr. Speaker, to ask the Attorney General and Minister of External Affairs: (1) Is the Minister aware that there is growing uneasiness in this country over the number of unsolved crimes of violence including homicide? (2) Will the Minister state whether the Royal Barbados Police Force has requested the assistance of Scotland Yard in the investigation of such crimes and also in the investigation of t he alleged corporate crimes of the business community over which...

Rt. Hon. J. M. G. M. ADAMS: On a point of order, Sir, has Standing Order 16(1) been suspended? Standing Order 16(1) reads: "The member so called shall then rise in his place and ask the question by reference to its number on the Order Paper." I know the hon. member is not too familar with the rules, Sir, but all he has to do is to give the number.

Rt. Hon. E. W. BARROW: I do not know what the objection is to my reading the question, Sir.

Mr. SPEAKER: Please continue.

Rt. Hon. E. W. BARROW: I mean, we are having new rules every day. (2) Will the Minister state whether the Royal Barbados Police Force has requested the assistance of Scotland Yard in the investigation of such crimes and also in the investigation of the alleged corporate crimes of the business community over which the Minister recently expressed some concerned? (3) Will the Minister identify the nature of these corporate offences?

Hon. H. deB. FORDE: Mr. Speaker, the answer to the question asked by the Rt. Hon. member is given in my capacity as Attorney General, not in my capacity as Minister of External Affairs. The answer is as follows:

> "(1) I have no knowledge of what the hon. member calls the growing uneasiness in the country over the number of unsolved crimes of violence. The figures reveal that there have been seven matters treated by the Royal Barbados Police Force as murder so far this year, that is, up to 30th June, of which six have been cleared up by arrests. No incidents of manslaughter are known to the police in 1978, and incidents of wounding known up to 30th June amount to 108, of which 82 had at that date been cleared up. The 108 incidents represent an increase of 17 but the rate of clearing up improved from 63.6% in 1977 to 76% in 1978.
>
> In answer to Question No. (2),
>
> There has been no request made for assistance from Scotland Yard in the general investigation of crime. In 1973 the Metropolitan Police Laboratory at Scotland Yard was asked to assist in the forensic examination of certain exhibits. A similar request was made last month in respect of a case which is at present before the courts of this island and therefore *sub judice.* No other requests have been made to Scotland Yard for assistance in the investigation of corporate or any other type of crimes.
>
> In answer to Question No. (3),
>
> The corporate offences to which I referred when I addressed the Chamber of Commerce included crimes such as falsification of accounts, embezzlement, fraudulent conversion and the uttering of forged documents.

Rt. Hon. E. W. BARROW: Is the Minister stating that there has been no increase in the number of unsolved crimes of violence over the same period, let us say, last year? I was not quite clear what the hon. member was saying on that.

Hon. H. deB. FORDE: Yes, I am so stating. I am saying that the rate of solved crimes has increased from 63.6% in 1977 to 76% in 1978. In short, the police have a better rate of solving crime this year over the six month period that I have had, than they had in 1977.

Rt. Hon. E. W. BARROW: I was not really concerned about the rate of solution as compared with last year. I do not think the Minister understood me, I wanted to know whether there was not an increase in the number, not in the rate of solution, in the number of unsolved crimes.

Hon. H. deB. FORDE: No, there is not an increase in the number of unsolved crimes as a whole, or indeed in the rate as a whole. If the member wants at any time to have the statistics for the period 1973 through 1977 I will make them available to him, and indeed if he wants them for the last ten years, I have not got those with me but I can bring them at some time.

Mr. TAITT: Mr. Speaker, a supplementary. In light of the indication that there is some disquiet among some members of the Royal Barbados Police Force, will the Minister assure this...

Mr. SPEAKER: If the hon. member is making a statement he will be asked to authenticate it. You can ask a question.

Mr. TAITT: Is the Minister aware that there is some disquiet in the Royal Barbados Police Force on the question of interference in the lawful pursuit of their duties?

Mr. SPEAKER: That is an improper question.

Hon. L. S. CRAIG: A supplementary, Sir. Would the Attorney General be able to tell this House if the case with Mr. Mark Stokes has been solved?

Mr. SPEAKER: I think that the Hon. Minister would know that if he had any intention of mentioning the name of any individual to make his question sufficiently intelligent that it could be answered, he should have given some indication before. It is not for the Chair to decide whether a Mark Stokes is alive or dead or even who killed him.
3.00 p.m.

Rt. Hon. J. M. G. M. ADAMS: Is the Minister aware in the case of the murder which has not been cleared up by arrest that a series of wild, disgusting, false and malicious rumours have been put concerning a member of this House and will the Minister make a statement on the matter.

Mr. SPEAKER: I would like to say that there is something called creating a public mischief and the hon. Attorney General ought to be aware of this.

Hon. H. deB. FORDE: Mr. Speaker, I am aware of several rumours about several crimes committed in this Island on various occasions. As far as I am concerned as Minister responsible for law and order, we do not conduct that Portfolio on the basis of rumours at all. As far as I am aware, the Police at present are carrying out investigation into all crimes reported and I would say that in the interest of justice hon. members both inside and outside of the House should show proper regard for the conditions under which justice should be pursued.

Hon. H. B. ST. JOHN: Mr. Speaker, will the Minister in his capacity as Attorney General assure this House that neither he nor any member of the Cabinet has ever given instructions to the Police or to anybody to protect any member of this party?

Rt. Hon. E. W. BARROW: On a point of order, Sir, you will remember that I had a previous question which was disallowed on that same basis.

Mr. SPEAKER: And you have no right making reference to it now; please take your seat.

Rt. Hon. E. W. BARROW: I am just reminding Your Honour.

Hon. L. S. CRAIG: Mr. Speaker, a supplementary. Will the hon. Attorney General be in a position to determine if there is any evidence that the Leader of the Opposition is connected with the unsolved murder of Mr. Mark Stokes?

Mr. SPEAKER: The hon. member must take his seat; that is not a supplementary at all; it is completely out of order.

Hon. H. B. ST. JOHN: In connection with the unsolved murder referred to in the reply by the hon. Attorney General, my question is: Will the hon. Attorney General assure this House or state to this House whether it is a fact or not that any instructions have been given to the Police in relation to that particular crime?

Hon. H. deB. FORDE: I readily give assurance to this House that the Police have no instruction from me or from any member of the Cabinet in relation to the investigation of the unsolved murder alleged to have occurred in the beginning of 1978, or indeed of any other crime in any year. I also want to make my position absolutely clear as the Minister responsible for this portfolio.I do not accept instructions from the Cabinet of Barbados and will not accept instructions from the Cabinet, the party, or the Opposition, on anything to do with justice in this country, unless the House binds me by resolution. Under the Constitution of this country the Attorney General has a special Constitutional role and the Director of Public Prosecutions has his role, and that is how business will be conducted; and all of the rumours referred to are totally irrelevant as far as I am concerned.

Dr. CADDLE: Mr. Speaker, will the Hon. Minister state what action he has taken or intends to take in relation to those corporate crimes mentioned?

Hon. H. deB. FORDE: The Police are themselves concerned about the lack of sufficient trained personnel to investigate thoroughly corporate crimes in this country. That concern has been expressed to me by the Commissioner of Police himself. I am actively discussing with the Chief Training Officer and with certain governments from whom we get technical assistance – the United Kingdom and Canada – the possibility of their giving us assistance in the training of officers in this special branch of crime investigation and I hope that in this year we will be sending someone for training and that from next year we will have a five-year training programme directed to the areas at which we are looking.

Dr. CADDLE: Will the Minister state whether due to the fact that the Police are incapable of dealing with this problem, he has any intention of seeking aid from outside of Barbados to assist the police in dealing with these problems.

Hon. H. deB. FORDE: I am not saying that the Police...

Mr. SPEAKER: I thought you had just answered that question.

Mr. TAITT: Mr. Speaker, will the Minister in the light of an answer previously given indicate whether it is his intention to give consideration along with other Caribbean countries to the possibility of having a Caribbean forensic expert?

Mr. SPEAKER: I think that will form the subject of a substantive question.

Hon. H. deB. FORDE: The position on the forensic laboratory is that we have at present identified its site and we are getting plans together. It is in the Estimates this year, but only a token vote, and we are working on plans to see if by next year we can begin building a forensic laboratory here. We have also set out to recruit someone skilled in this area and a person is being identified to us by the Government of India. We have found it very difficult to recruit people skilled in forensic medicine, and I think that at present there is only one doctor here who has shown any particular interest in this field of study, and he is being encouraged to pursue this field. Insofar as the Caribbean is concerned we have no present arrangement for sharing the forensic laboratory with other Caribbean territories, but I have been discussing with other Caribbean countries the whole area of the training of police and a Police Training College, and I will take hon. members suggestions into account to see whether or not they may be interested in this field as well.

Mr. SPEAKER: That brings us to the end of Question Time. It is now time for Private Members' Business.

PRIVATE MEMBERS' BUSINESS

RESOLUTION TO RECOMMEND TO GOVERNMENT THE ESTABLISHMENT OF A WORKING GROUP TO EXAMINE ALL ASPECTS OF THE BARBADOS CIVIL SERVICE

Dr. CHELTENHAM: Mr. Speaker, may I ask that further consideration of this matter be postponed at this time?

Mr. SIMMONS: I beg to second that.

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

RESOLUTION RE UNEMPLOYMENT BENEFITS TO CONTRIBUTORS TO THE NATIONAL INSURANCE AND SOCIAL SECURITY SCHEME

Mr. GREAVES: Mr. Speaker, I beg to move that consideration of this Resolution be postponed.

Mr. TAITT: I beg to second that.

Mr. SPEAKER: I think the most the mon. member can do is to state that he is not in a position to proceed with the Resolution at the present time. Since there was no discussion we cannot talk about further consideration.

Mr. GREAVES: If you check the records, Mr. Speaker, you will see that I said consideration, not further consideration. However, I wish to indicate that I am not in a position to proceed at this time and I ask that consideration of the Resolution be postponed.

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

GOVERNMENT BUSINESS

Hon. H. B. ST. JOHN: Mr. Speaker, I beg to move that Your Honour do now leave the Chair and the House resume Committee of Supply.

Mr. SIMMONS: I beg to second that.

The question that His Honour leave the Chair and the House resume Committee of Supply, was put and resolved in the affirmative without division, Mr. ODLE in the Chair.

Mr. CHAIRMAN: Before I call on the hon. member for St. Michael South to resume, I would like for a moment to refer to this morning's debate when a document was produced by the hon. member for St. Lucy and brought before this Chamber. In view of the fact that the Chair directed that the remarks of the hon. member be struck from the record, there is no need to have introduced the document.

