THE

House of Assembly Debates

(OFFICIAL REPORT)

SECOND SESSION OF 1981 – 86

HOUSE OF ASSEMBLY

Tuesday, October 16, 1984.

Pursuant to the adjournment, the House of Assembly met on Tuesday, October 16, 1984 at 12.15 p.m.

PRESENT

His Honour C. L. Bolden, LL.B., (Speaker)
His Honour R. E. Brathwaite, (Deputy Speaker)
Rt. Hon. E. W. Barrow, Q.C., B.Sc., LL.D., (Leader of the Opposition)
Hon. L. S. Craig, (Minister of Parliamentary Affairs and Leader of the House)
Rt. Hon. J. M. G. M. Adams, Q.C., M.A., (Prime Minister and Minister of Finance and Planning)
Hon H. B. St. John, Q.C., LL.B., (Deputy Prime Minister and Minister of Trade, Tourism and Industry)
Hon. H. deB. Forde, Q.C., M.A., LL.B.
Mr. L. E. Sandiford, M.A., (Econ.) J.P.
Hon. Miss B. A. Miller, (Minister of Education)
Hon. L. B. Brathwaite, (Minister of Housing and Lands)
Mr. J. G. Odle, B.Sc., (Chairman of Committees)
Hon. V. L. Johnson, M.A., (Minister of Transport and Works)
Mr. B. M. Taitt, B.A. (Hons.), M.A., LL.B. (Hons.)
Hon. L. R. Tull, Q.C., M.A., (Attorney General and Minister of Legal Affairs and Minister of Foreign Affairs)
Hon. DeL. O. Bradshaw, (Minister of Labour, Social Security, Sport and Community Services)
Mr. L. L. Sisnett, (Parliamentary Secretary)
Hon. Dr. R. L. Cheltenham, M.A., M.Sc., (Econ.), (Minister of Agriculture, Food & Consumer Affairs)
Dr. R. C. Haynes, M.B., Ch.B., F.R.C.P. (Edin.)
Mr. P. M. Greaves, B.A.
Dr. D. G. Blackman, B.A., M.A., Ph.D.
Mr. L. A. Weekes
Mr. M. A. King, Q.C., LL.B.
Mr. W. O. Franklin, A.I.A.S., J.P.
Mr. H. A. Blackman
Mr. A. Truss

Prayers were read by Rev. D. Stapleton.

MINUTES

Mr. SPEAKER: The Minutes of the meeting of Tuesday, September 4, 1984.

Hon. L. S. CRAIG: I beg to move that the Minutes of the meeting of September 4, 1984 be taken as read.

I hope Members on the other side have read the Minutes, because there has been a view in here that the Minutes are not accurate. That came from the Leader of the Opposition in relation to a vote taken on the floor of this House. I hope that these Minutes are well read by the members.

Mr. SPEAKER: If there are no objections or observations, let the Minutes stand confirmed.

MESSAGES

Mr. SPEAKER: I have a Message which reads:

"His Excellency, the Governor General has the honour to inform the Honourable the House of Assembly that he will be absent from the country during the period 24th October to 10th November, 1984 on vacation leave to the United Kingdom.

"His Excellency further has the honour to inform the Honourable the House of Assembly that under the provisions of Section 29(A) (1) of the Constitution that Her Majesty the Queen has designated Senator the Honourable Sir Arnott Cato, K.C.M.G., to perform the functions of Governor-General during the period of his absence.

Signed: H. W. SPRINGER
Governor-General.

I am also to announce the following: The receipts and payments for the year ending 31st December, 1983 of the Sugar Industry Research and Development Fund.

The Report on the audit of the accounts of the Sugar Industry Research and Development Fund for the year ending 31st December, 1983.

GOVERNMENT NOTICES

Hon. L. S. CRAIG: I am commanded to lay the following on behalf of the Prime Minister and Minister of Finance and Planning:

The Civil Establishment (General) (Amendment) (No. 3) Order, 1984.

The Customs (Transit Goods) Regulations, 1984.

Financial Statement showing Net Customs and Excise Receipts for 4 months ended 31st July, 1984.

Financial statement showing Net Customs and Excise Receipts for 5 months ended 31st August 1984.

Hon. L. R. TULL: I beg to lay:

The Annual Report of the Commissioner of Police for the year 1982.

Hon. DeL. O. BRADSHAW: I am commanded to lay:

The Annual Report of the National Assistance Board for the period 1st April 1983 to 31st March, 1984.

Hon. L. S. CRAIG: I am commanded to lay:

The Annual Reports and Statements of Accounts of the Caribbean Broadcasting Corporation for the years 1980 – 1983.

NOTICES

Hon. L. S. CRAIG: Sir, I beg to give notice of the following Resolutions:

A Resolution to approve the Civil Establishment (General) (Amendment) (No. 3) Order, 1984.

A Resolution to approve the compulsory acquisition of land at Checker Hall, St. Lucy, for the resiting of houses affected by the construction of the Cement Plant.

A Resolution to approve the compulsory acquisition of land at Fontabelle and Exmouth, St. Michael, for Road Improvement.

A Resolution to approve the compulsory acquisition of land at Turners Hall, St. Andrew, for recreation and park development, highway improvement, housing, agricultural and petroleum development.

A Resolution to approve the compulsory acquisition of land at Wellington and Beckwith Streets, Bridgetown, for recreational facilities.

A Resolution to approve the compulsory acquisition of land at Dash Valley, St. George, for Sports and Community recreational facilities, Housing Development and the provision of sites and services for housing purposes.

A Resolution to approve the compulsory acquisition of land at Six Men's, St. Peter, for the construction of the Speightstown By-Pass Road (Phase 3) and for Housing Re-location.

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

A Resolution to grant the sum of $4,481,336 from the Consolidated Fund and to place it at the disposal of the Government to supplement the Estimates 1984–85, Part II – Capital, as shown in the Supplementary Estimates 1984–85, No. 8 which form the Schedule to the Resolution.

A Resolution to grant the sum of $285,328 from the Consolidated Fund and to place it at the disposal of the Government to supplement the Estimates, 1984–85, Part I – Current, as shown in the Supplementary Estimates 1984–85, No. 9, which form the Schedule to the Resolution.

A Resolution to grant the sum of $22,000 from the Consolidated Fund and to place it at the disposal of the Government to supplement the Annexed Estimates, 1984–85, as shown in the Supplementary Estimates 1984–85, No. 10, which form the Schedule to the Resolution.

12.25 p.m.

I should also like to draw to the attention of Members on both sides of the House that I propose to deal with these money Resolutions in all of their stages today. There are copies available. I do not know if any of them has been thrown in somebody's car seat or on the mat, but since you returned from your holidays they may be there. I do not know, but I propose to do them in all their stages today. They are going to be done.

I beg to give notice of the following Bills:

A Bill to amend the Airport Service Charge Act;

A Bill to amend the Customs Act, Cap. 66;

A Bill to amend the Miscellaneous Controls Act, Cap. 329; and

A Bill to provide for the licensing and control of private investigators and security guards and for related matters.

NOTICES OF QUESTIONS

Mr. SPEAKER: Question standing in the name of the honourable Member for St. Michael West. This Question deals with construction work at the Westbury Schools.

Mr. B. M. TAITT: M. Speaker, to ask of the Minister responsible for Education:

1. Is the Minister aware that construction work at the Westbury Schools during school hours constitutes a danger to pupils at those schools;

2. Is the Minister further aware that many parents of pupils attending those schools are gravely concerned for the safety of of their children;

3. Will the Minister state what steps, if any, have been taken to ensure the safety of the said pupils?

Thank you, Mr. Speaker.

Hon. Miss B. A. MILLER: Mr. Speaker, the answer to that Question is ready.

Mr. SPEAKER: Question by the honourable Member for St. Michael North West re drainage facilities in 1st Avenue, Goodland, St. Michael and in Brandons Road, St. Michael.

Mr. L. A. WEEKES: Mr. Speaker, to ask of the Minister for Transport and Works:

1. Is the Minister aware that lack of proper drainage facilities in 1st Avenue, Goodland Tenantry, Goodland, St. Michael and Brandons Road, Brandons, St. Michael is creating a health hazard and much inconvenience to the public and the residents of those areas?

2. Will the Minister state what plans he has for remedying the problems in those areas?

FIRST READINGS OF BILLS

On the separate motions of Hon. L. S. CRAIG, seconded by Hon. L. B. BRATHWAITE, the following Bills were read a first time:

A Bill to amend the Airport Service Charge Act;

A Bill to amend the Customs Act, Cap. 66;

A Bill to amend the Miscellaneous Controls Act, Cap. 329; and

A Bill to provide for the licensing and control of private investigators and security guards and for related matters.

ORDERS OF THE DAY

GOVERNMENT BUSINESS

SUSPENSION OF STANDING ORDERS

Hon. L. S. CRAIG: I beg to move that Standing Orders 6, 16, 18, 20, 42(5), 43 and 44 be suspended for the remainder of today's sitting.

Hon. L. R. TULL: I beg to second that.

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

Hon. L. S. CRAIG: Sir, I intimated earlier in the day that I proposed to do a number of Resolutions, of which I gave notice, concerning matters which are relatively urgent. I propose to do these Resolutions at this time.

COMMITTEE OF SUPPLY

On the motion of Hon. L. S. CRAIG, seconded by Hon. L. B. BRATHWAITE, Mr. SPEAKER left the Chair and the House went into Committee of Supply, Mr. J. G. ODLE in the Chair.

12.35 p.m.

COMMITTEE

Mr. CHAIRMAN: The House is in Committee.

SUPPLEMENTARY ESTIMATES 1984—85
No. 8 $4 481 336

HEAD 74 — MINISTRY OF AGRICULTURE, FOOD AND CONSUMER AFFAIRS

Hon. L. S. CRAIG: (St. James North) This relates to Structures for the Rural Development Project. There is an amount of $1 150 000 required to ensure that the two contractors for the irrigation system and the water connections, roads, and things of that nature are taken care of.

I beg to move that Head 74, Subhead 18 stand part.

Hon. DeL. BRADSHAW: I beg to second that.

Mr. B. M. TAITT: (St. Michael West) I have a sheet in front of me which purports to help the Resolution which we are debating. The honourable Member who introduced this Head spoke of matters which do not appear to be in the Addendum. I am not saying that it has to be, but it would seem to me that the Addendum talks under Head 74 about the structural work of the Bridgetown Harbour and the structural work at Tent Bay. I am just seeking to find out....

Asides

Mr. B. M. TAITT: Very well, then. I take it that we are going to roam the whole of Head 74.

I wish to ask the Minister if he could give us an indication, first of all, whether in fact these projects are going on, because my understanding is that the Rural Development Project has about 14 more months before it comes to an end. I am told that there are a number of structural difficulties which are making the project itself less feasible than it at first appeared. In the absence of any information, I wonder if the Minister could give us some information as to the progress made in the Rural Development Project, especially as it relates to Fairy Valley, where I understand there are aspects of the Rural Development Project.

I have seen in the Press that a number of projects arising out of the Christ Church area are also linked as part and are being financed under the Rural Development Project. Are there two Rural Development Projects? Are there three? Are there separate Rural Development Projects or is there one global Rural Development Project which embraces all of the activities that have been going on in all of the areas of agriculture?