Mr. SANDIFORD: To continue, Mr. Chairman, what we are concerned about in this arrangement for the takeover of the island's omnibus routes is efficiency in the service. People in this country want to know that they have an efficient transport service and that with the complete takeover this will lead to efficiency. As I have indicated, it is difficult to speak about a transport service without talking about people because that service is about the movement of people and we know that some of this amount of $1,988,835 being sought by this Resolution is to provide workshop accommodation for the Transport Board at Haggatts and Mangrove.

3.10 p.m.

I believe that as a result of the complete takeover and because of the statement in the Addendum about the facilities at the Transport Board's headquarters at Roebuck Street – because these facilities are inadequate to do the full servicing, and because there is little room for expansion there, that other sites will be opened up where some of the work of servicing and other related activities will be carried on. I believe that the opening of these new sites as indicated, at both Haggatts and Mangrove, that additional employment opportunities might be created because this is an expansion in the Transport Board; and I would like the Minister to give this House, and indeed the people of this country an assurance that those persons who were employed by the private concessionaires, and who had good work records, and who today have not been able to get employment with the Transport Board in spite of their good records, that some priority be given to these workers. I ask the Minister to give that type of assurance. So far as they have good records, and have not been so far employed by the Transport Board, and are willing to work with this corporation, they should be given priority in any new jobs that would be created as a result of the complete takeover. I do hope that the Minister will respond to this particular matter.

As I indicated, Mr. Chairman, I believe that this matter – the whole takeover of the transport system – is an important national matter. We recall that while in Opposition, whenever any matter came up and the then Opposition was talking about implementing any projects, we were told from time to time from the then Opposition benches that the money could come from the takeover of the fleet of the private concessionaires, which was proposed by the then Minister of Communications and Works.

We have lived to see a change in view; and by the very Government which when in Opposition attacked the provision of funds or indicated that those funds could be diverted for other purposes. They are now implementing the policy of the complete takeover of the buses. Mr. Chairman, what we are interested in is efficiency, and I do hope that the Minister would ensure that this is his watchword as far as this service is concerned, because from the Opposition we will be watching very closely. There is no quarrel at all with the principle of the complete takeover of the service so long as justice is done to the private concessionaires and they are adequately compensated for their units, their spare parts and whatever. Henceforth we will be interested in efficiency in the service; and I hope that the Minister can be more efficient in the whole question of the operation of the service than he has been in setting deadlines for this complete takeover.

Hon. L. S. CRAIG: Mr. Chairman, I listened in almost stony silence to the contributions made by members on the other side about Transport Board operations in Barbados; and I would have thought that they would have come here today and salute the Minister for in 22 months providing this country with one of the finest networks of transport in this country. I went into Drax Hall where for 15 years Mr. Russell Lowe and the former Speaker, Mr. Eyre Hoppin, were the representatives of the parish of St. George: and the only thing you saw through a place called Drax Hall near to a bus was a "bust mout".

In 22 months the Minister of Communications and Works took on the task of making sure that people throughout this entire island got the finest bus service they ever had in this country. Now, I heard a lot of weather being made about Leyland chassis coming in and so on. The Minister will probably tell you in his reply that when he came into the Ministry he found the Transport Board in complete collapse, and he could not get Acme to produce the amount of buses in the short time that he required. Acme Engineering themselves said that they could not do this. A decision had to be taken immediately to get buses from Leyland.

I think that the Minister will deal with this, but I want to get on to a more vital point, about this question of victimisation – Marie not working, George not working. Now, the Prime Minister has the power to dismiss me from the Cabinet; but I am going to make a bold statement here today. We have been accused of victimising workers in this country. We have been accused of interfering with the Civil Service. I do not know if I have a Ministry to run how I can interfere with my Ministry. That is my Ministry. I give the directives in there. That is my Ministry and what I say in my Ministry is law. I am the boss in there; but for a while I have been hearing a lot of nonsense from the other side about victimising people; and Mr. Cameron Tudor – I will give him credit, I will give him credit here on the floor of the House – made a salient point at a public meeting of the Opposition in the favour of the hon. member for St. Michael South Central to whom at this point I convey congratulations.

This is what Mr. Tudor said: "I am not addressing the DLP supporters. I am addressing the BLP supporters for we are still working." Note carefully. These are the person who have been victimised, but you, the BLP supporters, are not working. Now let me tell you this. Anything with DLP, if you breathe, you cannot eat as far as I am concerned. It as simple as that. This is a war. If your name is Douglas Leopold Phillips.....
3.20 p.m.

Mr. CHAIRMAN: Go ahead on the buses.

Hon. L. S. CRAIG: I am dealing with the Transport Board that employs people. This is a Money Resolution

and I can talk within the time on anything that relates to the money that comes out of the Treasury. They can make their notes. If your name is Douglas Leopold Phillips, by accident D.L.P., and you miss and approach me and I see it just in your face; no dice. This is the ball game which we on this side must play now, and I will tell you why. We have been accused unfairly in this country of victimising people. How did we victimise people? The hon. member for St. Michael South under this regime lectures at the Community College; we gave him a job. Mr. Cameron Tudor to whom the Attorney General extended courtesies to live at the Ambassador's house, was given the Ambassador's car to drive around. The Attorney General paid the courtesy to the former Ambassador to go there and live. You talk about victimising people? Glasgow, the former Prime Minister's personal aide is working at the Community College. But Cameron Tudor was right, you know. They are still working and our supporters are not working. I hope that you all understand it now, because the Leader of the Opposition has a message. I got the message, but my interpretation of it is that to be forewarned means to be forearmed. This is going to be the survival of the fittest; I will be asking no quarter and giving none in this going down.

Mr. CHAIRMAN: And we will purchase the buses.

Hon. L. S. CRAIG: I am dealing with the transport system and the Transport Board workers because we have been accused in here of victimising them. It is said on the other side that the Transport Board has taken over the buses and no workers have been taken on, but more people have been getting jobs under this regime because of the Attorney General's approach. The Prime Minister and the Leader of the House say in here that you cannot do that, to let everybody eat. I know this too good. Hitler would never feed the Americans to fight him; Hitler would feed the Germans to fight the Americans and this will be the ball game or the Prime Minister can take his instrument. It is as simple as that. At the Transport Boad you have people applying for jobs. I have been told repeatedly and in no uncertain terms that you have men at the top whom it is alleged were members of the Democratic Labour Party. Civil Servants have been accused of supporting the Opposition, the Police, all these people, and the Attorney General ... you want to be nice, you want nice names, you want people to say you are nice boy Henry? Well, let me explain this to you; on the other side your are fighting the political villains of the piece.

Hon. H. deB. FORDE: On a point of order, I do not care which side it is, but as far as I am concerned, I do not employ people in the civil service, and I will never be employing anybody in the civil service. Let us get that position clear. The second point as far as I am concerned is that the fact that the D.L.P. when in power might have had a system of patronage does not mean I will move from my principles. So I do not think the hon. member needs to address any remarks to me about nice boy. I am really not interested in that. I have my own view of how politics goes. If there is nastiness, I do not fight it with nastiness.

Mr. CHAIRMAN: Point of explanation made.

Hon. L. S. CRAIG: Well I must say, Mr. Chairman, he said he has his own point of view, and so have I. He does not fight nastiness with nastiness. I am going to fight you in the air, the sea and on land. If you hit me with iron, you have iron back in your face, and hot iron too. It is as simple as that. That is my principle. I want to say this now, Sir. I heard over there a former Minister of Transport asking a question about spare parts. Now if you buy buses and there are spare parts, would it not be simple commonsense to buy the spare parts in case a bus should break down so that you can repair it and get it back on the road rather than waiting to send to England to get spare parts? I do not understand what kind of joke question that could be. We know that with you in the Ministry the transport system collapsed in this country. I know Opposition politics; it sounds good on the ears, but your speech today was lacking in depth and content. I surely had no respect for it.

I just want to get my position clear with this work business as the Minister of Labour. My position is as I stated on the floor of the House and any remarks made outside I can defend them because the supporters of my Party expected us to hew the Dems down and the Dems expected us also to hew them down, but we took a stand of principle, morality and integrity. This is open Government! All right. I just want to make the position clear that as far as I am concerned I salute the Minister for being in a position today to be conscious of the fact that all over Barbados you can get a bus nearly every hour, and the former Minister talked about a depot. In your regime you had one in Speightstown because you thought it was necessary to have it there. Now we are going to put one in Haggatts and one at Mangrove that is already operating, you come in here and criticise it. I would have expected a better speech coming from you feeling that you are a little more balanced in your approach, but I am a bit disappointed in your approach on this matter, and I look forward to seeing the employment situation improve in spite of what we have inherited. We inherited the problems of the Barbados Union of Teachers, we inherited the problems of the Civil Service, we have inherited the problems of the Transport Board which never used to make money but they are making money now, and they employ more people now than they did in your day. All these things have been done and yet I hear in here today you have questions to ask the Minister about a four day week and a lot of nonsense. I look forward to the Minister's reply because I

am sure he is quite competent to give the facts as he has them on file.

Hon. H. B. St. JOHN: Mr. Chairman, there are a few matters which I think should be dealt with in order to create an atmosphere of clarity in respect of a number of statements that have been made here today. I think that many people who dispassionately observe the performance of the Transport Board since 1976 would unquestionably come to the conclusion that there has been a great improvement in the general service granted to the people of this Island by the Transport Board. In addition there has been a number of innovations which have proved beneficial to the mobility of people in Barbados. I would in particular like to congratulate the Transport Board upon its ingenuity in trying to link by way of by-pass systems such remote areas as Bathsheba to Speightstown and Oistins to Holetown, and I look forward to the promise which the Minister of Transport and the officials of the Transport Board have given to us that soon we will have a service connecting St. George with Oistin by-passing Newton, as well as a service from St. John's Church to Oistin. We have also had the great innovation of the Transport Board providing an essential service for school children in the southern area of Christ Church who happen to be educated at Lodge School, and now instead of parents having to pay the charges of private minibus operators to take children to school from the Christ Church area to Lodge School, there is now the Government transport system which provides the service of taking the children from Christ Church and St. Michael to Lodge School. Now all these measures are measures which the Labour Party in Opposition were preaching for a number of years.
3.30 p.m.

Now that we have had an opportunity of being in the position to implement our own ideas, we have been able in fact to do it. It, therefore, is to me exceedingly ungracious for the hon. member for St. Michael South, who was Minister of Education for a long period of time before he was removed and transferred to the Ministry of Health, and who ought to have been aware of the extreme inconvenience and illogicality of having a school system whereby you select children from various parts of Barbados and assign them to schools in other areas of Barbados without providing the essential means of getting them there. He has never been able, as Minister of Education, to provide the essential backup service to compliment a school system in this country, and now he is going to get in here and charge people with inefficiency, when we all know that there was striking evidence of inefficiency during his operation of the Ministry of Education and he had to be transferred. And what is more, Sir, his performance since he has been in here from 1976 has been such, too, that he has received the warning that speaking from over there he must not appear to be speaking from this side. That is why today he has put himself in the position where he could put forward a ridiculous proposition, only in an attempt to assuage the anger and the direct warning that has been given to him by his boss.

Mr. Chairman, I would also like to draw to the attention of the public the inconsistencies of some of the speeches from the other side with respect to the question of the acquisition of this property. We had the hon. member for St. Michael North Central talking about what is the point of buying spare parts; we had the hon. member for St. Philip talking about giving justice to the transport owners, having regard to the service that they provide; we had the hon. member asking the question from St. Philip South, what are they going to do with the old buses? We cannot make any apologies that it is our function to be the guardians of the taxpayers' money. The Constitution of Barbados is very clear. If Government acquires property, Government is under an obligation to pay a fair value for the property. If hon. members on the other side had any understanding of the principles or constituents of valuation of property, they would know that we cannot take up the taxpayers' money and pay for junk, we cannot take up the taxpayers' money and buy property which has no value and give the taxpayers' money to a concessionaire on the ground of sentiment. I will say this. If the bus owners have buses which are unserviceable and of no value, they are in no different position from a private owner, from the hon. members on the other side who have motor cars or lorries or medical instruments or law books which are out of date. You try to get the salvage value, and if it is nil, it is the junk heap, and I warn them that they must comply with the directives of the Minister of Health as to where they should deposit their junk.

This is not a question of sentiment, it is a question of the Government being the guardian of the taxpayers' money and they have to spend it wisely and in accordance with the law.

Now, I also want to deal with the insinuation by the hon. member for St. Michael North Central, because he first of all said that Leyland was being investigated by Britain, and he also said that the Hon. Minister went to Britain, suggesting that the Hon. Minister's conduct in Britain was of such that it was the subject of an investigation for Leyland for bribery and things of that kind. That kind of nastiness in this House of Assembly will be exposed instantly, this is not like a political platform where you can make any kind of allegations and then it takes time to reply, this is instant reply. I regard that as a totally unworthy suggestion for the hon. member for St. Michael North Central to make in this House of Assembly that Leyland is a company that bribes people, and that the hon. member went to Britain and yet not having the courage or the honesty and integrity of character to come forward and say that he is making

the allegation. The truth of the matter is that there has been one Caribbean country whose name has been featured in connection with an allegation, that is Trinidad, not Barbados, so he can take it and put it in his pipe and smoke it. That kind of nastiness will be exposed in here, you will not be able to get away with that.

On the question of the chassis, as Minister of Industry I have had repeated discussions with Mr. Butcher and others in relation to the capacity of Barbados' assembly industry. I have had discussions with the Cuban Trade Commissioner in the Caribbean and others; we have had discussions with many other assemblers in Barbados in relation to using Barbados as a centre for assembly of heavy duty vehicles. One of the problems with Acme Engineering, Seale and others, Husbands Engineering, and those who claim that they can do all these things is that there is a deficiency in working capital, there is a deficiency in physical plant. The capacity at Acme is such that they are incapable within a short period of time with the present physical facilities of building more than a given number of buses in a year. IDC, in conjunction with Acme and Acme's Accountants – Mr. Clifton White, Mr. Frank Butcher and the elder Mr. Butcher – have been doing feasibility studies as to the expansion of the plant so as to be able to cater to more than a given number of units in Barbados. They looked at sites at Warrens, at Wildey and other areas trying from the point of view of the Ministry of Labour and the Ministry of Industry to increase plant facilities and otherwise so as to increase. I have been in constant contact with the Minister of Communications and Works so as to be able to ensure that in the event of a given amount of money being spent to expand the facilities there would be such a schedule of regularity of orders that Acme would be able to ensure that having expanded and incurred the expenditure they would have a number of units each year over a period of time to be able to pay for the cost of expansion. But Acme is very hesitant to expand unless they can get a commitment from Government that they will get a stipulated number of buses over a five year period.
3.40 p.m.

But this is business. If hon. members on the other side knew about business they would know that an *ad hoc* arrangement is something on which you cannot predict capital expenditure of great magnitude. On the last occasion that this came before the House the Government gave Acme a number of vehicles – I think 12 or 15 – I have just been told it was 20. At that time I specifically remember the Minister of Communications and Works saying that as a result of the inadequacy of the then existing plant at the Transport Board and the urgent need for equipment to carry out many essential services they had reluctantly taken the decision that part of the equipment required would be brought in complete and part as chassis. So that we killed two birds with one stone in satisfying the demand for equipment to meet the service the hon. member is talking about. What nonsense is this now about judging the performance of the Ministry by the standard of service, and another member saying all units should be built here? Acme is incapable of building within a given time the number of units necessary to satisfy the urgency of demand; that is why eleven buses have been given to Acme.

We also heard the point about victimization. This is an easy charge to make. I well know that hon. members on the other side have gloried in the fact that they have got a temporary advantage by the type of campaign carried on by the ex- Leader of this House, Mr. Cameron Tudor, where he has been publicly saying that we do not know how to use power because we won't pay a lot of attention to patronage. The former Leader of the House cannot survive in any part of this world without the basis of patronage, for he is incapable of earning a living on his own. He knows only of a system of patronage. But let hon. members on the other side remember that today you are king but tomorrow you will not necessarily be king. I went through the same experience in 1971 but in 1976 it was different. The Barbadian public in sober and cool mood can reflect on these matters; so let them feel smart now. That same hon. member will be discredited before he dies; we know that, because if you have no kind of morality sooner or later it catches up with you. So, far from talking about the Government not being efficient in carrying out its plans in relation to transport, I think hon. members should congratulate the Minister for the improved standard of service and the innovations introduced since his regime.

Mr. TAITT: Mr. Chairman, I really did not intend to get into this debate, but I recognize that hon. members on the other side are suffering – they say temporarily – but it may turn out to be more permanent – areas of depression, and it is entirely possible that in their depressed state they may behave in a manner to which they are now becoming accustomed.

Mr. Chairman, this debate did not need to get into the depths to which it has been drawn by some of the statements made by the Other Side. I am sure that on sober reflection some of the members of the Other Side, looking at what they had to say on this simple matter of acquiring the stock of the private bus concessionaires of this country, will be shocked at some of the statements they have made. I can quite understand the hon. member for Christ Church South Central feeling that he had to defend the position of his Government and I can quite understand why he would consider it necessary to congratulate their own Minister. That is the nature of the case. What I really to not understand is why it is necessary in a debate about the takeover of buses for the hon. member who is not normally in this vein to use what I can only describe as a situation of cowardice to attack a Barbadian who is not here to defend himself. It

seems to me that is the coward's way. I believe that if the hon. member wishes to engage in debate any person who is not in this House he should engage them in debate outside of the House and there make all his predictions about who will die and how they will die. It is totally irrelevant to the debate here and furthermore I sat here and heard him accuse one of the members of this side of a lack of honesty and integrity. But I would say that because of a lack of honesty and integrity they on that side are best placed to know who is honest or dishonest. It takes an honest person to recognise honesty and a dishonest person to recognise dishonesty.

Mr. Chairman, it is a source of great pain to me that I have to sit in this Honourable House on an occasion like this merely because we had a bye-election, a bye-election that turned out in a way unexpected by them, and have to listen to the vilification which has emanated from the front bench. Be that as it may, looking at the debate itself, I think the hon. Minister will have to admit that the early statements be made on the takeover of the buses were premature. I think the Minister will be first to admit that new as he was in the business of running a Ministry he could have made errors in calculation; he could not have foreseen some of the difficulties involved in a matter as intricate and sensitive as the takeover of property by the Government. *(Asides)* I hear the hon. member for Christ Church South Central saying that junk should be placed on the junk heap. When they purchased the ship that was junk, the "Stavronikita" it was junk and it was to be on the junk heap. But I don't want to get into that type of acrimonious debate. I merely wish to say this: Part of the problem of the concessionaires would have to be that in the long period it has taken for the takeover to be effected there would have to be some uncertainty on their part. As a result of that uncertainty it is not unreasonable to suggest that the value of their stock must have in fact become less than if the takeover had been done during the period and at the precise time the Government had led them to believe it would have been done.

3.50 p.m.

I have no doubt that we are going to hear in some detail what were the reasons for the delay; but surely it is unreasonable for a senior Minister of the Government, a Minister who is Deputy Prime Minister and the Minister of Labour in this House to ascribe to people on this side all kinds of dishonest motives merely because in the carrying out of their duties on this side they raise questions that are not only legitimate but pertinent. I am satisfied that the take over of the buses in this country finds favour on both sides of the House. I am further satisfied, since I have not heard from the people from whom the buses are being taken over, and therefore they must be satisfied. If they were not satisfied, probably we would have heard from them; but I am also satisfied that in this whole question of transport there has been some difficulty for a number of people involved in the transport industry; and I think that it is perfectly legitimate and reasonable for us on this side to raise questions about it.

I do not wish to dwell on the speech of the Minister of Labour. I think that that speech spoke for itself; and it will be for the people of Barbados, having seen it in detail, and those who have heard it, to make their own judgment on it. I only hope that he could not have meant what he said, that if your name happened to be DLP you should not eat. He could not have meant it. I refuse to believe that a Minister of Government in this country would stand up in this House of Assembly as a Minister of Labour and indicate in clear terms that it is the policy of the Government that some Barbadians shall not eat. I do not believe that.

Hon. H. deB. FORDE: On a point of order. The Minister has never said that that was Government's policy: the Minister gave a complete explanation in the context of what he was speaking about. He made the point that a former member of the Democratic Labour Party had said that we are penalising our supporters and rewarding their supporters. I think that it is in that context that we have to look at the remarks; but he never said that that was Government's policy.

Hon. L. S. CRAIG: On a point of order. I may also remind the hon. member that the representative for St. Michael South in his capacity as President of the Democratic Labour Party said that he was going to depressurise the members of the Barbados Labour Party.

Mr. SANDIFORD: On a point of explanation. I want to refute that I ever used the words used by the member for St. James.

Hon. L. S. CRAIG: I wonder if he would tell us what words he used. *(Asides).*

Mr. CHAIRMAN: The hon. member for St. Michael South-West.

Mr. TAITT: Thank you, Mr. Chairman. It is getting even more interesting. I can quite understand that in the light of the *hors d'occasion* that went on between the Minister and the Attorney General that the Attorney General would feel constrained to demonstrate his capacity for puring oil on oil; but, Sir, to get on, I think that in the final analysis we have all agreed that the Minister has some questions to answer; and I am sure, and I hope, that the Minister will answer those questions. I hope that the Minister will not subscribe to the view that if your initials are DLP you will not eat. *(Asides).*

Mr. CHAIRMAN: Order, please.

Mr. TAITT: I heard him say that I cannot eat.