I have a few other questions, but I would prefer hearing from the Minister before going into any detail. But the information is not particularly clear, and I wonder if the Minister can assist us.

Hon. Dr. R. L. CHELTENHAM: (Christ Church East Central) Mr. Chairman, the Integrated Rural Development Project, RDP, as it is commonly called, is really a new concept in the delivery of a range of services to rural farmers in Barbados. The total package is supposed to cost about $6 million, two-thirds of which will be contributed by the IADB and the other third by the Barbados Government.

The range of services includes credit to farmers, which is operated through the agricultural window of the Barbados National Bank, a tillage and ploughing service, a marketing component, the laying of four miles of feeder and access roads and the installation of irrigation systems. The Project is mostly concentrated in St. George, St. Philip, marginally in St. Thomas — the Sturges area will have a feeder and access road — and also in Christ Church.

The contract for the provision of the irrigation system has already been signed — I think the Barbados Gas Works got the contract—and there is also a contract with R. M. Construction Ltd. for the provision of approximately four miles of feeder and access roads. Heddings in St. Philip has already been serviced by the irrigation system. I think about 70 farmers in that area have benefitted and I think about 75 acres of land there have been touched.

I am not aware of any difficulties in the implementation of the programme. The programme was running late at one point but it is now on course and running smoothly. The extension officers are a very dedicated group. They have been at work now for approximately two years and they have done very outstanding service in the St. George/Christ Church/St. Philip area.

One aspect of the Rural Development Programme which has experienced some difficulties, which have been aired on the floor of this Parliament, is the Spring Hall Development Scheme. A few months ago we discussed at length some of the difficulties there, and it was agreed that we would allow the passage of some further time before we pronounce on the Spring Hall Development Scheme, but I was careful and frank enough to disclose fully to the House the difficulties which we have been experiencing in relation to the Spring Hall Scheme. Other than that, the Integrated Rural Development Programme has performed well.

12.45 p.m.

Mention was made of Christ Church and the question was asked whether there are two rural development programmes, one for Christ Church and one for other parts of the island. I can assure you not. Many parts of St. George and St. Philip have already benefitted from the programme, as the honourable

Member for St. Philip South (Mr. H. A. Blackman) can well testify.

The feeder road programme starts in Gibbons, and there is good reason for that. Under the Democratic Labour Party, Gibbons was identified as an area, well over 100 acres, flat, rich land with water 40 to 45 feet below the surface, where we had high hopes for the production of vegetables. We ran into difficulty at Gibbon because a co-operative was formed — your John Daniel had a very prominent part to play in that — the Government gave $200 000 towards the installation of the irrigation system, and the co-operative was supposed to find $40 000 to $50 000 on their own and they never did, so pipes were actually installed but they were not able to have them connected. That was an area that was nearly ready for production, and it was necessary that they get that additional input, so by including them in the Integrated Rural Development Programme we are giving an opportunity for the 100 acres there to be fully utilised. Right now only about half the land there is currently being used for vegetable production. But as I said, many districts across St. George, many in St. Philip and others outside the Gibbons area in Christ Church will all benefit from the feeder and access road programme, and from the installation of the irrigation system to which I have referred.

Mr. B. M. TAITT: If I may continue then, the honourable Member has given some information, and when one looks under Subhead 18, one sees that this provision is needed to cover the major areas of infrastructural work planned for the project. I find it very difficult in the light of the information which the Minister has given indicating that this is a project that was planned for the entire island, that this is a project that, as he says, is a new concept — I do not necessarily accept that there is anything new about the concept — that we have had this kind of plan put in place and now today we are being asked to pass money in a supplementary vote for what is described as the major areas of infrastructural works planned for the project for which we have gone to borrow some $6 million from the IADB. I really do not understand what kind of planning, or if any kind of planning, has gone into the project if we have to come today and ask for money in a supplementary for the major areas of infrastructural works planned.

Secondly, if the information one gets from the Governmental agencies is accurate, it now seems that, in spite of the fact that we have a Ministry of Transport and Works which collects a substantial amount of money for road building and road repairs from the people of this country, we are now hearing that some other agency is going to be responsible for the road-building as it relates to this particular programme. It may very well be that the information which has been put out is incorrect, and if that is so, the Government has a responsibility to inform the public, but the information which is coming out suggests total confusion...

Asides.

Mr. B. M. TAITT: The honourable Member is saying, "With you!". With me and with the rest of the country. The whole of Barbados is totally mystified by the bits of information which come out of the Barbados Labour Party from time to time.

Hon. L. S. CRAIG: Barrow told you that you are confused, not Barbados. Do you speak for the whole of Barbados?

Mr. CHAIRMAN: There are two honourable Members on their feet. Order, please!

Mr. B. M. TAITT: I was waiting for a little control of the honourable Member, who is very hot today.

The fact is that the information coming down from the Government suggests, if I remember correctly, that the Agricultural Development Corporation is going to be constructing roads. Are they sub-contractors for road-building? Is this what we are to understand, that the ADC, as project managers or project directors, will be doing road building? I believe I saw a statement in which a Minister is alleged to have said that there is nothing wrong, it is perfectly acceptable for the ADC to be responsible for road-building in a project such as this.

I find it unacceptable that we can have a Ministry responsible for all of the road construction in this country and yet within a project that is described as a rural agricultural development project we have an agricultural agency having responsibility for putting in roads. I believe that the Minister has a responsibility to clear the air and explain precisely what the people can expect in this matter.

It says that a large amount of this expenditure is re-imbursable from the loan funds of the Government. I do not know what that means. If this House passes the amount today, does that mean that we are going to get the loan funds as revenue? Will that show up as revenue? This note, I submit, does not make a lot of sense. We would have approved the loan in here either specifically or generally before, so it seems not to make sense to talk about funds being re-imbursable. The fact is that we are passing the money as a supplementary, and that means it will come out of the Consolidated Fund.

I am sure the Minister will want to explain. It seems to me that the whole road development project

requires some clearer explanation from the Government if people are to understand what exactly is going on.

Hon. H. B. ST. JOHN (Christ Church East Central): Mr. Chairman, it is not surprising to me that the honourable Member has spoken in the vein in which he spoke. After all, he represents an urban constituency, and he has not yet decided in his mind that agriculture and the rural areas are deserving of his full attention. He obviously did not read the Estimates for this year, because if he has read the Estimates for this year, at page 50 he would have discovered subhead 18 — Rural Development Project, and he would have seen the notes.

> "This subhead represents the continued implementation of this project and is aimed at improving the standards of living for rural tenants and small holders. The project is estimated to cost $12.6 million and is partially financed by the Inter-American Development Bank."

Had he read that he would not have made the speech that he made today, because I do not believe that he does not speak the truth, nor do I believe that the honourable Member is incapable of understanding the English Language.

The truth of the matter is that the honourable Member has come in here today, having heard that his chief rival has made a very big public relations splash in the newspaper, and has decided to jump the other honourable Member. He wanted to be first in the queue so that he would get the publicity first, even if it means that his other honourable rival would be able to say, "Look how foolish he is as I always told you he was, because look what he did!"

If there is one thing that the Barbados Labour Party can be proud of, it is its policies in relation to the rural population in Barbados, whether it be improving their housing or improving other areas of their life, by giving them water and light and things of that kind. The Barbados Labour Party is proud of the fact that we have a policy for rural development. We believe that in Barbados, there is a contribution to be made by a large number of small farmers who would like to specialize in new areas of agriculture, and we help with the infrastructure, whether it be in Gibbons, Heddings or Drax Hall. This project has been ongoing, and it has now reached the stage where the irrigation and feeder road components are coming on stream.

12.55 p.m.

Now, what is the honourable Member talking about? With respect to the feeder road component, is he saying that a monopoly on road building in Barbados has to be given to MTW? MTW itself has been advising Government that the best way to do some roads is to subcontract them out to either Rayside, Williams, R.M. Construction.....

(Mr. B. M. TAITT: Or the ADC.)

Hon. H. B. ST. JOHN: Or who?

(Mr. B. M. TAITT: The ADC.)

Hon. H. B. ST. JOHN: The honourable Member does not understand the role of the ADC. The ADC are the project managers, they are responsible for carrying out the supervision of the subcontractors. He does not understand that up to now. You had a Planning and Priorities Committee in your time. Did they not even give you the insight so that you would understand that there should be a project manager? How can you think you are fit to be in any high office if you do not know what a project manager does? It is no wonder that the big "Skipper" recognized your limitations.

Laughter.

Hon. H. B. ST. JOHN: You had the opportunity. It was given to you. But you still do not seem to understand.

Laughter.

Asides.

Mr. CHAIRMAN: Order, please. Order!

Hon. H. B. ST. JOHN: The ADC is not going to do this on direct labour. The ADC has, therefore, to get the roads done by bid. I have not seen the specifications for the roads, but, obviously, if you are doing roads which are called feeder roads, it may well be — I am not saying this is so — that the standard to which you are building these roads is slightly different from the standard to which you build a highway. After all, the feeder roads from the sugar industry are the cart roads.

(Dr. R. C. HAYNES: The best roads, too.)

Hon. H. B. ST. JOHN: Yes, put more blows in it. You ought to know that it would be foolish to put in curved sides in all those roads. I agree with you. I know that you are glad he spoke. Yes, they are the best roads in Barbados.

(Hon. L. R. TULL: I do not agree.)

Asides.

Hon. H. B. ST. JOHN: The honourable Member who is sitting down is now saying that they are the best roads in Barbados. I agree. At least you understand one part there.

The position is very clear. The honourable Member is a town man, he is from town. I would not expect that the honourable Member would be able to differentiate between the fact that for feeder roads, which are really accesses to agricultural plots, the prime purpose is to ensure that in all weather the tractors and other equipment get in and out. In short, what you want to do is to make them in such a way that they are passable irrespective of the weather.

I would not expect that you would surface all of them to the same standard as you would surface a road for motor cars. Some tractors are trailer-like tractors. I know that the honourable Member comes from town — I pardon the honourable Member — but I have to explain that with the trailer type tractors it would be a waste of time finishing all the roads to the same standard as if they are for motor cars with tyres because you know when the trailer tractors go over them what would happen. My understanding is that the primary object of the creation of the roads is to make the fields available in all weather conditions for the farmers to work, although, as the honourable Member for St. George South (Hon. L. R. Tull) reminds us, there are some roads in some areas, particularly areas like Drax Hall, where there is such a large number of people who live in close proximity to their plots that one would expect a higher standard of finish. In those areas we are not only looking at the access, but also at improving the living conditions of the farmers.

Do not let us try to make politics out of this. You cannot make politics out of agriculture in Barbados, because all of us would like to see Barbados being a garden. Everybody would like to see every square inch of land cultivated. Do not come in here and try to say that the Government is not going about this in the correct way. Whenever the time comes and the balance sheet has to be done, this Government is going to be proud of its capital development project. They have a high visibility quotient. They are going to bring excellent economic returns to Barbados.

Aside.

Hon. H. B. ST. JOHN: You will live long enough to see. I am confident that the public of Barbados understands and appreciates that it is a marvel that the Barbdos Government is able to continue with its capital development programme on the scale on which it is going when in every other country in the developing world they have slashed, or completely stopped, their development programme.