Mr. CHAIRMAN: There must be no cross talk.

Mr. TAITT: In the light of the fact that the Minister of Agriculture somewhere else made fun of the fact that I have not been working for 21 months, I now have to believe that it is a wicked and deliberate policy of that Government to starve out certain people in this country.

Hon. H. deB. FORDE: Mr. Chairman, on a point of order. This debate is getting to the stage where there is cross-talk and where there are allegations. I understand very well that after an election campaign hon. members cannot come back to the standard of debate expected in this House in a short time; but I do not believe that the hon. member, having been a Minister of Government before, should get up and accuse the Government of having a wicked and deliberate policy of starving out people; and it remains on the record. I have to refute it. I said that I would not speak in this debate, Sir, but it seems as though I am being dragged into the debate on both sides; but this Government has no policy of starving out people wickedly and deliberately; and it is unbecoming of a former Minister to take that line in speaking of the Government.

Mr. TAITT: Mr. Chairman, as a former Minister I too would like to know why the Attorney General heard me from over here and could not hear his colleague Minister who indicated that it is the policy. It may very well be that the Atorney General who has been described as a nice boy, has a different policy from the rest of the Ministries. I would accept that; but do not let him tell me in the face of my hearing his colleague shouting across at me that I did not hear right. What I said was that if what the Minister of Labour and Community Services said is valid, then it is a wicked and deliberate policy on the part of the Government to starve certain people of this country. I stand by that. *(Asides)*

Mr. CHAIRMAN: Order, please.

Hon. L B. BRATHWAITE: Mr. Chairman, on a point of explanation. There is nothing before this House that deals with starving people. It would not be a part of the Government's policy. The Hon. Minister of Labour is entitled to speak for himself. Any time that he speaks for the Government he speaks for the Government. There is no matter before this Hon. House at this stage that deals with whether or not a man should eat food. Therefore, it is not a part of the Government's policy.

Mr. CHAIRMAN: And it is irrelevant.

Mr. TAITT: Mr. Chairman, I can only say that this has been an extraordinary day. We are being told that statements from the front bench are not representative of Government's policy.

Hon. H. deB. FORDE: Mr. Chairman, I am sorry, Sir. I have been assuming that the hon. member has had a longer parliamentary life than he has had. I do not know if they were muzzled, but any member can give his personal views. When it comes to Government policy it is a different matter from your personal views. Let us get it straight. Making a debate perhaps because the Chamber has in strangers does not get this House anywhere. If you want to score points, score them outside. I realise that they have accumalted what they think are speeches to do what they did in the last campaign; but if you are going to play that game two can play at it. I do not believe that either of the two political parties has any deliberate policy to starve out people. They may have had negligent policies and misguided polices; but I do not believe that it was deliberate.

4. p.m.

Mr. CHAIRMAN: The hon. member has about a minute to wind up his speech.

Mr. TAITT: Yes, Sir. In view of the interruptions I would have hoped that you would have given me just the other three minutes, but I am disappointed in the preoccupation of that front bench with homosexuality.

Mr. CHAIRMAN: Now just leave all of this out.

Mr. TAITT: No, Sir, I will not have it. Everybody in Barbados knows about me, and that question of homosexuality has never arisen. I will not have it.

Mr. CHAIRMAN: That must not be brought into the debate, please; we have had enough of this.

Mr. TAITT: I am bringing it back into the debate. We have a responsibility. It seems we are going to have to get some tags for members of the front bench so that when they get up they can put on "speaking for the Government" or on the other side "speaking for myself" because it is getting now very difficult for us and for the rest of Barbados to know when they are speaking for themselves or when they are speaking for the Government. It is true that they speak with a divided voice, but we would like to know when they are speaking for the Government. The great combination is falling apart at the seams.

Mr. CHAIRMAN: Does any other hon. member wish to make a contribution to the debate?

Hon. H. deB. FORDE: Mr. Chairman, before I speak in this debate, I wish to declare an interest. Let me explain the interest. I advised the concessionaires up

to the time I became a Minister of the Cabinet, and I believe this matter came up well before 2nd September, 1976, and therefore I will not speak on any matter that is within my personal knowledge on it. I just want to reply to one or two points that have arisen in the debate, and I want specifically to deal with the question of how one deals with people that are taken over by any company, in this case by the Government, of the transport system. I recognise that it is one that has a lot of emotionalism about it, and in the context of this House today it probably has a little bit more than that.

As I understand it, Sir, the Transport Board has taken over a large number of people after various detailed tests have been carried out. That is my understanding of the position. I understand also that the lawyers involved – and this was not me because I have not handled the Attorney General's side of it – have looked at the position of the Severance Payments Act on this matter and that wherever possible. If I had been dealing with it, you could probably use the Severance Payments Act in order to fuse in the question of employment opportunities for people.

Having said that, let me make the position of the Government clear as far as I understand the Government's policy. In this country we have had fifteen years to be the Opposition party and we are now the governing party. It is not very easy becoming the governing party after fifteen years because you are up against certain set loyalties. Any party which has been in power for 15 years should have had an opportunity to create a band of people around them who may believe that their very future and their jobs depend on party allegiance. On the other hand, if you have been in opposition for 15 years, there is an easy tendency to believe that the system of reward or what looks like a system of rewards must be matched by a system of rewards from your side immediately. Barbados is a very small community. Within families there are divided loyalties; within households there are divided political loyalties. Neither of the two political parties will forever command a majority in this country *ad infinitum*. History has so far shown that the Barbados Labour Party has won for approximately 15 years, succeeded by the Democratic Labour Party and then succeeded by ourselves. I believe that hon. members owe a duty to this country.....

Mr. SANDIFORD: On a point of order, Mr. Chairman, I would like to submit that the hon. member, while he may be making valid points, is irrelevant under the present Standing Orders. I believe that you ruled I was irrelevant when I was speaking, so I wish to submit for your ruling that the hon. member is irrelevant on this particular matter.

Hon. H. deB. FORDE: I believe that whenever opportunities for employment in the transport system or in a takeover system occur that the Government must use the principle and the Opposition should concur with the Government in the use of the principle that one sees that there is a fair system based on merit. I have heard in dealing with Government enterprises like the Transport Board – if you want to hear a speech made in the best debating tradition – a former Minister of Government, the then Hon. DaCosta Edwards express the same view – that the principle of employment in Government, in takeovers or anywhere should be the principle of letting political parties: persons pass first regardless of whether they have the quality or qualifications or not. I can go down in the records as being any sort of person, I do not mind. I think they believe I am soft, but they are mistaken; but the only way that we will move out of the morass of that form of politics which crept in here after 1961 is for us to stand up and institute a different system. Even when we find allegations that are unfounded, we must be able to do that, and the Government at this time must be firm in following its policies. It cannot allow any temporary shouting rhetoric, any temporary talk or howls or what not to deviate it from its policies. That is one thing we must know. You must know if you have a system, where you are going, where the principle is, how you are going to execute it, and certainly the front bench does not speak with any divided voices on this matter. The front bench as the Minister will explain in his Ministry speaks with a settled opinion on these matters, with a completely joint view as to how the country should go. Our manifesto said it, we fought against it with the Democratic Labour Party. I have repeated that I myself heard an hon. member of the past Government on a platform in Independence Square – and I have the tape at home – tell the Union and the people not to employ me. The hon. member will recognise himself. If he wants me to call his constituency, I will do so. I have heard that. I have seen in files where for the award of silk, because I happen to be a member of the Barbados Labour Party that was used as a standard to judge whether either myself and the hon. member for Christ Church South Central should be awarded silk or not. I have seen that on my file. The then Minister put on the file to lose away the file although the then Attorney General recommended me to the Chief Justice one day and said I was adequately qualified, the next day he wrote to his Prime Minister and told him he thought there were too many silks.

Now I do not get mad too often, but I do not believe that there is any hon. member on that side who can get up in here and deny that the Democratic Labour Party used patronage and that they had a system of victimisation. I have suffered from it but it never deterred me because I was never frightened for the Rt. Hon. member and will never be frightened for him if they are. Just as I am not frightened for the crowd either. We have

a duty, if you know what is right, to stick to it even if you die in so doing, and I believe that this Party will be judged finally on the fact that it can stick to principle in the face of adversity, in the face of defeat and in the hour of success.

Hon. L. B. BRATHWAITE: Mr. Chairman, it is with some regret and pain that I listened here this afternoon to an extension of the St. Michael South Central by-election. I was hoping that I would have heard speeches more edifying and questions more intelligently asked than I heard. As a matter of fact, what came forth from the hon. member for St. Lucy is not surprising. Of course he never disappoints me in the least. Whenever he gets up to speak I always expect the things you expect to come from him.
4.10 p.m.

However, I am going to reply to a number of points raised. The last speaker from the Opposition bench, the hon. member for St. Michael South West, has touched on very little. Beyond raising a number of political issues he has never sought to come to grips with the subject matter before this Hon. House. As a matter of fact, what he sought to do was to exonerate the former Leader of this House from the very serious charges which were made against him. As a matter of fact, that gentleman who was referred to certainly has played his part as campaign manager of St. Michael South Central very well, and I am sure he is anxiously looking forward to the day when he will certainly be employed again as chief canvasser for somebody elsewhere in the island of Barbados.

Mr. Chairman, this debate has taken a drift, quite unexpectedly. The member for St. Michael North Central who occasionally makes a good speech certainly did not attempt to rise to what I expected of him on the subject today. For example, one would have thought that since he served in the Ministry of Communications and Works that he would at least be *au fait* with some of the matters dealt with there. He was the last Minister before I took over and if he were on top of his Ministry he would know that the system was so chaotic at the time when I took over that I had to take emergency measures to deal with a very bad situation. As a matter of fact, I was hoping to use powerful medicine – and as a medical man he would know that there are times when you must use powerful medicine in the hope of saving a very sick patient. *(Aside).)* You may have to kill him anyhow, he may have to die anyhow, but in this case I was successful in creating a situation in this country where today you have one of the best bus services in the entire Caribbean as a result of the measures which I took, and nobody in here can deny that. I go further and say this, that although we have extended the bus service, although we have taken over several routes, that the subsidy today is reduced on transport and the Transport Board is making $95,000 a month more in revenue than they have ever made before. That is what is going on.

Mr. TAITT: Mr. Chairman, on a point of order. I think the Minister might be misleading this Hon. House if he gives that information without adding that he raised the bus fares.

Hon. L. B. BRATHWAITE: Mr. Chairman, I do not know what kind of stupid point of order that is. Let me explain. We have raised the bus fares in order to meet the heavy increase in wages at the Transport Board. Is he talking about that? Why does he not talk about that as well?