Do not come in here and try to win a few extra votes by trying to misrepresent. There is no misrepresentation in respect of this. It was in the Estimates and the components of the plan have been published in the Development Plan. If the Press is confused, that is their business. They do not have a reputation for good research. It is our duty to put them right, not to repeat the misrepresentations; to guide them and see if they will learn that they have to look at these things before they write articles. You look at the Estimates, you look at the Development Plan,.you check the speeches, you check with the project manager — that is the way it is done.

Mr. H. A. BLACKMAN (St. Philip South): Mr. Chairman, once again the honourable Member for Christ Church East Central decided to answer his own questions. At no time in his speech did he answer any of the questions posed by my colleague, the Member for St. Michael West.

At one point during the speech of the honourable Member for Christ Church East Central, he said that the reason for the roads being put in was to make fields available for farmers to work in in all conditions, and he went on to ask if this should not be done first. The question my colleague was asking, and is still awaiting an answer for, is, in a project of this magnitude, — a rural development project — how is it that the major areas of infrastructural works can come after you have started? We believe that if any project is thought out in a proper manner, the first thing you do is put in your major areas of infrastructural works. How are you going to start a development scheme in agriculture without first thinking about the roads, irrigation and water. All of these things should be thought out first. We want to know if something went wrong with the planning that these things have now been thought of after. The honourable Member at no time answered the questions.

1.05 p.m.

The honourable Minister of Agriculture said that the people of St. Philip and a few other areas are benefitting from the project. I do not know about the people of St. Philip who are benefitting from this project. I know that the people from St. Philip can benefit, and will benefit, but I believe you are going too fast when you say they are benefitting, when at the moment you are now putting in your major areas of infrastructural work. They are not benefitting at the moment.

The statement in subhead 18 says, "It must be noted also that a large amount of business expenditure is reimbursable from the loan funds to the Government." We want that statement clarified, because I do not understand it either. The honourable Member who just responded to my colleague of St. Michael West at no time answered that question. He said that agriculture should not be made political, and I agree, but then he went on to make a political speech. We still need answers to the questions that we have asked.

Mr. W. O. FRANKLIN (St. Philip North): Mr. Chairman, some months ago when we spoke on agriculture and this topic came up, the honourable Minister of Agriculture admitted that the programme was behind schedule, and he did indicate today that it is still behind schedule. I drew to his attention then that there was a reluctance by some people to be involved in the scheme, and he said that it was due to a lack of public relations and education. I should like for the Minister of Agriculture in his reply to update me on the participation of the individual workers in the Rural Development Project.

This reluctance sprung from the fact that the owners of the individual parcels of land were not certain of the cost of the water to them, they were very concerned that water for irrigation purposes has proved to be expensive all over Barbados. The St. Lucy Spring Hall Land Lease Scheme, for which we have a substantive vote today, is dying as a result of that. Secondly, they were not satisfied that the marketing arrangements that were put in place for the project were adequate to meet their purposes. Thirdly, they were not sure that the arrangement put in place for the maintenance of the irrigation and other equipment would have been adequate.

He mentioned in his speech that the extension officers have been doing a wonderful job. I should like to find out from the Minister if it is true that because of the ratio in the Rural Development Project of plots to extension officers, or extension officers to projects, and because of the fact that the conditions of service of the extension officers in the Rural Development Project were better than in the Central Government there was a run of qualified people from the Central Government to the Rural Development Project, and as a result there is not now an acute shortage of extension officers to service the remaining farmers in Barbados outside the Rural Development Project area. As a matter of fact, for one complete year there were extension officers, provided with transportation and being paid, who had absolutely nothing to do, or very little, in the Rural Development Project because they were well ahead of the schedule. They were put in place, jeeps were provided, the farmers were not satisfied, and the scheme was not started, so you had extension officers, who could have been working in other parts of Barbados providing a service, not gainfully employed because the scheme was not ready for them. I should like the Minister to inform us if it is a fact that farmers, small and big, outside of this project are being serviced properly with adequate extension officers.

On the whole, it is not surprising that many farmers did not sign up for the Rural Development Project. I take an interest in agricultural matters, but it is very difficult to get information on the aims and objects, progress and projections and the infrastructure and machinery that would have been put in place for this project. I would be very glad if I can be informed and educated on these things so that I can also update any of my parishoners on the matters that I just mentioned — marketing, maintenance of the equipment, the cost of water and the continuation of proper extension services.

Hon. H. deB. FORDE (Christ Church West): Mr. Chairman, the debate under this Head has concentrated on the Rural Development Project. I think that any objective analysis of the project must recognise that it has very far reaching implications for the improvement of the finances of the small farmers in Barbados. The project was conceived under the Barbados Labour Party Government. Funds were sought for it during our first five years in office. I had the honour to make representation from time to time to the Inter-American Development Bank on this particular project, so I have some familiarity with it. Like my colleague the Deputy Prime Minister, I am really surprised about a debate which discusses whether or not feeder roads would be implemented under the project department, the ADC. I do not think that my friend, the honourable Member for St. Michael West (Mr. B. M. Taitt), is really serious on that question.

Mr. B. M. TAITT: On a point of elucidation. I really would prefer that he did not take the question I raised farther down the unfortunate road that the honourable Member for Christ Church East Central took it. That was not the question at all. If a project is under a Project Director, or an agency is responsible, then that agency may in fact supervise that project. The question I raised concerned what was put out in the public arena, that the ADC was going to be responsible for constructing roads and that some Government Minister had said that it is perfectly proper for the ADC to be constructing roads, and I asked for clarification.

I do not think it is fair and/or necessary to go down the road about whether the ADC can supervise. The ADC can supervise the buying of cows, they can supervise the buying of furniture — they can do anything the Government decide they want them to do. That was not the point at all.

Hon. H. deB. FORDE: I am glad to hear my colleague has explain and clarify his intervention because it is obvious that one of the needs of farmers, in the country in particular, was an improvement in the road conditions to enable them to move their crops from the land to the point of sale. Indeed, one of the regrets one has about the development of Barbados through the ages is the slow pace at which this infrastructure for rural development has taken place. When I drive through the country districts of Barbados, particular areas of Christ

Church, St. George, and St. John, I ask myself what happened to the social planners down through the years. That is why I want to congratulate the government and the Ministry for the foresight of including in this project infrastructural development, bringing roads, water and electricity to the rural areas of Barbados and to the farming community, while at the same time making a direct contribution to the improvement of agriculture.
1.15 p.m.

If there is one thing that can be said for the Government, it is that its performance in non-sugar agriculture has been exceptional. In all areas of vegetable production there has been an improvement, as there has been in fishing, and although honourable Members have concentrated most of the debate so far only on the Rural Development Scheme, I think we should pay regard that under Head 74, we are also seeking development money in order to deal with fisheries.

One must make the point early that the Government's performance in fishing has been outstanding in the short period of seven years since it reclaimed the government of this country. If one looks at the development at Oistins, one can have nothing but praise for the concern shown by the Government, and particularly the Deputy Prime Minister, for the fishing people in this country. The living and working conditions at Oistins have improved beyond the imagination of most of us in this House, and Oistins has now become an outstanding sub-town of this country, in which fishing features as a modern and developed industry.

People want to know why there is an increase in the National Debt. Can any Barbadian, either now or those to come in the future, be concerned about proper expenditure as has taken place in the fisheries development at Oistins and ask about an increase in the National Debt? That is money well spent. It is not money spent on the North Point, it is money spent on the development of the infrastructure and the fishing background for the fisherfolk of Barbados.

The Government proposes to develop the Bridgetown fishing harbour as well. In this Head there is a large sum being provided so that the project, it would appear, will begin in this financial year; therefore no doubt, starting prior to the 31st March, 1985. Can anyone quarrel about borrowing money for this purpose, even if there is an increase in the National Debt, where you are improving the lot of people at the lower socio-economic rung of the ladder and at the same time making needed protein available to the country?

The increase in the catch of fish has again been significant as a result of the development of Oistins, and I have no doubt that the major project being planned for Bridgetown and the fisherfolk in this section of our island will likewise contribute to saving foreign exchange, earning foreign exchange when we sell our fish overseas, improvement in the dietary habits of our country, and an improvement in the infrastructure for the community, and in particular for the fishing community.

I do not want this debate on this Head to finish without emphasising the total plan which the Government seems to have for fishing. I notice under this Head there is provision for commencement of the Speightstown fishing harbour. Once again, let me ask a simple question of Barbadians, because it is to them that I speak. Why make a raucous about the development of fishing in this country if those of us who live today, and those who come in the future, have to pay back the money which we must borrow to do this? There is no way that these developments could have taken place, no matter what the complexion of the Government, out of the current resources of Barbadians. One would have to borrow for this purpose, and the National Debt would have to increase. That is the price of development in our country. If the money is being spent in this way, where people can see before that the money is being spent on worthwhile projects, there can be no argument about the matter at all.

I do not want to forget Tent Bay. It is significant that major developments of this nature have taken place under the Barbados Labour Party. Almost every major infrastructural development in this country has taken place under the Barbados Labour Party, no matter who conceives it.

Asides.

Hon. H. deB. FORDE: The honourable Members are saying "Shame". When I want to throw encomiums on the right honourable Member for St. John, I will tell you the areas in which he made his contribution; but when it comes to major infrastructural development, one has to acknowledge that it has taken place under this Government. You can argue that when the Democratic Labour Party gained the Government in 1961, they completed the Bridgetown harbour and they conceived of the expansion of the airport, but the execution of the airport project occurred under this Government. The execution of most of the Bridgetown harbour and its development occurred under the Barbados Labour Party Government. The expansion of fishing is occurring under this Government. One has to concede these points whenever you analyse it, and I am pleased to see that the Government not only looked at the three major town areas — Speightstown, Bridgetown and Oistins — but have also conceived in the expansion of the project, an expansion of Tent Bay.

I should like to hear from the Minister for my own enlightenment, what plans there are for the expansion, or upgrading, of the fishing facilities at Skeete's Bay in order to help the fishermen in St. Philip North in particular, as well as at Consett Bay in St. John, where I believe there is a tremendous contribution to the development of fishing in Barbados. These, I think, are two other key areas, and I should like to know -- it may not be able to be achieved in the next two or three years — whether in the programme for the next five years the Government conceives of improving the conditions of fishermen in these areas as well.

To revert to vegetables, I would like to suggest to the Government that the time has probably come to use Graeme Hall in a manner in which small tenants can cultivate the balance of the agricultural land there and remove the experimental part of the Ministry's functions to one of the other Government plantations, whether it be in St. Philip or St. Andrew. It seems to me that the remaining agricultural lands at Graeme Hall are ideally suited for vegetable production, just as we see at Fairy Valley, or at Windsor, or at Hanson and in parts of St. Philip near the reservoir, that there is a similar development.

I do not consider Graeme Hall as a suburban area, but as a rural area. In my constituency, although Christ Church West is not considered by some people as being an agricultural constituency, we do not only have large numbers of agricultural workers, but we contribute considerably to the increase in the production of vegetables in this island. There are many small market gardeners like those in Gibbons Boggs. There are many small market gardeners in the Forde's Road area and there is still a reasonable size acreage.

Asides.

1.25 p.m.