Mr. Chairman, another point I want to add – and I am glad that the right hon. member for St. John is now awake and not sleeping, at least when I was sitting here just now I was happy that no flies were in this House because he was sleeping with his mouth wide open – but what I want to say is this. When the full bus fare was being paid the Government still had to subsidise heavily the buses at the Transport Board, so there is no argument, it is a question of greater efficiency at the Transport Board today, better management efficiency, better overall efficiency, an efficiency which the hon. member for St. Michael North Central was prevented from giving, and the member who served in that capacity before him.

I want to be very blunt. He raised a question, which the Hon. Leader of the House dealt with just now, the question of going up to Leyland and that Leyland was under enquiry. That is a matter entirely for Leyland how Leyland conducts its business, you did not have to go to Leyland because you did not have the time to go anywhere, you had to remain in Barbados because your practice demanded that you remain here, therefore you did not have to go anywhere as a Minister. It was more beneficial for you to remain here because you had a vested interest by way of your practice to remain here. As a matter of fact, you have never applied a course that was applicable to a Minister of the Crown by divesting yourself of your private interest, and therefore you did not have to go up there. But to come in here today to seek to throw suspicions around the honourable practices of a Minister is certainly very unkind and what I did not expect of you.

I will explain something more. The member for St. Michael South is not in his seat, he continues to talk about setting deadlines. You have got to set them, you did not have the will nor the capacity to set anything and you accomplished nothing. If I set a deadline for a year and I accomplish it in two, I have accomplished much. When you came in here in 1961 you had a Manifesto to do a number of things, and in 15 years you did very few

of them. (A VOICE: Calm down, now.) I have calmed down. I am right down now.

Now, you talked about going and bringing in buses here. That is what the member for St. Michael North Central spoke about, bringing the buses in, why I did not have them done here. The hon. member for St. Michael South as well, they do not seem to understand what was going on. I came here to this House and from time to time made statements on this matter. When the negotiations were at critical stages I said they were, and it was well known that the deadline which I set was predicated upon the principle that I would have had the buses which were to come over from the private concessionaires. If we had problems along the way by way of our negotiations, it is not my fault, I did all that was possible, and I am going to explain that here. I have the points made here for you and the files are here. You talked about not giving you sufficient information, but I gave you too much, I gave you more than you ever gave anybody, I gave you a breakdown, you said I said nothing at all about taking over the buses, you said I did not explain anything about depots, but I gave you all of that, I did not have to give you, when I came in here I wanted to be very honest and straightforward with you, as we are, and therefore I gave you the facts.

The whole position is this. When I came in and I saw the situation of the bus service in this Island – and the member for St. Lucy never failed to come in here to quarrel about the service that was being given in his constituency, the people in his constituency could not commute, daily he was coming in here discussing that, and we had to take emergency measures – I came here with a resolution (and if you all were doing your homework you would remember that) which sought a supplementary provision to bring in 60 units, 40 completed units and 20 chassis for bodies to be constructed on by Acme. I want to tell you this, it took Acme seven to eight months to complete the units that came here, and if we did not bring in those completed units the country would have been in a very serious position by way of transportation, and therefore it was vital to do this. The Hon. Leader of the House talked about having 11 units, but you will be having more than 11 units, 11 units will come from Leyland in addition to 25 that were already ordered out of the provision in the 1978–79 Estimates, and there is also to be an additional unit, the chassis of which – and I explained that previously – is to be bought from the Rocklyn and they will be building that as well, which means that they will be working on 37 units over a period of time. In addition to this they are going to be working on about 30 units, putting them in order, refurbishing them and doing a number of things to these units. Therefore, Acme will be having quite a lot of work to do, no little bit of work.

You asked about – and the member for St. Lucy in his usual style, he must come in here, as Disraeli once said, apparently suffering from the inebriation of his own exuberance – he talked about the employment practices of the Minister of Communications and Works and read out names of people in St. Andrew and other parts of the island.

4.20 p.m.

But the hon. member himself asked me last year to patronize a friend of his in Eagle Hall, St. Michael – I think the name was Jackman and I telephoned the Transport Board *(Asides)* You asked me to help Jackman – and when I contacted the Transport Board and asked if they had had any problems with this man the information I got was that he had previously worked with the Transport Board and had had to leave for a reason and therefore they did not want to employ him again. When I made the statement that I cannot make the Transport Board employ people they do not want, I knew that there were a number of people who had worked with the Transport Board originally and had had problems and then gone on to Elite and Rocklyn. I therefore could not tie the hands of the management of the Transport Board and they will tell you that I do not interfere.

Mr. GREAVES: I would like to draw to the Hon. Minister's attention...

Mr. CHAIRMAN: The hon. member for St. Lucy has had his chance at speaking.

Hon. L. B. BRATHWAITE: But as far as I have heard, you all are running the Transport Board. Cameron Tudor has said it and you are now trying to show it is true. But there is one thing I am going to tell you: you are not going to come in here in future and surprise me. In future when I call for a report they will have to give it to me. But I go further. There are a number of people employed by the Elite and Rocklyn Bus Companies and after the Democratic Labour Party lost the Government – and you refer to the name Holder – I am glad you mentioned that. Holder used to be in charge of the bus stand on the Harbour Road and abused the people from St. Thomas and St. Andrew telling them to go to Adams and Brathwaite, and the people made complaints to the Transport Board. But I have told you repeatedly I am a stubborn animal. The people who applied for work from the Elite and Rocklyn Bus Companies, 127 from Rocklyn and 22 from Elite, we employed 87 from Rocklyn and there were 30 who did not suit our requirements; they were over age and none had worked with the Transport Board before; so they were severed, and in my negotiations with the concessionaires I insisted that the people get their severance money and they will be coming out with large severance payments. *(Asides.)* Don't talk about the law. Although an amendment was made to the Severance Payments Act by which the contribution of the concessionaires would be 90%, their condition was such that they were allowed to pay only about 50%. They

must thank the Government for that. All the abuse and reviling you get, you never hear when something good is done, and that is what the Opposition is capable of doing. Right now the little flush of victory has gone to your head but I want to tell you this: We are here to govern and we are going to govern, the behaviour of certain sectors of the community not withstanding. Get that straight.

Mr. Chairman, we have also employed 54 people from the Elite Bus Company, and of those who are entitled now, 168 have made applications and will be considered for employment. Let me also explain, Mr. Chairman, that the Transport Board since the Government took it over has increased its employment by 538 persons. Of this amount 141 have come over from the Rocklyn and the Elite, and 397 represent new persons employed in the Transport Board – new jobs. And I will tell you more: these were people who were interviewed by Mr. Hallam Fields, a card carrying member of the Democratic Labour Party, and by Mr. Clifford Neblett, a prominent supporter of the Democratic Labour Party. I can call more names and I can tell you that all of you on that side still have your connections in the Transport Board. But let me serve notice on you now: I will meet the management tomorrow and will lay down the guidelines. I do not send letters to the Transport Board and therefore none of you will be able to send letters and succeed on that basis. I can also tell you this: the Barbados Labour Party gets more abuse from the Transport Board workers day in and day out than you can imagine. I know, because the complaints come to me, and I know your method here this afternoon and what you have set out to do. You have set out to see if you can undermine the confidence in the Government as to cause people to revolt and behave worse than they are behaving.
4.30 p.m.

The member for St. Philip South asked me a question about the negotiations with the private concessionaires. I was advised, Sir, that all these figures with the exception of the units that we did not want, remain the same as the figures that we had agreed on. I repeat that except for the units that we were advised not to purchase – but which we still valued nonetheless – the figures are essentially the figures which we did agree upon. The member for St. Michael South asked why I was now paying tribute to the private concessionaires, and I did not do it in the past. We have come to the end of the road, and it is but natural and civil and polite. The Prime Minister earlier in the day referred to the question of civilities not practised by you, but which we are trying to introduce. I thought it was only kind of me as the Minister responsible to and on behalf of the Government and people of this country to thank them for any services they may have rendered to this country in the past. If he feels that it is wrong to do this, it is too bad for him. This Government feels that it is right.

On the totality of the exercise in the transport system, the Barbados Labour Party can hold its head high. We have done a very good job. The Democratic Labour Party failed to do anything in their time in the area of transportation. They did not know where they were going, and they could not do anything. They did not have the capacity; they did not have the goodwill; they did not have the determination. Whatever they sought to do was too much based on spite and hatred; and it is time they they forgot and try to work in the interest of the overall good of this country.

Mr. Chairman, I believe that I have answered the points which have been put to me by the Opposition. I believe that, even though they have raised points that were virtually non-points, they will admit that the service is doing well, as a matter of fact largely, even in the face of their behaviour. With the exception of the member for St. Lucy whose capacity for ill will is well known, all the other members were sufficiently kind to express some form of admiration for the manner in which the transport system is working. I want to suggest to the member for St. Lucy that when he is having his problems, do not see me as any court of appeal or any umpire.

Finally, Mr. Chairman, I beg to move that this Resolution do now pass.

Hon. L. S. CRAIG: I beg to second that.

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

RESOLUTION TO AMEND NOTE TO HEAD 22

A Resolution to amend the note to Head 22(2), Item 2, of the Estimates 1978–79 was called.

Hon. H. B. ST. JOHN: Mr. Chairman, this is a Resolution to amend a note to the Estimates to ensure that in utilising loans and advances for bodies other than statutory corporations the Government would not be in breach of the regulations and the law known as the Financial Administration and Audit Rules. As the House will recall, this Government on its assumption of office, found a number of companies in which the Government of Barbados' and the taxpayers' money was being invested; and periodically it would become necessary for these companies to request by way of loans and advances sums of money in a similar way to statutory corporations such as the Housing Authority and the Natural Gas Corporation and others by way of loans in order to obtain access to working capital.

Now, we thought it best to clarify once and for all the heading in the Estimates so that the Legislature would

know the scope of loans and advances extended not only to statutory corporations, but to companies controlled by the Government. The occasion was brought by a request from the Board of Directors of Carib West Airways for a loan for a short period of time of $400,000; and this arose because of the fact that the operations of Carib West and its requirements for capital fluctuate, depending upon certain times of the year. The pattern of trade is that the existing overdraft rate of $500,000 is reasonably adequate between January and June; but the bulk of the trade carried by Carib West is the demand which is generated in the latter part of the year, namely the Christmas season; so that between June and December it actually cuts off – about the 22nd to the 23rd December; and there is a great demand for cargo capacity from the South to the USA.

It means that the airline in order to keep up with the seasonal demand, has to increase the number of flights; and once you increase the number of flights, it means that there is more front money that you have to put up; and you have to get it back in the early part of the financial year. Now, there are two ways of dealing with this. One was to ask the bank to give an additional overdraft or to grant a loan in advance. If the bank gives an additional overdraft, it is our policy that it will have to be by coming here with a Resolution.