Hon. H. deB. FORDE: The honourable Member for St. Michael West asks whether Forde's Road is an agricultural area. There are three Forde's Roads — one in South Central, one in your constituency where it meets Bridgetown and a substantial Forde's Road in Christ Church West. The honourable Member will recognize it.

Mr. CHAIRMAN: One minute more.

Hon. H. deB. FORDE: We have a lot of agricultural land at Graeme Hall which is only suitable for agriculture. It is not suitable for housing — one or two of the developers have tried to develop it — and I am asking that consideration be given to keeping that area of land which cannot be put into housing in agriculture, and consideration be given to some small market gardening improvements in that area.

Rt. Hon. E. W. BARROW (St. John): Mr. Chairman, after listening to the honourable Member for Christ Church West (Hon. H. deB. Forde), I understand why the honourable Member for St. Andrew (Hon. L. B. Brathwaite) referred to his colleagues as a bunch of jokers. I never thought that I would live to see the day.....

Hon. H. deB. FORDE: On a point of order. The honourable Member is misquoting the member for St. Andrew. He was referring to the honourable Member for St. John as heading a bunch of jokers.

Rt. Hon. E. W. BARROW: The honourable Member for St. Andrew is in his place and I would accept it from him, but not from the honourable Member for Christ Church West. And if the honourable Member for St. Andrew wants to call me a joker, we can have an exchange here on the floor. But he is not going to tell me that, because he knows me too long. The honourable Member for St. Andrew has lived in Christ Church and he knows that these statistics published about Oistins....

Aside.

Rt. Hon. E. W. BARROW: Let me tell you something. You live in St. George, fortunately or unfortunately. I represented St. George once. When I say unfortunately, I mean in so far as the access to the ocean is concerned, that is, not having direct access to the ocean, so you would have to come down to Oistins or go to Tent's Bay to understand.

I do not care how many harbours you build, harbours cannot catch fish, and I want to say here now that I do not consider money spent on a Bridgetown Harbour or a fishing harbour in Bridgetown money well spent.

As far as Oistins is concerned, I, the Member for St. John, took Mr. Michael Foley from the Economic Development Fund there, after setting up an Oistins Development Committee, on which the honourable Member for Christ Church East Central was Deputy Chairman, and the former Member for Christ Church, Mr. Edwin Talma, was Chairman — I also set up a Speightstown Development Committee — and one of the recommendations of that Committee, during our regime, was the development of Oistins as a fishing port and the provision of a by-pass road there because of its congestion. I have complained several times on the floor of this House for seeing food for human consumption in the gutter next to the police station and that I hoped the day would come when we would have proper facilities out there. Some $3.3 million was allocated after I took Mr. Michael Foley to Oistins, and the plans were drawn for

Oistins, in the same way that I personally supervised all the planning when we were originally going to have two runways.

An airport is not a terminal building. An airport is somewhere for planes to land, and a terminal is somewhere where passengers go. I had something to do with the location of many of the airports in Europe, not the actual construction. I was concerned about the most feasible location for the airports at the end of the war with a team of other people. I closed one airport known then as Wahn B.55 and they re-opened it, and Mr. Ted Went, our Director of Civil Aviation, nearly lost his life as a result of the re-opening of that airport on the borders of the Rhine at B.55.

I can tell you about the expansion of the airport, now called the Grantley Adams International Airport. The Prime Minister of Canada stopped by the traffic lights one day in Ottawa and asked me what I was doing. I told him that I had come to see Mr. Maurice Straughn, who was head of the Canadian International Development Association. He told me when I had finished talking to Maurice, to see him. I told him that I wanted money for the expansion of the airport because they had a scheme called "Airports for Export", and he said to me, "How did you get on with Maurice." I said "Okay". The first time a letter or any correspondence passed between the Government of Barbados and the Government of Canada was about two years later, when the tower was finished, the parking apron was finished and the runway was extended to 11 000 feet.

Your friend, Mr. Reagan, said that the airport in Grenada is 10 000 feet. It is 9 000 feet. I know all about that airport. From the time of Mr. Herbert Blaize, I have been telling him that the only place that they can have an airport in Grenada is at Point Salines. I have all the documents in my office. I am still waiting to be paid for it. I was invited down there five weeks ago by Mr. Nicholas Brathwaite. He gave me back 40 acres of the land at Point Salines. Mr. Reagan said they are building an airport — I saw him on T.V., 10 000 feet long — and they do not even have an Air Force. Barbados has an airport 11 000 feet long and we do not have an Air Force, although I hear that one is on order, and one million dollars worth of cannons.

I never thought that the honourable Member would come in here and say this. He has a set piece. He has to come in here and say that during the DLP's dispensation nothing happened. I never thought that he would have the gall to come in here and say that all the infrastructural development in Barbados took place since he got his seat in Christ Church West, or since he became a member of the Government, or since the BLP took over. The honourable Member for Christ Church East Central knows he was on the Committee and he ought to be ashamed to hear him say that.

I am not in favour of any fishing port in Bridgetown, because it is not going to bring fish to the population of Barbados. You need boats to catch fish, not harbours. A harbour is not a place where you land fish. You needed Oistins because Oistins was congested. You have not got the by-pass Road at Oistins yet, but at least we have reclaimed some land there. You are going to bring fish into Bridgetown where nobody comes after they go home except the people in New Orleans. You can have a fish depot. Get rid of the fish at Oistins. That is a waste of money. That plan was put up to me, too. If you are looking for money to help with your balance of payments and borrowing money, do not say you need a fishing harbour in Bridgetown. A fishing harbour does not catch fish, so let us get that straight.

1.35 p.m.

We had the Calamar training people to catch fish on it. We had more than one Minister who knew about fishing, but one Minister in particular who was definitely interested in the development. He had spent his own money on experimentation, he was the first man to do deep sea fishing in Barbados. Therefore, we had a very sincere interest in the welfare of fishermen, in the training of fishermen and in the recovery of fish from the ocean.

I went to Japan and spoke to the Prime Minister of Japan, Mr. Sato, who gave me a very nice interview. He sent me to the Japanese Fishing Association. I wanted to carry on a project with them. The Japanese are only interested in themselves, and all that I got out of that interview was a cannon, not the million dollars in cannons. I presented Mr. Sato with a picture of Barbados and he presented me with a Cannon, a Cannon being a camera to take photographs, and we shook hands and parted company. There was no word from the Japanese after that, but they have travelled 17 000 miles to fish in our waters, and, as far as I know, they do not build a lot of boats around the Caribbean — they send boats, they send fishermen.

What we need to catch fish is not a port in Bridgetown at all. I am as opposed to that as I am opposed to the Central Bank Building. It is a waste of money. Oistins is doing marvellously, except that we are not getting any fish there. I saw in the newspapers a couple of days ago about how Oistins Fish Market has been responsible for a greater catch of fish. It is not true. What has happened is that the fish are being weighed now. The shed that they had up there next door to the rum shop had no proper facilities for weighing the fish,

the fishermen used to bring the fish on the beach, sell them direct to the fish sellers and even to people like you and me — we would carry a plastic bag, red or blue as the case may be, or even a white plastic bag, collect a few dozen flying fish and walk away. What is happening now is that the fish are being weighed. It is not that more fish are being caught, because anybody who has been to Oistins during the past five or six months knows that we have not had as much fish in the past five or six months as we used to get in one month, say, three or four years ago before the market was built. So the market does not catch fish for you, and a Bridgetown fish market is not going to catch any more fish than the market that they have on Kadooment Day at Oistins.

If you have a plan to spend money or borrow more money to do things, make sure that what you borrow money for is productive, not only it will create employment during the construction phases, but that after the construction is finished even more people will be employed carrying out whatever enterprise the project was supposed to generage. The second point is that you are borrowing money on the advice of a lot of consultants and people like that who do not know anything about Barbados. I notice now that Barbadian firms are no good. They have been bringing in a lot of consultants.

We have needed Law Courts, something that the honourable Member for Christ Church West has been very fond of speaking about, for the longest time. Even during our regime the conditions in the Law Courts in Barbados were deplorable. But we had priorities, schools at that time were more important than building new Law Courts. We have built schools. The present Government has expanded and probably built one or two schools as well. I would have to look at the statistics to see which Government in the same time span has provided more school places, but both Governments have built schools. It is time that we have Law Courts built. Instead, we get a monstrosity, both an architectural and economic incongruity, in Barbados, in the middle of Bridgetown, sort of overshadowing all the old historic buildings, right there in Spry Street at a phenomenal cost. We have to get our priorities right.

Years and years ago the Government bought from Jason Jones a building in Hincks Street which used to be the old Marshall Hall. It used to be a theatre called Marshall Hall. The one above the building here was called Wilhelmina Hall, and the other one that the Government bought that people could not get sold was the Albert Hall, so I assume they could buy Wilhelmina Hall, which is the Olympic Theatre. Albert Hall was put up by the Telephone Company for auction several times with the reserve price of $600 000 — I was doing like the Prime Minister and quoting US. They could not get anybody to buy it. The Government went along and bought that for the National Bank, a building that was specifically designed to hold equipment. Then when they could have got Trident House for $3.8 million to hold the Central Bank, they preferred to go and build a monstrosity for $70 million.

Asides.

Rt. Hon. E. W. BARROW: We not only bought that building, we bought the whole site from several different property owners for urban development of one kind or another. We never bought it for a Central Bank, nor for a car park. We bought it for urban development, and look at the price that was paid for the whole area, a couple of acres, practically peanuts.

They went and bought Marshall Hall for something like $2.7 million — it was on the market for over eleven years and they could not get it sold; it has been lying down there — because Mr. David Seale said he wanted it for the Barbados Development Bank. There is absolutely no area for parking, and now they have decided they are going to put another fish market where the Marshall Hall was. We have got to examine our priorities very carefully.

I hope the honourable Member for Christ Church West will desist from thinking that the day he came in the House of Assembly as a Minister was the beginning of creation.

Hon. L. R. TULL (St. George South): Mr. Chairman, the right honourable Member who has just spoken and I have some intimate knowledge of the parish of St. George. I represent a constituency that is a major producer of agricultural food in this country, and it is also a constituency that has the most agricultural tenantries. I believe that almost 80 per cent of my constituency is agricultural tenantry land. The right honourable Member in making his statement would accuse a Member of this House of thinking that infrastructural development in this country started only since this Government was in place. But during the period of the Democratic Labour Party's control of this country, the agricultural districts, the tenantries in Barbados, had deteriorated to such an extent as to become almost unlivable.

The right honourable Member used to go in Drax Hall in the heart of my constituency with an Englishman named Commander Drax who owned Drax Hall, and he saw at the time that people in that area were anxious to be able to own the house spots on which they lived and indeed to construct permanent structures. I can think of two occasions when the right honourable Member went up to Drax Hall – one time he was accompanied by Mr. Eyre Hoppin at that time representative for St. George North, I do not know what he was doing drifting over the other side — and I remember that houses were under construction at the time, and maybe two or three were

completed, houses of stone, which was a clear indication that the people in that area were ready and willing to move their lot from the impermanent structure of a chattel house to a proper structure where they could have modern conveniences and facilities.
1.45 p.m.

And I well remember that Commander Drax, a little quasi Englishman, came out here and had the heart to go up in the constituency I represent and talk about bulldozing the wall structures in my constituency. The right honourable Member was there when he was talking about it. The people in St. George do not tell lies.

Rt. Hon. E. W. BARROW: I should just like to correct the honourable Member. I have never seen the honourable Member in Drax Hall. I do not even know if he knows the difference between Drax Hall Hope, Drax Hall Jump, the Drax Hall Woods and the different parts of Drax Hall.

There is a gentleman called Pastor Williams, not Granville, who had built a house by Mr. Nurse's shop up there, going down the Jump, I think it is, and Mr. Bill Mallalieu from John Bladon & Co. said, "The Government might as well take over because people have even built wall structures."

What happened then – I guess the honourable Member knows this – is that Mr. Drax, whom I had known for years and years, his was the first sugar plantation in Barbados, wanted to sell us the 217 acres of tenantry at $2 000 to $3 000 an acre. I said, "No, way. We are not paying that kind of money." I do not know what conclusion you are getting from that, but Mr. Drax never said anything about bulldozing any house. I would say that for him.

Mr. Williams, as you know, has built that big tremendous house stretching right across the road. It is actually in the road. Mr. Bladon said, "Look at this thing here and how people can come and build houses in the road." Mr. Hoppin and I had no part of that promise.

Hon. L. R. TULL: The right honourable Member does not have the intimate knowledge of St. George that he thought he had. The church leads down to Drax Hall Woods. Do not mind him about the Jump and the Woods. I know Drax Hall better than I know my own back yard. Not only is the house built in the road, but I think that the house that perhaps caused the greatest problem to the right honourable Member was the house that was constructed by "Pinter" Sealy. Since this "Pinter" used to go around in the DLP van and advertise their meetings and chair their public meetings, the right honourable Member was in a bind, because it was his man.

I know the conditions in the rural tenantries, I know them particularly in St. George, but I know them throughout many parts of the island. When I came into Government in 1976, I began to grumble among my colleagues about the state of the parish of St. George and the tenantries in particular. After a while they commissioned a study from the Light and Power, because I was complaining that the people in St. George did not have electricity in their houses. When we commissioned the study from the Barbados Light and Power, it was discovered that St. George was the least electrified parish in Barbados.

Aside.

Hon. L. R. TULL: It was discovered that a higher percentage of the houses in St. George were without electricity than any other parish in Barbados.....

Aside.

Hon. L. R. TULL: I am being heckled on the wrong side.

Laughter.

Hon. L. R. TULL: I can say, from my own study and from going through my constituency from time to time, that there are only seven houses in the constituency of St. George South that do not have access to electricity. That was done during the time of this Administration.

I remember only too well – we are going to deal with Drax Hall for a while longer — that there was no running water in any house in Drax Hall up to the time of the Democratic Labour Party, late 1975, that is, the Jump, the Woods, and the main tenantry area, other than the plantation house. The people in that area had to go to a standpipe where they had to fight with the dogs from the plantation house. There was not a single telephone in Drax Hall.

Mr. Chairman, as you and I know, Drax Hall is the biggest plantation in Barbados. This Government took the decision to carry some of the development in this country to the rural areas. It felt that the people in the country districts and the tenantries had made a significant contribution, and are continuing to make a significant contribution, to the development of this country, and that it was inconscionable that they should have to see development in the urban and suburban areas while they could not enjoy any. If he is talking about electricity, water, roads, telephones, bus service, community centres, social centres and other services,

whatever you mention, things were so bad in those rural tenantries that this Government felt in good conscience that these conditions should not continue. It does not then fit well in the mouth of the honourable Member on the other side to try to criticize this Government for the policies it is carrying out for the development of the quality of life of the people in the rural areas.

What characterized that Administration was the wanton destruction of the agricultural base in this country by the cutting up and selling, at profiteering prices to their friends, of good agricultural land in this country. I speak of Fair View in my constituency, where the honourable Members on that side consented to and permitted the cutting up of prime agricultural land, and as a result, the pockets of a number of people who were supporters of the Democratic Labour Party, were fattened.

It is not a question of politics now. I have to represent my constituents. They have been complaining for a long time. When I am canvassing from house to house, I still have to walk through grasspieces and have the dunk thorns playing havoc with my face to get to houses.....

(Mr. B. M. TAITT: Dunk thorns?)

Hon L. R. TULL: "Plimplers" then. That is the situation existing in parts of the country. We are going forward with all haste to rectify that situation.

We introduced the Tenantries Freehold Purchase Act which was either not supported in some cases, or supported with qualification in others, by the Democratic Labour Party when we were seeking to do nothing more than to give these people part of their patrimony. Who says that only the coast in Christ Church or the coast in St. James or the suburban areas around Bridgetown are the ones which should get fruits of the development of this country? As long as I have a voice for the people of St. George South, I will be saying over and over again that we have to shift some of the development in this country in a more serious way to the rural districts in this country, so that at the end of the day I can feel that I have done something for the people who give me the honour to represent them.

I heard the right honourable Member for St. John raise the question of fisheries. At one time he was dealing with aeroplanes and airports and I was not quite sure which Resolution he was speaking on. He is of the view that there is need for a fishing harbour or market at Oistins. He said he had something to do with that one, so he cannot quarrel with it — he is quarrelling with the one in Bridgetown. He said that fish markets do not produce fish. That is an argument that is so naive that I can only say that the right honourable Member was making the statement tongue in cheek. If you are only going to make provision for production, all you are going to build are factories and have machinery and fishing boats, and you are not going to have anything else, no shops or outlets anywhere, how are you going to sell what you produce.

1.55 p.m.

In Bridgetown, you have a mix of past and present. We are trying to develop a modern city, and the honourable Member need not tell me that I said that everything started in 1976, I am not saying that, but we have done a lot to develop Bridgetown into a beautiful, attractive and modern city. I do not think that the honourable member can be serious about not supporting a fishing harbour in Bridgetown when he sees how you get rid of fish in Bridgetown, the way in which you sell fish, on the ground, in the dark, in the back of Cowell Street, where the only competition it has down there is the stench from sewage. I do not think the honourable Member really seriously thinks that we are embarking on anything other than a desirable project in building a fishing harbour in the city.

I remember that for many years of my life when fishermen used to bring in fish, they had to sell them that very night; if they did not sell them by midnight, they had to pick up the whole lot and throw them back into the sea. I am talking about boat loads of fish, not talking what I heard, what I have seen. So when you provide facilities for fisheries and fishermen, you are not only providing a healthy, clean depot for sale of fish, you are providing the type of equipment and the type of service that will allow you to refrigerate and, therefore, avoid the waste of having to cast fish back into the ocean or, indeed, to sell people fish that is not good for their health.

I have no idea what the quarrel is about, therefore, in respect of the plans for the development of a fishing harbour in Barbados, I believe that when the right honourable Member is not in the type of a facetious mood which he was obviously in when he made that statement, he would see that there is a compelling need for such facility in the Bridgetown area. I have no problem in supporting this Resolution.

Rt. Hon. J. M. G . M. ADAMS (St. Thomas): Mr. Chairman, this has been a wide-ranging debate and matters have arisen in it which I feel constrained to answer since they relate to the Government's general development policy.

I cannot add anything to what the honourable Member for Christ Church East (Hon. Dr. R. L. Cheltenham) has said about the agricultural part of this Resolution. Sufficient be it that when our party was seeking the franchise of the people in 1976, we promised that the plantation tenants would be enfranchised, and

we promised rural development in the country. This Resolution relates to those projects.

The Rural Development Project was developed after many negotiations and much conversation with the Inter-American Development Bank. Today, evidently, is the day for dropping names. We have had the Airport No. B.55 on the bank of the Rhine, interspersed with Mr. Trudeau at the traffic lights, Mr. Foley at Oistins, and, as they say, Uncle Tom, Cobley and all. I can only mention that I have never designed a fishing harbour or an airport in my life, or decided whether a twin runway was needed in a country where the wind blows virtually the same way at all times. I have been advised in these matters, and I have discussed these matters with other persons who also had to be advised. The Rural Development Scheme arises out of discussions which I have held from time to time — I asked him to come down here — with the President of the Inter-American Development Bank, to whom I showed the ground. I would like to thank Don Antonio Ortiz Mena for the assistance he has given to Barbados in respect of this scheme.

I must say that the scheme has not been seriously attacked by any member of the Opposition. I cannot consider that a suggestion by an honourable Member that the ADC should not be building roads is an attack on the Rural Development Scheme. I believe that they have Members in the House who build roads, namely they get a contractor to come and lay out the road and build it for them. I really do not see why the Agricultural Development Corporation cannot ask a contractor, be it the MTW or be it a small workman, to do the roads. That is so irrelevant that really I am only wasting time repeating it.

The other thing I want to say is that it is dangerous to allow remarks to go unanswered, even if they are irrelevant to the subject of the debate. For what it is worth, as far as I know, the Government has always owned Marshall Hall, certainly for the whole of this century. It was leased to Jason Jones and some other company, and the lease fell in. As far as I know, there was a question of a purchase of some land adjacent. There are two parcels of land.....

Asides.

Rt. Hon. J. M. G. M. ADAMS: The honourable Member says it is the other way around.

Rt. Hon. E. W. BARROW: To correct the honourable Member, the Government owned a little bottleneck of land between Marshall Hall and the sea which was leased to Jason Jones. I took Mr. Oliver Messell there because we were thinking of designing a theatre there. If you go and see it now, it still has a beautiful, double mahogany staircase. That belongs to Jason Jones.

I think, on the recommendation of Mr. Seale, a price of well over a million or two million dollars was paid for Marshall Hall. The other land, which has a shedway, Tropicgases, at the end of Cowell Street, is what the Government owns, maybe 3 000 square feet. It is the other way around.

Rt. Hon. J. M. G. M. ADAMS: The honourable Member may be right about which parcel is owned by the Government and which is not. I have never been there with Mr. Oliver Messell nor with anybody, not even Mr. David Seale. All I know about the site is that we bought it for less than the tax valuation, which was less than $800 000.

Asides.

Rt. Hon. J. M. G. M. ADAMS: I am telling you. When I queried the price, Senator Seale pointed out to me that Jason Jones had been paying taxes on more than the BDB was paying for the site. The tax valuation for the site was, most unusually for a Government acquisition, more than what the Government paid, and, therefore, you can very reasonably argue that if there was ever a bargain, it was that.

In respect of Trident House, it is simply not the Government's policy to buy every foreign-owned business in Bridgetown which may hire a lawyer from the Democratic Labour Party to try and get its building sold. The Government, has in respect of the Central Bank a belief that the decision, which was taken before we came into power to build a central headquarters for the Central Bank on that site, that the Central Bank needed a prestige headquarters which could improve Bridgetown, was a good argument. We believed that it would give employment. We believed that it would create an admirable building in Bridgetown, and that is why we went ahead. The site was not bought by the honourable Member for a car park, urban development or anything else. The Central Bank bought the site. It is the Central Bank, in our time, which has bought the greater part of Church Village and knocked down the buildings — and, again, not at an unreasonable price either.

2.05 p.m.