Secondly, the overdraft interest rate is different from the usual rate of treasury loans so to speak. Our rate is based upon the treasury bill tender. The bank overdraft rate is higher; so we believe that in respect of Government controlled corporations it is better to permit them to make use of the facility. I know that members would like to know how Carib West is doing under more efficient management.
4.40 p.m.

In 1975 Carib West carried 2.2 million pounds of cargo; in 1976, 4.5 million and in 1977, 8.9 million. It has been a great increase in the amount of cargo carried. This has been helped by a partially fortuitous circumstance. Hon. members will recall that hitherto on the Miami run BWIA used to have 707s which in addition to carrying passengers also carried cargo; but in 1977 it changed from 707s to DC9s. Now DC9s have a very small cargo carrying capacity, and in the absence of a cargo carrier by way of an American designated passenger airline using equipment like a 727 or 707, the Miami run became clear. In addition to this representations have been made to the Government of Trinidad and Tobago in respect of arrangements for cargo to be carried by Carib West into Trinidad and we have had an increase in the number of commissions from that Government, and as a result there has been an increase in cargo carried by Carib West from Miami direct to Trinidad, of which some 3 million pounds of the 8.9 million pounds of cargo have been carried direct from Miami for the oil industry in Trinidad.

Now there is no doubt that certain very stringent conditions have been attached to the management of the airline and in the course of the last year there has been an improvement in the management of the airline. There are audited figures as certified by the officers of the Ministry of Finance, and we have appointed one of the officers of the Ministry of Finance to be a financial director of Carib West. A net profit of $50,000 was made in its financial year ending March 1978 as opposed to a loss of $425,000 in its financial year 1977.

Now the question may be asked why didn't the Government build it up by way of share capital. My own view and the view of the Ministry of Civil Aviation are very clear on this, that we are not going to put any capital into Carib West to pay off old debts incurred at a time when we were not responsible for it. These old debts will have to be paid off out of profits. We will not starve the airline of essential capital, but it must be by way of loans secured upon by the receivables, namely, the right to receive the freight which the loan permits to be brought by the particular flight that we are financing, so that we are financing a number of additional flights, we know the cost of the flights; the $400,000 will just not be given; it will only be advanced when there are firm bookings almost like a charter arrangement; we will know how much cargo they have, we will know what is the cost of the plane, the cost of the fuel, the receivables have to be held and as money comes in you will be paid back. But I also have some figures to show hon. members which show that the cargo is broken down like this: in 1977 for instance they carried 719,000 pounds in the month of August; September, 812,000; October, 1,014,000; November, 1,900,000; December, 1,067,000; then in January we go back to 311,000; February, 400,000; so that there is this definite pattern of bunching to cater for the demand for Christmas goods, particular consumer durables and things of that sort, and one must remember that this demand is not only here in Barbados but in Trinidad, and one must remember the changeover of B.W.I.A.

I also want to disclose to hon. members that during the course of the bi-lateral talks between Trinidad and Tobago and Barbados agreement was reached in principle by the Government of Trinidad and the government of Barbados that, having regard to the pattern of traffic and the complementality which the demand of Trinidad and Barbados provides, this was an area where there could be a joint venture between the Governments, particularly in the light of the fact that air cargo is increasing in the world and the tendency is that most of that cargo is carried not so much on passenger planes but on specific cargo carriers. It has also been agreed that a working party be set up of the repective Ministries and the Ministry of Finance of Trinidad should look into the specific methodology of implementing this agreement in principle, and figures have been exchanged and I look

forward to the report of the working party. I also draw to the attention of hon. members that is has also been agreed in principle that any venture that arises out of this, both sides have expressed the view that any other government in the Caribbean area would be permitted to participate in the joint venture, because Barbados is very much the centre where cargo comes and is then distributed by Carib West on smaller airlines to the other territories. So that contrary to what some people believe, this is no attempt to exclude any other Government in the Caribbean from participating in any specific activity of this kind, but is is just that because of the community of interest and the fact that the vast majority of the cargo that is carried is for these two countries, we thought it best that the initiative should come from us.

I will also say that discussions have been held with Guyana Airways in connection with the possible use of common equipment, because they also have a run from Miami to Guyana. Sir, these are the general remarks I would like to make in commending this Resolution to the House.

I beg to move that this Resolution do now pass.

Hon. L. B. BRATHWAITE: I beg to second that. 4.50 p.m.

Rt. Hon. E. W. BARROW: There are just one or two points I wish to make. The Government made a big lot of fuss over the participation of the former Government in Carib West. I think that my policy on aviation was generally known. I have some acquaintance with the field only extending a very limited period of 37 years. I have always maintained that the passenger carrying aspect of civil aviation should be no concern of ours except when British Overseas Aircraft Corporation refused to reduce their air fares between London and Barbados, on which they had a monopoly of the route.

I spoke to the Chairman of British West Indian Airways who was then Sir Patrick Hobson, and he agreed at that time – I think the general aviation picture has to be put – that he would put on a service between London and Barbados. At the same time he asked my advice on equipment and I told him that the 727 was the equipment for the other western run but they would need a long range aircraft such as the super VC 10. I say these things parenthetically because my position with BWIA is not fully comprehended. I have always been at the back advising when I was asked by the Chairman, whether it was Sir Ellis Clarke or Sir Patrick Hobson, on what I thought BWIA could do to improve its image and its profitability in the area. I made it abundantly clear that the Barbados Government could not afford to be an equity shareholder in any organisation which had a hundred million dollar deficit, or in any organisation in which we could not have some kind of control over the kind of practices that they are now discovering in BWIA. But Sir Patrick Hobson agreed that he would put on a service between London and Barbados and Port of Spain. The fare at the time was something like 13 or 14 hundred dollars.

I not only suggested it to him, I got the British Ministry of Aviation to agree to the route which was a cabotage route at that time between Barbados and London, and also after much difficulty and opposition by British Overseas Aircraft Corporation. But we had over 62,000 immigrants in the United Kingdom, not necessarily in London, they were in Birmingham, Nottingham and all over the place who were clambering for an opportunity, to get home, and I know that British Overseas Aircraft Corporation, now known as British Airways, was catering only to what we call the carriage trade or expensive trade – when I say expensive you must forgive me, Sir, the wealthy west coast Sandy Lane kind of crowd during the winter season – and not catering to the Barbadian immigrants.

I went to British United Airways on behalf of BWIA and I got British United Airways to agree to lease BWIA a super VC 10 to do the run between London, Barbados and Port of Spain. The service was to start on something like the 14th December – do not ask me the year now because it is a long time ago, over ten years now – it could have been 1967 or it could have been 1968, the service was to start and then some time about eight or ten weeks after I asked Sir Patrick Hobson on the telephone one day how the service was doing and he told me that he would prefer to come up over the weekend and tell me how the service was or was not doing. To my surprise I discovered that behind the back of the Chairman of British West Indian Airways, who was Sir Patrick Hobson, and the Barbados Government – that is, we and the officials in the Ministry of Aviation – who had fought for the Trinidad Government to have this route right in the face of the opposition of BOAC, would you believe it, Sir, when Sir Patrick Hobson came to Barbados he told me that he was forbidden by his Government to put on the service and he discovered that the Government of Trinidad and Tobago had sold the Barbadian route to BOAC in consideration for £132,000 per annum to stay off the route? That is what they did to the Chairman.

Notwithstanding all that, I still felt that there should be a service between Barbados and London particularly for our tourist industry, and particularly for our immigrants, and it was in that kind of situation that Mr. Freddie Laker came in. He has recently been knighted despite the way that he has been all kinds of names by the hon. member for St. Thomas, the now Prime Minister. He abused him wrongly and strongly inside the Chamber and outside of it, and he suggested that we were associating with a man who had no reputation, a man

who has inaugurated the sky train service over the Atlantic, and for his services to aviation has been knighted by Her Majesty the Queen without any recommendation from any colonial or ex-colonial like me or the hon. member for St. Thomas. He inaugurated the service to London and slashed the fares from over $1,400 to under $600 – $590 or $570 – and from that date on all Barbadians, immigrants, ex-patriates, now perhaps British citizens some of them, and their families have been able to travel via Luxembourg or direct to London because of this reduction in fare. So much for BWIA.

Now, therefore, I only show that the extent of our involvement in passenger carrier operations was to encourage BWIA to do something about BOAC. We could not get them to do it, so the first initiative taken by the Barbados Government to get involved in aviation was to take the shareholding in a non-IATA carrier with the International Caribbean Airways, and eventually we acquired before going out of office 51% of the shares in International Caribbean Airways, and we did not pay any liquid cash for them, we said in consideration of the route rights which we had designated ICA that would be our payment for the 51%.

The hon. member for St. Thomas even went so far as to suggest that Government Ministers had shares in ICA. How we could have shares in something which is not making money and in which there was an expressed understanding that the Government was not to take any part in losses or profits for a period of time I do not know, I hope his mind has been disabused of these imaginations of his by now, either by Mr. Laker or by someone else. Anyhow, that was part of his election strategy, I take it.

We then went, Sir, to the question of Toronto. At a time when there was a strike of Air Canada on I met Sir Ellis Clarke in Washington and I told him that the Canadian Government was not treating BWIA with fairness and now that there was a strike on it was an opportunity to get a route from Barbados to Toronto, which he did, but it was only after the Canadian Government asked me whether I would agree to it, and Sir Ellis Clarke was so elated, and he rang me up and told me they had got the route for BWIA to Toronto through Barbados for the period of the strike plus thirty days, and I said to him, calling him by his first name, because we had been friends for a long time with all due respect, I said to him, "Ellis, you have to be crazy. There is no such thing as the strike, plus thirty days, this is a route right that the Barbados Government is entitled to and we are designating BWIA for it", and that is how they got it. The record has to be put straight. But it was always my opinion that the cargo carried between Barbados and points outwards was being carried in jet aircraft which had been given route rights and were picking up cargo which was the legitimate concern of the Barbados Government and supplementing their passenger fares with cargo manufactured in Barbados and cargo coming into Barbados for processing and for domestic consumption.

5.00 p.m.

And it was after a long period of consideration when Carib West was on the verge of collapse that I agreed that the Government should take 51% of the shares of Carib West, and for this purpose $510,000 under Acquisition of Assets were used to purchase the share of Carib West. Carib West at that time had a tremendous deficit due to mismanagement by non-Barbadians. The hon. member has commended himself on the new management. I am not aware that there is any new management. There is a new Board of Directors, and I believe Mr. Hewitt, an Accountant for the Ministry of Finance, is the Accountant – the Minister calls it Financial Controller – but the actual management of the airline has remained in the hands of the Barbadians who were there at the time – I do not want to call names – who were in my opinion capable of doing a good job but had this millstone around their necks at the time by some Americans who had manipulated the airline very inefficiently – I would not like to say dishonestly – and left this burden around their necks – I am not concerned now with the question of honesty or dishonesty.