A decision was taken, I believe, in November 1975, that there would be a Central Bank building on that site, but the acquisitions did not come about until we re-assessed the decision and carried out the acquisitions prior to the building. Possibly the Government owned the Redman and Taylor site and Barbados Knitting and Spinning Mills, I do not know, but that is really not

relevant to the present debate, any more than airfield No. 55 on the banks of the Rhine is relevant. I had thought that the Rhine ran through the French zone, and I wonder what the honourable Member, who was a member surely of the British Military Commission in Germany, would have been doing on the Rhine. But he may have been talking of the lower reaches of the Rhine, where I do not think you will find many airfields.

The fishing harbour. I cannot add anything to the argument of the Attorney-General as to whether a fishing harbour creates fish or not. Common sense could surely have told the right honourable Member for St. John that more fish would be landed in a commodious harbour that can hold a hundred boats than can be landed on a naked beach. More people would be inclined to buy a boat to land fish in a harbour than to buy a boat to land fish on a beach, and I believe that Bridgetown in any case is probably a larger landing site than Oistins, but something really should be done for the fishermen in Bridgetown.

The honourable Member has sounded off about the fishing harbour without knowing what the facts are. The scheme for the fishing harbour is not only for building a harbour. It is for providing funds which can be lent to fishermen to improve their boats, and indeed the whole idea is to provide facilities for the ordinary fisherman to be able to preserve fish so he can stay a longer time at sea and catch more fish. There is a significant component of the fishing harbour loan for boat improvement, freezing facilities and preservation facilities, which belongs perhaps more to the Ministry of Agriculture than the Ministry of Planning, but over and above that, the Bridgetown fishing harbour is planned as a part of a setpiece development and beautification of Bridgetown.

The work will start at Carlisle car park. It is one of the schemes that we are thinking of starting in the new year — it will embrace improvement of the Careenage, a new reclaimed area will go right along right up to International Seafoods, there will be beautification, there will be a riverside walk, we will be encouraging people to put in restaurants, as I see there is now a waterfront restaurant on the upper part of the Careenage, in the middle part of the Careenage, and the backs of those buildings will be rehabilitated. The Barbados Development Bank is converting Marshall Hall into a four-storey headquarters for itself without destroying the ancient facade. The space between the BDB headquarters and the new Careenage development will be beautified and dedicated to the public.

It is not just a fishing harbour, it is a careenage scheme. Indeed, the amount of enclosed water to the north of the present careenage, behind the new breakwater that is going to be built, will be very nearly as large as the present careenage. In other words, what we are building will be a new careenage to the north of the present careenage to hold the fishing boats, and some of the new policies that are going to be introduced can already be previewed if you just walk to the Careenage and see that yachts are now being lodged in the Careenage — wharfside facilities are now being introduced.

The careenage scheme is all part of what is called the Carlisle Bay Development Scheme that will run from the Hilton right out to the new expansion to the harbour. This part is now within sight of starting. There will be other developments on the southern side of Carlisle Bay in the fullness of time, at the back of Lower Bay Street and around the Coast Guard headquarters. If the honourable Member is saying that he does not want Carlisle Bay to be developed, he does not want to see work given to people at a time of unemployment, building a fishing harbour, building a riverside mall, building a new headquarters for the Barbados Development Bank, then the honourable Member must say then that he likes unemployment and he likes to see Bridgetown run down and shabby in the areas where it is run down and shabby. For me, I prefer it the other way, and I very much hope to see those developments well underway in the middle of next year as part of our plans to get Barbados working again.

Hon. L. S. CRAIG: It is 2.10 p.m., Mr. Chairman. I beg to move that you report progress and ask for leave to sit again.

I indicated to the Member for St. Michael South (Mr. L. E. Sandiford) that we would have to take lunch at the restaurant in Queen's Park because the dining hall here which we have been using over the past days was all filled with stinging bees.

Rt. Hon. E. W. BARROW: Are we supposed to march to Queen's Park, because I am not marching up there.

Hon. L. S. CRAIG: Sir, there is one thing I would hope never to do, march with the honourable Member. I really would not like to have to prop him up. I am unable to carry somebody like him at a time like this.

The dining-hall was all filled with bees, not honey bees, stinging bees. I indicated to the Speaker that it would be best for us to go to Queen's Park before you got stung to death by the stinging bees.

On the motion of Hon. L. S. CRAIG, seconded by Hon. L. R. TULL, Mr. CHAIRMAN reported progress and asked for leave to sit again, and Mr. SPEAKER resumed the Chair and reported accordingly.

SUSPENSION OF SITTING

Hon L. S. CRAIG: I beg to move that this sitting be now suspended until 3.30 p.m.

Hon. L. R. TULL: I beg to second that.

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

ON RESUMPTION

Mr. SPEAKER: This sitting is resumed.

When the suspension was taken, the House was in Committee of Supply. To that it now reverts.

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

COMMITTEE

Mr. CHAIRMAN: The House is in Committee.

Dr. R. C. HAYNES (St. Michael South Central): Mr. Chairman, first of all let me say how nice it is to be here once again and to be addressing you as Chairman of Committees, like myself a small farmer, and fully acquainted with the myriad problems facing the small farmers in this country.

A few points have been made which have attracted my attention. Perhaps the most outrageous so far was the statement by the honourable Deputy Prime Minister that massive borrowings are justified in order to build the projects with a high visibility quotient, irrespective of their productivity or relativity to the economic development process.

Hon. H. B. St. JOHN: On a point of order.

Mr. CHAIRMAN:An honourable Member is on a point of order.

Hon. H. B. St. JOHN:I categorically state that the words attributed to me by the honourable Member beginning with the words "that massive borrowings." and ending with the words that he just ended with are not correct, and that the honourable Member is not entitled to do that.

Mr. CHAIRMAN: I was in the Chair and certainly I did not hear the words attributed.

Dr. R. C. HAYNES: I misunderstood.

Mr. CHAIRMAN: You certainly did.

Dr. R. C. HAYNES: We also saw the remarkable spectacle where the honourable Deputy Prime Minister was inviting journalists to come to the Government for information, and only this week we read in the Press the Minister of Information saying that he had no duty to do any research for the journalists.

He also continued to boast of Government's performance in non-sugar agriculture, without recognizing that this is largely due to the serious problems facing sugar, the diversion of increased acreage by the sugar plantations into cash crop production and that this phenomenon has resulted in one of the major problems facing the small farmers of this country. Indeed, when we talk of subsidies and incentives and otherwise to agriculture, I believe that those estates have the best incentives in the world. All you have to do is to look at the sugar accounts of the Barbados National Bank and the returns to the Commissioner of Inland Revenue to see the kinds of incentives which exist there.

Small farmers today are worse off than at any time, certainly during my lifetime and probably in the past 80 years. I would also venture to say that less than 5 per cent of all small farmers in Barbados are making a profit out of their labour. A large percentage of them have been diverting their savings from other areas to keep the land going and a significant percentage has simply gone out of agriculture all together.

I believe that the factors responsible for this have been the stranglehold on credit of the small agricultural farmer; secondly, poor information systems in the area of agriculture; thirdly, poor support services and, indeed that the prices which they fetch at the end of the day means that they are producing at a loss. There is also the very vexed question of the high cost of water, electricity and animal feed.

Let us look at the net effect. It is no longer profitable for a small farmer to produce canes. They have all been making a loss over the past three years and they cannot continue to bear that burden despite the price support. We do not have to go into all the reasons for that, but that is a fact.

Pig farming was a growing activity among small farmers in Barbados in the late 1970s. There are many small pig farmers who have been driven out of business because it is no longer economical to keep a small number of pigs. The cost of pig feed is such that you will end up making a loss, and if at any time you have to get veterinary services for any of these animals, your profits can be wiped out in one night when you have to pay $20 or $30 to have an animal seen on your small farm.

Poultry farmers, largely because of the addiction of the honourable Minister to chicken backs, are in considerable difficulties. That is a fact that you have to face, and many of the small poultry farmers in St. George and around this country are no longer producing chickens because they cannot afford to do so. You know that as a fact, Sir.

Cash crops, by the time you have shared them with the monkeys, the thieves and the high cost of production, it is hardly worthwhile for the small farmer any longer, who cannot compete with the large farms to have access to sugar, let us put it that way, and better marketing facilities.

The subject of cart roads and transport was raised. Getting crops to market in Barbados has never been a transport problem. The only marginal transport problem that I have known is that occasionally people have grown canes down a hill and have had to head the canes to the top of the hill to get them on to the truck. This emphasizing road transport as a serious problem in the marketing of produce in Barbados is not borne out. That is the kind of nonsense you get from the IADB. That could be relevant to probably Kenya or some parts of the Sahara region, but it certainly is not relevant to Barbados.

Unless you correct the problems which have created the serious difficulties for the small farmers in Barbados where 95 per cent of them, for reasons which I have outlined, cannot make a profit, we will be in trouble. I have been a small farmer, and I have been driven out of business.

The only area that I can see that is profitable is probably sheep. The problems in this are wild dogs — they eat the sheep — and the cost of fencing. Only yesterday afternoon I went looking for some sheep and I have identified three sheep to get started with, to see how it goes first. But when you start looking at the cost of fencing in Barbados, it is absolutely ridiculous. Only two weeks ago in Miami I was looking at the cost of 6 ft. fencing and the cost is about 25 per cent what you may obtain here in Barbados. I know what I am talking about. I am a small farmer.

When you look at keeping cows in Barbados, unless you have access to somebody's land with a lot of grass, that is unprofitable. If you have to buy feed for those cows today, you can hardly make a profit if you are a small farmer keeping two or three cows. As a matter of fact, I have been so upset of the whole thing that I had an investigation done in Jamaica recently, where I understand that there is a particular cow that can live largely on grass and water and grows pretty rapidly so that in six to eight months you can get a substantial return on your cow. My understanding is that the cow would cost Jamaican $1,500 f.o.b. into Barbados. At that kind of price I cannot even think of getting involved in that kind of project, and all I wanted was three cows, With the cows that you have around here at the moment, when you have to feed and bring those cows up, you can spend so much money that at the end of the day you have lost money on a cow.

So what is the small farmer going to do? You can borrow $100 million for the type of agricultural projects that you have here in Barbados and the bottom line is going to be whether the small farmer can produce at a profit and make a living.

3.40 p.m:

Time was in Barbados when a man could raise his family on half an acre or three-quarters of an acre of land. Those days have gone in Barbados under the Barbados Labour Party, and the ignorance and the remoteness of these people in the Barbados Labour Party from the realities of the small man in agriculture is indicated by the Spring Hall project, because if anybody believes that any one family can look after twelve or even ten acres of land profitably, unless about eight of those acres of land are covered with some kind of grass like sugar cane for most of the year to keep the grass down, they look at diversification of agricultural produce within the confines of that development and probably be given subsidy, they are wrong. I do not think that they recognise the seriousness facing the small farmer in Barbados, the basis of the private sector development in this country over the years. When we on this side speak of de-emphasising the public sector and emphasising the private sector, we recognise the realities of the situation in Barbados, and we know that the farmers will tell you that between the monkeys, the wild dogs, the thieves, poor marketing, the poor information system, the poor irrigation system, the increased cost of water, the increased cost of electricity, increased transport costs, they have been wiped out.

It is not because we do not wish to farm. Those of us who have farming in our blood are prepared to farm even at a loss from time to time, but these losses can be unacceptably high — and they can be so high that the Income Tax Commissioner would not even believe you. That is another problem that we have. The Chairman of BS&T pointed out recently, a point quite misunderstood by the *Advocate* newspaper, that when you get high losses in the agricultural sector, it blows the mind of the Commissioner of Inland Revenue so that he no longer allows you to write them off. So many of us faced with this situation may have to opt to pay the agricultural levy rather than to go the route of incurring heavy costs year after year, heavy losses about which the Commissioner of Inland Revenue might cast some doubt on the integrity of those making the returns, because the losses in agriculture are substantial.

Mr. Chairman, you know St. George very well. When I go up towards Taitt Hill, I see an area of land on the left which I know was a piece of land that I walked by over 40 years ago morning and evening, and that land was always well kept. I am sure the rotundity of your form is a reflection of the productivity of that plot during your youth. Today, Sir, when you pass that area, you can see exactly what is happening. You know what the problems are, and you know it is absolutely impossible for the small farmer to survive under prevailing conditions today.

I invite this Government to stop using big terms, stop talking about infrastructural development, and try and get the farmers with the knowhow back in a situation where they can work their half an acre or quarter of an acre, at a profitable level. Let us look at the global situation in relation to non-sugar agriculture. Let us look and see whether we should not be investing more heavily in agro-industrial development. Let us see whether we should not be using tax inducements to get the private sector that is involved in the marketing of import agricultural produce involved in the marketing of export agricultural produce. Let us see whether this is not the direction in which we should go, because as I said, at the bottom line a man is only going to produce if he can make a profit or if his labour is worthwhile.

One day a man received a letter to go to Bulkeley to collect I think preference money a couple of years ago. I think he lived in St. Peter. He went at the same time I went to collect mine, and his was one cent. He was called to collect one cent. That man had made a fantastic loss already. I stood up there in the small area in Bulkeley Yard that has been there since I was a boy and I saw that man come outside and weep.

The honourable Member for St. Andrew (Hon. L. B. Brathwaite) must have witnessed the kinds of problems that the small farmers in his constituency faced, and he knows they are being wiped out under the prevailing conditions. I challenge the honourable Member for St. Lucy (Mr. R. E. Brathwaite) to get up on the floor of this House and deny that any of the things that I have said are not the real problems facing small farmers today. I understand that you have been very helpful throughout the years in providing transport and otherwise helping small people in St. Lucy involved in agriculture. What have you got to transport now? Look around and you will see. Go to St. Peter and you will see what is going on down there. Our small agricultural sector has been ravished by the mismanagement of the Barbados Labour Party.

I have produced before this House on numerous occasions figures relating to the relative reduction in the flow of credit to the small sector agriculturalists and the various problems that they face. I read from a World Bank Report identifying six major areas that need to be strengthened if the small sector agriculturalist is to get going again. You have done nothing, and now you come in here, grandstanding if you like, using all sorts of fancy words. I said nothing all morning because I wanted what they said to go out on the air waves of this country. I know that those words will be falling on the ears of people who have been hit in their pockets, despite the sweat and their losses over the past three years.

Hon. Dr. R. L. CHELTENHAM: Mr. Chairman, I thought at one point earlier in this debate that the confusion in the ranks of the Democratic Labour Party was localized. I thought that it begun and ended with the honourable Member for St. Michael West, but as it turned out, it is widespread and has affected them all. The last speaker's contribution is itself no more than an illustration of that view point. Much as the last speaker would wish me to begin with his contribution and to dignify it by trying to respond to it at any length, I propose to deal with the points which were made earlier not only by the honourable Member for St. Michael West but also by the two honourable Members for St. Philip.

The first point relates to the charge that the Barbados Agricultural Development Corporation ought not to be involved in any aspects of road construction, because we already have a Ministry in Barbados, the Ministry of Transport and Works, that is responsible for road construction, and that the involvement of the Barbados Development Agricultural Corporation represents a lack of proper planning, duplication and waste.

I make no apologies whatsoever for what is happening now in terms of the Barbados Agricultural Development Corporation being the implementing agency or the project unit for carrying out the work involved in the Integrated Rural Development Programme. It is a fact that for many years in this country, almost for centuries we may say, only two sets of roads attracted attention, the major highways, and increasingly more so under the Barbados Labour Party's Administration, tenantry roads. Those persons who were involved in farming who did not live in a tenantry — you may have 15 or 20 houses scattered over 75 or 80 acres — the roads leading to those 75 or 80 acres were invariably cart roads and dirt roads. So in the wet season when they wanted to get in the agricultural inputs, the manure in particular, they could not get to the land, and when they wanted to get their produce out, they could not get their produce out either. Those roads were neglected except those which belonged to the sugar plantations which had money in former days — they do not have any now — and were able to keep their access and feeder roads in a proper state of repair. But the small farmers who did not belong to the tenantries, or whose lands did not form part of the tenantries, have always been neglected.

3.50 p.m.

All that we on this side are doing is correcting this long standing neglect by providing approximately four miles of access and feeder roads to those persons who are engaged in small farmer agriculture and who need these roads. This is just another illustration of what the Barbados Labour Party Government has been doing for small farmers in this country. We are not duplicating the efforts of the Ministry of Transport and Works. We are only filling a gap. In any event, as was pointed out by the honourable Deputy Prime Minister, it is now recognized in Government that the Ministry of Transport and Works cannot efficiently carry out all the road construction programmes in Barbados and that there is a strong case for involving more and more private sector firms.

The second point relating to planning was whether we ought not, since this is a brand new programme as was said, to have put in the infrastructural works — the expression "infrastructural works" is not my own, it is the expression used by the honourable Member for St. Philip South — first. Though this is a new idea in terms of tying together the range of these services in one package, it is only new in that regard. We are dealing with communities that have long been producing. When we first went to address these communities, we tried to get them to increase their produce and to introduce new techniques. It was always planned that we should put in irrigation systems and roadworks, it is just a question of timetabling — when exactly do you start with your roadworks and irrigation system? It is all part of the programme. It is no reflection of bad planning or mismanagement on our part that we have now reached a point in the programme where irrigation works are being instituted and the feeder roads being put in.

With respect to the point that was made earlier about the programme being a bit late, I have to point out to honourable Members, in particular the honourable Member for St. Philip North, that at the outset, three years or so ago, there were certain difficulties with the conception of this particular project. The IADB succeeded in selling us, to some extent, a project, the basic assumptions of which were challenged because some of the conditions were not relevant to Barbados and we took some time trying to renegotiate some of the terms and conditions. That was responsible for a certain loss of momentum and a certain loss of the rigid timetable which we had originally set ourselves. We have renegotiated some of the terms and conditions and the programme is now very much with a rhythm and a momentum of its own.

I do not think that I have enough time — I need to be somewhere else, many miles away by 4.30 p.m. — to enter into a full scale debate as I would very much like to on the whole future of small scale farming in Barbados and what is responsible for the present difficulties which we are experiencing. I should just like, however, to reject completely the allegation that the difficulties of the small farmers have got anything to do with the policies of the Barbados Labour Party. The policies of the Barbados Labour Party, for the most part have been helpful to small farmers and have attempted to rescue them from the difficulties that they are experiencing.

It was conceded by the last honourable Member who just spoke that some 95 per cent of small farmers are involved in sugar. He is right about that. The difficulties that they are experiencing as a result of the low prices which sugar is fetching have got nothing to do with the Barbados Labour Party. But we in the Barbados Labour Party are trying to help those farmers to remain in the production of sugar by giving them an outright grant as part of the price support.

There is a major contradiction, which I do not think the last honourable Member who spoke appreciated, in what he was saying. He was making the point on the one hand that there was a time when a Barbadian small farmer could live off half acre of vegetables, but today he cannot live off half acre of vegetables; and at the same time, he was making the point that we should be more and more involved in the export promotion of our vegetables.

As soon as you move into large scale production of vegetables for export, you put more pressure on the small farmers, because as soon as you are talking of a large scale production of vegetables for export, by definition you must involve some of the large plantations and only about 60 per cent of what they produce can meet grade 1, the export standard. If they produce, let us say, 20,000 pounds in any one week, you can be sure that 8 000 pounds must be sold in the domestic market and nowhere else. That puts pressure on the small farmer who was producing exclusively for the domestic market.

As far as marketing is concerned, we must face the inescapable fact that in Barbados, the market is small and it is easily saturated. Regardless of what marketing techniques you apply, you are going to run into difficulties when you have a small market such as we have in Barbados that is easily saturated. At the end of the day, the answer must be to increase the consumption of vegetables, and I should like to see a vigorous public education programme in that regard.

We must also penetrate, as best we can, the export market. Remember that not only all the West Indian countries can grow the vegetables that we produce, but many countries in North America and In Europe can grow them. What we have got to do, however, is try to find the winter gaps and see whether we can help supply the gaps that exist particularly in winter. In that regard, we are competing with almost the whole tropical world that is

trying to fill the winter gaps in the North American market and the European market.

Mention was made of the Spring Hall Land Lease Scheme. That is a subject that has been quite exhaustively discussed in this House. I hope that no one in the Press runs away with the idea that what the last honourable Member who spoke said represents any new opinion or any new wisdom in relation to the best approach to the twelve, fifteen and twenty acre lots in the Spring Hall Land Lease Scheme. I have made the point repeatedly, and it is part of our policy, that you cannot have twenty acres under vegetable production and expect, as a single farmer, to be able to control it. You must have sixteen or more acres covered with canes, or grass for that matter, if that is feasible, and no more than three or four acres involved in vegetable production and short crops.

That is exactly why we are here now, because it was the implementation of that policy, of putting two thirds, three fourths, of the lots under sugar cane production so as to make them more manageable, that has resulted in this need for the supplementary as it relates to the Spring Hall Land Lease Scheme. The wells are being tested in the hope that they can supplement the potable water system which is being used, and which has turned out to be prohibitively expensive. But all the supports which you called for for the small farmers in the Springhall Land Lease Scheme are being given by this Administration, all of them. What you called for is totally consistent with the existing policy as implemented — not expressed on paper.

4.00 p.m.

I am satisfied that in terms of the subsidies which we give to the agricultural community, particularly the small farming community, with the transfer of the technology which is taking place particularly now with the presence of the Israelis in Barbados, in a search for other crops, such as peanuts, onions, cotton, tropical vegetables and so on to supplement our sugar efforts, that the policy in agriculture is a wise one and represents an attempt to meet the difficulties of the times. It makes no sense discussing agriculture in 1984 in terms of the values which existed in Barbados in 1954.

There was a time when there were farming families; a man, his wife, and all of his children would assist. There are very few cases like that today. Many of the original tenants at the Spring Hall Land Lease Scheme came in saying they could handle it, the woman will help me, and the children, too. The children are not interested and, for one reason or another, the woman has run away. It is not a domestic problem, as the expression "run away" may tend to suggest — it is a reflection of the reigning values. You are just lucky, and you are dealing with rare situations, when you get a family of a relatively young man, late thirty or early forties, and his woman or his wife and all of his children going into agriculture. It is a rare situation, you are dealing with changing values, and that is the reason why it is so difficult and misleading to discuss agriculture in 1984 in terms of the values of 1954, as though it is a static situation which we are addressing.