I would like to say that three competent cargo carriers – probably three of the biggest in the world – Santoc from Chicago, another firm operating out of London – I don't remember the name – they did a thorough examination on Carib West. The English firm which had operations all out to Japan was so impressed with the viability of Carib West that they wanted 65% of the company, which of course as a sovereign government would have lost us our designation of a 402 permit from the Civil Aeronautics Board in Washington. I am just trying to telescope things as far as Carib West is concerned. So since the firm in London wanted 65% of the company, the directors of Carib West approached me and suggested that the Barbados Government take the shares. Firms like Bayliss Brothers, Allied Metals, General Dynamics – all these firms in the industrial parks depend on a regular turn around of their raw materials as they are processing firms; and this can only be done with a reliable cargo service. At any one time in Miami British West Indian Airways, because they only fill up their available space other than passenger baggage with what can come out of the warehouses or they only take out of the warehouse what can fill the available space, then the firms on our industrial parks waiting for their raw materials would not have a reliable service into or out of Miami which is the main port of entry into the United States of America. It was suggested by several people that the best thing to do would be to allow Carib West to go into liquidation, making a composition with their creditors – maybe 10% or 20% or 25%, or no composition at all. People high up in aviation circles suggested this could be done and form a new company.

But the drawback with an arrangement like this which is quite legitimate in business circles is that they would have to wait another two or two and a half years before the Civil Aeronautics Board in Washington would grant them a 402 which is a foreign carrier's permit to operate out of the United States. Carib West today has permission to fly from the United States to any part of the world and not on a limited 402 or Part 91 Charter. So the position is that if we had gone into liquidation and formed a new company it would have taken two and a half years to get permission to carry cargo on the very routes we wanted.

Let us look at what BWIA was doing. There was so much cargo in Miami that it was not a question of their letting us have anything. My position is that BWIA should be allowed to continue with their passenger service provided they did not conflict with the routes like the London route which were offered them and which they sold to British Airways or BOAC as it then was. We could have gone to New York just by writing a letter overnight. During the recent strike that lasted five months where 126 people who had spent their lifetime savings and most of their parents' savings learning aviation and gaining experience were laid off unceremoniously – this is my personal view – Barbados could have gone into New York and Toronto, because you cannot rely on such a vital link with our tourist industry being in the hands of people who are going to act irresponsibly, as they acted irresponsibly at the time they were given the routes to London by us and sold our routes to British Airways for £132,000. The Barbados Government today has route rights into Montreal through ICA *(Asides)* Carib West is a Barbados carrier and ICA is a Barbados carrier. Barbados has passenger route rights into Montreal and it has also been given either Washington or Philadelphia. We could have got Toronto and New York, but we were being magnanimous. We said we would allow British West Indian Airways to continue on these runs. It does not mean they could not run from Port-of-Spain to these points but they could not pick up passengers in Barbados. The moment we said we wanted these routes they would have to go off, and this was a clear understanding. But what they were doing – and this is what I want the Minister to look into very carefully – they were not only picking up cargo out of Miami in the bellies of the jet aircraft, the 707s – and I would like to inform the Minister that I have travelled that route on the DC9 – the DC9 had a very short duration, they were trying to do a sort of shuffle to Tobago to try to build up their tourist trade in addition to the 707, but DC9s cannot carry any cargo. They had two DC6's leased from a gentleman named Mr. Art Lloyd in Miami – I know Mr. Lloyd – but they were not employing Trinidad aircraft, no Trinidad crews, no Barbadian crews, and they were picking up Barbados cargo in Miami and bringing it to Barbados until we stopped them. I put my foot down on that. I said that even if they were West Indian crews we would not mind but they were running two DC6's with American aircraft and American crew, and if I may use the expression, hogging up Barbados carriers by using other people's aircraft and foreign crews to bring cargo into Barbados. When we stopped them – and I think the present Minister eventually confirmed that this was the right policy, although they had got around him for a short period of time trying to convince him this was something they were entitled to – they were not entitled to it at all. Barbados has sand, sunshine and a few teacups of oil – about a 1,000 barrels a day – and, even if we produce 3,000 a day which would be almost the local requirements, we still are not going to save any foreign currency. We would have to start exporting, and I hope we get enough oil to start exporting. But what we do have are group rights and the reason why the British Government has not given Antigua or St. Lucia independence up to now and why they hold on to the Associated States is because they control their route rights which are very valuable and are worth money.

5.10 p.m.

We have the right to say who travels over our railway tracks, as it were. Trinidad is running on our railway tracks when they run to Miami, when they run to New York, when they run to Toronto, taking up passengers here in Barbados. They are putting their trains on our tracks; and therefore we have a right to regulate that. This is one of the few things that small independent countries have – control over their route rights; and they added insult to injury by wanting to bring in cargo here after we had taken an interest in Carib West, thereby making it more difficult for Carib West.

Now the reason why we are getting Houston and Trinidad is not that they do not have a 402. They do not have a permit to run between Houston-Miami-Barbados. Houston is a big centre for the oil industry, and Carib West is taking up freight for the oil industry in Trinidad out of Houston. Carib West is taking up freight in Miami for Trinidad. But the Trinidad Government I want to inform the Hon. Minister as he must have learned by now – when he went into the Ministry he did not know very much about aviation as he himself would admit; but he has had two excellent officers in there who were sent on training by me, your humble servant. One has just been seconded to be General Manager of LIAT, and the other one he is likely to lose if he has not lost him already to another field, which is a great tragedy. We have a Crown Law Officer who understands something about it; but if you do not keep your eyes wide open, people will try to take your shirt off your back. I am warning the Hon Minister. He has lost two good officers who understand the rules of the game. One officer was offered $44,000(Can.) a year by the International Civil Aviation Organisation when his salary was less than

$20,000; and merely by increasing his allowances in consideration of extended duty by about $200 a month, he was so patriotic, although he is not a Barbadian, that he dicided to stay with his job in Barbados. Now he has gone.

Now the point is that I would like to see the Minister, since he has now got conclusive proof of the irresponsibility and the lack of appreciation of the Trinidad authorities in the way they treat their own airline personnel and their ruthlessness in this whole exercise, the hon. member should stop them from bringing cargo even in the bellies of the passenger planes. It is only mail that they should be allowed to bring in because they are exploiting our routes; and on this business of going into Trinidad, they have been operating from Barbados for 37 to 38 years when we were both colonial territories under British Overseas Airways Corporation; but ever since Independence of Trinidad and Tobago there has just been a gentleman's understanding that we are not interested in taking away anything from them, and that we would allow them to continue to run provided they stay on the right side of the tracks.

The position today is that if you try to quantify the number of flights and the capability of the cargo carriers of BWIA, they are carrying cargo far in excess of what we carry between Barbados and Trinidad or Miami and Trinidad. Moreover, in view of the fact that over all these years they have been carrying passengers – some $30 million a year in revenue – in and out of and into Barbados – and the sum of $30 million is something utterly fantastic in revenue.

Therefore, Mr. Chairman, I hope that any arrangement that the Minister goes into with them, since the hon. member is now reluctant to sell Government shares despite all the talk – I understand that the Prime Minister himself wanted to sell shares to private shareholders, and the Minister said over his dead body. I agree with him. I am on the Minister's side. All this information came out already. Since the Government was so embarrassed with Carib West, there were people willing to buy it out. The Minister said no, and the Minister was right because this could be our life blood.

What I am suggesting to the Minister – I do not talk to him in private, Sir. We used to do that when we were lawyers. Now you have to be very careful how you talk to them in private. *(Laughter)*. Let me tell him on the floor of the House that the Trinidad Government – let them continue with the routes they have. No new routes, but the routes they have for passenger carrying. Trinidad should not have any right to carry cargo at all in the Caribbean, and any arrangement that he makes with them, no matter how glamorous it may seem, it would be like the lion and the lamb lying down together because he will find that we will get swallowed up we will have no more rights. It is too vital to our industrial development in Barbados, and since he is also Minister responsible for that, I think that he should know in what direction his interests really lie.

Hon. H. B. St. JOHN: Mr. Chairman, it is obvious that the hon. member is satisfied with the intelligent direction and financial responsibility of the Ministry of Civil Aviation in relation to Carib West.

Rt. Hon. E. W. BARROW: Sir, on a point of explanation. I am firmly convinced that he is carrying out my intelligent policy.

Hon. H. B. St. JOHN: Sir, I think that his policy may have been intelligent; but his managerial ability was quite incompetent. The position is that some changes have been made, and I am glad to see that an hon. member on the other side could get up and cite an instance in as controversial an area as Carib West where no policy of victimisation has been pursued by this side. We believe in giving everybody an opportunity; but the basic position is, Sir, that we well understand and appreciate the importance of their rights to Barbados, both from the point of view of tourism, as well as from the point of industry. Transportation is a key to both the further development of tourism and industrial development in Barbados, as well, as I may say, agricultural development. We recognise and appreciate that.

What we are hoping to achieve is that this question of a mad scramble for air rights within the Caribbean area is rationalised; and I believe that we have gone on record as saying that there is such a diversity of need within the Caribbean for air traffic, both for cargo and for passenger, that I believe that with a little bit of goodwill – which does not seem to be too evident in the speech of the hon. member – that this may be achieved. I want to assure the hon. member that while I cannot claim to have had 35 years' experience in the airline industry, I have been in fact legal adviser, as the hon. member knows, to a number of airlines for about 10 or 12 years – very large ones, very prosperous ones, small ones and bankrupt ones, but they have all survived.

5.20 p.m.

In the course of ten years looking at this from a legal point of view, I have built up some knowledge of the operations of this area.

Rt. Hon. E. W. BARROW: On a point of order, I would like to apologise to the hon. member. I forgot that he was legal adviser to Carib West when we took it over, so that he had some experience of it. He had been from its inception, bad and good times.

Hon. H. B. St. JOHN: That is perfectly correct. When you are competent, even the other side's victimisation policies when they were in power could not prevent them from recognising talent.

The question of manpower in the airline industry is a very serious one, and it is true to say that we are losing two officers in the Ministry of Aviation, but there again I would also point out to the hon. member that we have now got some other graduates from the University of Miami who have gone through similar courses on their own and I am delighted to know that we have had the opportunity of offering replacements for at least one of the people; so that there will not be that void as some people think. In addition to that, the officers who are leaving the Ministry will not be leaving to go to any international job, but will be working within the Caribbean area; indeed one officer will be working with the Barbados Government, the majority shareholder in the airline, and the other officer will be working for a regional airline LIAT, so that they will be within the Caribbean area. I believe that I have built up a relationship with the officers that if there is anything at any time I would want to ask the officers, I am confident that these officers will be only too willing to come forward and give their opinions, something I do not think the hon. member himself has been able to build up with the majority of his officers; some, yes, not all.

Rt. Hon. E. W. BARROW: I should just like to tell the hon. member that I have had no contact with any public officers since September 1976, because I do not think I should. I think I know enough about my subjects to be able to deal with them without asking public officers, as used to happen before, to tell me about what was going on in the Ministry. I just do not want to know. As a matter of fact, although I was on very good terms with some of them, as you will know yourself – several went to school with me and with you – I do not even invite them to my house, and when they invite me to their houses I make an excuse because I do not want them to be victimised, even your house, Sir.

Hon. H. B. St. JOHN: I know that the hon. member is in a position that he is not able to invite them to a house right now, but that is only temporary. *(Asides)* You tell them you will meet them at the Music Man.

The position is that Carib West has made a turn and we are determined to ensure that it continues to operate along with a path which does not result in a drain on the taxpayers' money.

Rt. Hon. J. M. G. M. ADAMS: Mr. Chairman, the Resolution does in fact stand in my name. I did not intend to intervene, but sometimes you hear these fancy points. It is really very small, but there is a rule that my late father impressed on me many years ago, and it is that whenever you hear something that is not true, deny it because it may seem trivial, frivolous, it may not seem important or relevant to what is being discussed at the time, but at some time in the future, if you have let a man tell a lie on you, the lie may come back to haunt you.

I do not hide that I regarded the Deputy Prime Minister as having some knowledge of aviation affairs. If everybody is saying how many years they have been in it, I can say I was not in it for any years, but I was an aviation correspondent for the BBC once, but it does not make me feel that I am capable of dealing with aviation matters; but I will just mention that. I knew that the qualifications of those who were interested whether by reason of giving legal advice or for other reasons in Carib West might well be greater than mine. I have asked the hon. member if I can just deal with this point that I wanted to sell the shares and he had to stop me. That is really what was said. All that I have wanted to do is to make sure that Carib West is not any further drain on the Government. I did not like the way it was handled initially when Mr. Hewitt discovered a discrepancy of $247,000; that is before the Duffus Commission. How it is going to be straightened out I do not know, but I did not like the way it was handled and my intention was that the Government should lose no more money in Carib West.

As long ago as 22nd March, if I can summarise what I said, I met with Mr. Colin Mayers, Mr. Trevor Mayers, Mr. Harold Went and it would have been Mr. Yearwood, I believe. They told me all about how the aeroplane would be grounded if the demands of the lessors were not met. I warned that the Government could not without Parliamentary approval increase any overdraft and would not be taking this course of action. *(Asides)* El Toro was there. At the end he said he did not know I was such a nice fellow, so many lies were told about me. The same source that told the hon. member that I would have sold the shares but Bree stopped me is the same source that told me that Colin Mayers said that. I went on to say, they asked and I agreed to let them open negotiations with the lessors on their possible financial participation in Carib West Airways on the understanding that any such participation would be through a Barbados Incorporated Company and that new working capital would be provided other than from Government. And my final words were that any decision on the disposition of any or all of the Government shareholding will necessarily be a Cabinet matter. Never at any stage did I presume to think that I was going to deal with it. (Rt. Hon. E. W. BARROW: What do you mean by disposition of shares? Doesn't that mean selling?)

An offer was made and it was analysed by those who are capable of analysing it and it was rejected. I was never more than an innocent broker. I know absolutely nothing. All these things about Sir Fred Laker, Sir Patrick Hobson, they are about as relevant to the discussion as any accusation in respect of this matter. An offer was put up by persons who I believe are friends of the hon. member for St. John, and I did them the courtesy of permitting the offer to be examined by the civil servants whose duty it was to advise me. If we are attacked for paying the courtesy of answering letters, treating their proposals with respect and examining them, we will just have to be attacked, because I propose to continue this wicked course of action of listening to what people say and examining their offers in a courteous and polite way. I propose to continue this wickedness if it is wickedness. You heard everything in here today. I heard the hon. member for St. Lucy sit down in his seat and quarrel because somebody that he recommended to the Minister of Transport had got a job at the Transport Board. That is the level of attack in here today. He sat down in his seat and quarrelled because of Jackman. He said that Jackman has a job. You do not know that Jackman has a job now?

Mr. GREAVES: On a point of explanation, I want to take a leaf out of the Prime Minister's book because he said that his father told him that if you allow a little lie to get away, then it will come back and haunt you. I want to say that the job which Jackman got was obtained for him by the hon. member for St. Michael North East; he was the man who got the job for him and he wanted to get up just now and tell the Minister so, that it was he who got the job for him.

Rt. Hon. J. M. G. M. ADAMS: The hon. member's intervention reinforces my comment that he is quarrelling because his friend got the job, because he got up and quarrelled just now.
5.30 p.m.

Rt. Hon. J. M. G. M. ADAMS: The hon. member's intervention reinforces my comment that he is quarrelling because his friend has a job, because he got up and he quarrelled just now, he actually quarrelled that the hon. member for St. Michael North East got a job for this Jackman, and this is the level of debate in here. No wonder the hon. member for St. James felt constrained to deal with the Opposition benches as they have dealt with us in the past. I have nothing more to say on this matter.

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

On the motion of Rt. Hon. J. M. G. M. ADAMS, seconded by Hon. L. S. CRAIG, Mr. CHAIRMAN reported the passing of two Resolutions in Committee, and Mr. SPEAKER resumed the Chair and reported accordingly.

On the separate motions of Hon. H. B. St. JOHN, seconded by Hon. L. S. CRAIG, the Resolutions were passed and agreed to.

THE ROAD TRAFFIC (AMENDMENT) ACT, 1978

Rt. Hon. J. M. G. M. ADAMS: May it please Your Honour, this matter stands in the name of the hon. member for St. Andrew, the Minister of Transport, but it is a budgetary matter and I propose to deal with it accordingly. It is very short, Sir, the part that concerns me, it merely gives legislative sanction to the new licensing rates for motor cars and lorries.

I will just say, Sir, the intervals for the choice of motor cars have been carefully selected so that particular cars and particular price ranges as far as possible will fall into appropriate classes, but it does seem in respect of the choice of intervals in the second part of the Fourth Schedule for vans, omnibuses, lorries, trailers and plantation carts, that there is a margin just above the rate of 10 metric tons where a number of trucks are caught by the new $800 fee, where it is not really intended that they should pay more than $500 to which it has been raised. This has not attracted much attention in public debate, but I do know that there are some people who feel a little oppressed, and I would like to give this assurance, Sir, that I am going to call for an analysis of typical truck rates to make sure that the intervals we choose do not turn out to be arbitrary. We have chosen a number of intervals all ending in exact metric ton weights. This may in the end not prove to be the best set of intervals, and therefore perhaps next year we may take an opportunity to adjust the weights.

If Your Honour notices the Fourth Schedule, Sir the kilogram weights for motor cars are all chosen to multiple of 50 kilograms because we have found that motor cars do fall conveniently into those intervals. Well, we may alter the intervals so that those people who may have had to pay the $800 rate for a truck that is a little over the ten metric ton, perhaps next year we may be able to give temporary relief. I know we could not in any way foreshadow budgetary matters, but I do not really regard that as a budgetary matter, Sir, I regard that as a matter on which perhaps an error was made. I do not even know if it is an error, Sir, but perhaps there is a possibility that insufficient analysis was done by the appropriate department at the time of selecting the intervals.

The Bill does contain two other sections relating to the definition of 'public service vehicle ' and allowing the Minister to prescribe certain fees for that. I am sure the Minister of Communications and Works will be able to

deal with those parts of the Bill if hon. members need any information about the matter.

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

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

Mr. TAITT: Mr. Speaker, I have just a suggestion, I do not wish to speak on the Bill in substance. I wonder if the Minister of Finance, bearing in mind – I take his point that the error regarding the 10 metric ton trucks occurred administratively – but I wonder if he would not give consideration to giving relief this year, because perhaps more persons than he anticipates have been caught in this trap, and one way in which the matter can be settled is if he would pick out the trucks which it was intended that this $500 would apply to and use the actual weight and align it with the metric weight so that he can make the adjustment the following year.

Some representation has been made to me that the figure is particularly onerous, and I would like to draw to the Government's attention that more persons might have been caught in this trap than they currently realise. I am sure that some form of relief could be worked out for those persons, because the difference between $500 and $800 is a substantial difference for a person who has one truck, and a majority of the persons who have been affected are small business people with one, or certainly not more than two trucks. I am sure that the Government, if they would put their heads to this, can find some solution which could bring relief this year rather than they having to wait until next year.

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

Rt. Hon. J. M. G. M. ADAMS: I beg to move that Your Honour do now leave the Chair and the House go into Committee on the Bill.

Hon. L. S. CRAIG: I beg to second that.

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

Clauses 1 to 5 inclusive were called and passed.

Clause 6 was called.

Rt. Hon. J. M. G. M. ADAMS: Mr. Chairman, the real trouble in dealing with the suggestion of the hon. member for St. Michael South West is that like everybody else we only discovered that these vehicles were over the rate at the time they were paying; therefore they have already paid. It is very difficult once money goes into the Treasury to pass legislation to get it back out and this is why I think if we find it oppressive – after all the lorry owners, those on whom it will rest hardest, have been relieved of the trade tax and the others will be paying corporation tax and therefore will save some of the extra $300; so it is not the full $300 that is resting on everybody. The only thing we can do is to carry out an analysis and see if there has been any oppression at the end of the analysis. An analysis was done for motor cars and for the trucks, but nobody knew at that time exactly the relationship of ten metric tons to what we call a ten ton truck; they did not understand that a ten ton truck might just be a little more than ten tons. It might only be a few pounds but in fact a ten ton truck probably used to weigh more than ten tons and therefore is still over the ten thousand kilogram limit, and I think we will have to wait on the analysis before any decision can be taken of how we should relieve these parties. I appreciate the concern of the hon. member, and there are people in my constituency, and I believe in most constituencies, where this problem has also arisen. But I think it will have to wait for a more complete analysis on the part of the Rates and Taxes authorities.

The question that Clause 6 stand part was put and resolved in the affirmative without division.

Clause 7 was called and passed.

On the motion of Hon. L. B. BRATHWAITE, seconded by Hon. L. S. CRAIG; Mr. CHAIRMAN reported the passing of one Bill in Committee and Mr. SPEAKER resumed the Chair and reported accordingly.

On the separate motions of Hon. H. B. St. JOHN, seconded by Hon. L. B. BRATHWAITE, the Bill was read a third time and passed.

ADJOURNMENT

Hon. H. B. St. JOHN: Mr. Speaker, that concludes Government Business for the day and I beg to move that this House do now adjourn until Tuesday, 25th July, 1978 at 12 o'clock Noon.

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

The question that the House do now adjourn until Tuesday, 25th July, 1978 at 12 o'clock Noon was put and resolved in the affirmative without division and Mr. SPEAKER adjourned the House accordingly.
5.50 p.m.