I am not at all in agreement with the right honourable Member for St. John, who made the point that he does not regard a new fishing harbour in Bridgetown as representing any priority. These fishing harbours were explicitly put to the people of Barbados in our manifesto, thoroughly canvassed on the platform, and they voted for them. My job, our job, is to implement those manifesto pledges, and I am happy to be presiding over the construction of the new works in Bridgetown, which will begin very shortly, Tent Bay and Speightstown.

This is not the first time that we on this side disagreed with your formulation or priorities for the nation. For example, you went ahead and bought the North Point boat before you ever thought of putting up the cement plant. We did not agree with that priority either, and that was put to the people and the people disagreed with you. We put our priorities to the people in terms of these fishing harbours and the people endorsed our priorities, and no amount of empty rhetoric on that side will deter us from going ahead and implementing, with the support of the people, the commitments which we gave at the last two elections.

I, unfortunately, really have got to go, much as I would like to continue.

The question that Head 74 stand part was put and resolved in the affirmative without division.

HEAD 83 — CIVIL AVIATION AND TOURISM DIVISION

Hon L. S. CRAIG: I beg, Sir, to move that Head 83 stand part.

Dr. R. C. HAYNES (St. Michael South Central): As you know, Sir, these papers were only circulated this morning. I had been under the impression that we were dealing with the whole head at one time. I notice here that there is quite a lot of money involved, and I wonder whether there is a major problem with the obsolescence of the electronic equipment at the rather new airport, and whether or not there has been an adequate study done of the new system which will be put in to make sure that it lasts over time and that the maintenance costs would be minimal.

There are a lot of problems not only in the area of electronics, but many pilots have been repeatedly complaining of the state of the runway at the Grantley Adams Airport; apparently, it is putting a lot of strain on the landing gear of the aircraft when they come in. I certainly have noticed, since last October particularly, that when you land at Grantley Adams Airport there is a lot of bumping when the planes land, even with those pilots who normally landed very well in the past at Grantley Adams Airport, those familiar with the airstrip. It is well known that those pilots who are familiar with the airstrip tend to land more smoothly than the other ones.

I think there is a need for a comprehensive look at the maintenance and development needs of the Grantley Adams Airport for the next five years. It is important that we recognise the importance of civil aviation to tourism in Barbados, a subject that we have to debate in due course. This is only the first shot, I am only asking some questions to start off with.

I also want to know whether there will be a better communication system at the airport, because on many occasions you find that the communication system is not working. Frequently the air conditioning system does not work. Many problems are being experienced by the red caps at the airport, who have to pay for the right to work. On many a day they do not make even the money that they have to put in the hands of their employer when they start to work that day.

I want to know if there are going to be better communication in respect of communication and connections with LIAT from large carriers coming into Barbados. If the airport is to be part of the gateways policy that was touted around in the past by respectable institutions, where Antigua, Barbados, and Trinidad would be the main gateways to the Eastern Caribbean, it is important that those countries should have confidence that they can use the airport and that their tourism efforts are not being subverted by certain persons at the airport.

I have had reports about people who have checked in at London for St. Vincent. It is a very bitter subject — the way the Vincentians and visitors to St. Vincent are treated at Grantley Adams Airport. Many Vincentians tell me that they are only waiting for Pearls Airport to open.

4.10 p.m.

This is what happens to Vincentians. They book in at London airport, they are allowed two pieces of baggage, they arrive at Grantley Adams airport for continuation of LIAT— and then several problems arise. Very often there is a breakdown in communications in relation to bookings. Very often people have to overnight when they never intended to overnight. Very often they do not see representatives of the airlines at the airport. Very often they are stranded up there. When they go to the Board of Tourism they get no assistance. And then when they are to get on to LIAT the following morning with their two pieces of luggage which were allowed on the carrier from London to Barbados, they are now being charged overweight for continuation into St. Vincent, or Grenada, or elsewhere. The result of all this is that many people in the small islands have lost confidence in the use of our airport.

We on this side were hoping to see a situation developed where the Government, say, of St. Vincent, would be happy one day to have a Customs here at the Grantley Adams Airport so that people arriving could be cleared one time to go through into the various regions. I know that would be difficult. I know we are dealing with separate entities and it would be much more difficult to implement, say, than US Customs on the borders of Canada or the US Customs in the Bahamas but I was hoping that when we thought of a gateway policy to the Eastern Caribbean and we thought about the possibility of enhancing the revenues and the prestige of Grantley Adams Airport, we would certainly not be doing anything at this point in our history to alienate and create hostility among the people of the other islands who use our airport. And I must tell you, that there is a lot of hostility and bitterness residing in the hearts of many people in the small islands over the manner in which they are treated at the Grantley Adams Airport.

Hon. H. B. St. JOHN (Christ Church East Central): I am delighted that there is an opportunity for me to give the lie to some of the statements that have just been made in respect of treatment of our neighbours in Barbados at the airport.

When we came into power, allegations were rife that Barbados stole tourists from the other islands.

Dr. R. C. HAYNES: On a point of order, Sir. I never introduced the words "stealing of tourists by Barbados". The honourable Member is doing unto me what he alleged I did unto him.

Hon. H. B. St. JOHN: It was said that Customs and Immigration were hostile to visitors from the other islands and, that there were not proper facilities for intransit passengers. One of the first things we did when these allegations were made was to invite the Governments in those territories to send representatives to be permanently at the Grantley Adams Airport to be able to observe for themselves what went along there. One of the Governments took up the offer. I believe that after a certain period of time they were so satisfied that

as far as the Government personnel or Government agencies were concerned, there was absolutely no discrimination, that they withdrew the persons they had there.

There is a fundamental distinction at an airport between the services which have to be offered by the Government and quasi Government agencies or associated Government agencies and the airlines themselves. In Barbados it is not generally known that security, for instance, is the responsibility of airlines. People think that the X-ray equipment up there is the responsibility of Government. It is not the responsibility of Government. People think that baggage handling from the aeroplane to the arrival hall is the responsibility of Government. That again, is not the responsibility of Government. Customs and immigration is a responsibility of Government. Smuggling is a responsibility of Government. Detecting people who try to bring in dope here is a responsibility of Government. The Government has to see that there are controls in those areas.

I am quite willing to repeat the offer to any Government in any part of the Caribbean Economic Community which feels that their citizens are not getting a good break at the airport to send a representative and let him stay permanently at the Grantley Adams Airport and observe for himself. As a matter of fact, the operation is very smooth. On Sunday night I came back here from Brussels. On board there were more than 50 people for St. Lucia, they came in on Caribbean Airways from Italy via Frankfurt. They got off the plane, their baggage was separately tagged, brought out in a small container, there was a LIAT charter flight waiting for them on the ground, and by the time I could get my baggage, LIAT was in the air.

(ASIDE: Those are tourist).

Hon. H. B. St. JOHN: Answer this. If LIAT and a tour operator can do that, what is there to prevent the airlines who bring people here for other islands from providing the same standard of consumer satisfaction? Tell me what is there to prevent the airlines from looking after their other passengers in the same way they looked after them? Absolutely nothing!

Put the blame where it lies, on the airlines. They are the ones who are responsible for the satisfaction of their own passengers. We, too, have been bitterly critical of some of the standards of customer service at the airport, because they expect the airport authorities to do some of their work for them. When the clients of some airlines come in and the baggage is lost, the poor baggage handlers, who are employed to see that the conveyor belt is working, have to do the work of trying to tell them that the baggage is lost.

Now, the red caps. When the airport was opened, there was a big fight as to whether there should be red caps at all. The Comptroller of Customs did not wish to have red caps. They had on order as part of the equipment a large number of these push carts, and the matter came up to me in my capacity as Minister of Civil Aviation and I ruled that there should be red caps. I felt that this was a country that made its living by tourism, and we had a lot of young people, men and women, who I believed could make a dollar by providing a service at the airport. I know the inconvenience that it causes me, and I am a relatively young person, when I go to some European airports and there is no red cap service. The position was that I felt the red cap service should be continued.

The honourable Member would know how people seeking to be red caps used to be awarded jobs in the past. I only have to tell you who were the awardees. The one before the last was one called Mr. Howard Roberts, then a prominent member of the Democratic Labour Party. The last one I knew was one person called Shirley Smith, a real arch DLP. There were two or three others who all had one characteristic in common. It was not membership of the Democratic Labour Party — the characteristic was that they did not pay the airport authority the rent when the time came at the end of the month. You could not collect from them so we decided that it would have to go out for bid under the Tenders Committee system and the best bidder would be the winner.

4.20 p.m.

There must be a fair amount of gravy there, because I can tell honourable Members that it moved from $3 000 a month to $9 000 a month. That was the last payment. What does the honourable Member from the Other Side expect me to do? Not take the best bidder? I took the best bidder. The best bidder must come – $9 000 a month!

I will tell you this. Armstrong Associates had it at $3 000. When it went out, a Mr. Ted Went bid $9 000, and on this occasion Mr. Armstrong bid $9 300 or $9 400. I am satisfied that the bidding was very competitive. I must pay tribute to Mr. Went because he was the first concessionaire that solved a problem about which all of us complained, how to control the revenue received by the red caps. Mr. Went said that if he had to pay the Government $9 000, he divided the $9 000 into the number of the red caps, he put on a percentage for management and he started off with that phase. It worked so satisfactory that the next bid was a bid which was won purely on the reduction of the percentage for management, but I think that there was a slight distinction with him in that Mr. Went said that he used to be paid as a red cap for two or three terms because he used to pull some jobs himself. He has made his contribution to civil aviation.

I am positive that that method of tendering for the red cap system is now well known all through the Caribbean. They cannot understand how we can get people to pay us for the concession and in other countries they have to pay people to do the red cap jobs. We have heard some complaints, but now there are certain minimum standards of behaviour which are expected.

Asides

Hon. H. B. St. JOHN: It is the same thing in New York. I understand that in the Port Authority Terminal you have to pay to be a porter.

In relation to the radar, in 1979 the Government, after being advised by the Maintenance and Electronics Section of the Ministry of Civil Aviation, agreed to a programme of systematic replacement of electronic equipment at the airport. We did not have all the money to replace all one time. We were advised that the main radar needed replacing because it had reached the stage where the cost of maintenance was greater than the cost of paying the amortisation payment for a new system. We changed that system, but we could not buy both the primary and the secondary radar system at the same time because it was too costly; so we put in the primary system and now we are putting in the display system, which is a processor and a display.

The contract for the second phase has been awarded, again after competitive tender, to a firm called Ferranti Ltd. in the U.K. They were the best tender. We will get export credit. The last time the bids were out we could only put in a dollar because we did not know the exact price. The amount here is $618 550, which is 15 per cent, but I can tell honourable members that the amount that we would actually have to pay, because of the change in the value of the pound, will be less than this. This is the implementation of the scheme for replacing the whole of the radar system. When this is done, the whole of the radar system would have been completed.

The honourable Member talked about the runway. We have been replacing parts of the runway periodically. We had a programme of rehabilitation and replacement over a four year period and we were doing between 3 500 and 4 000 feet per year. It became clear to us, prior to October 28 last year, that we should speed up this repair programme. CIDA hired a firm which was doing some preliminary work for the Canadian Assistance Programme for the Caribbean about three or four years ago to do a review of all of the runways at the airports in the Caribbean, and everybody knew that the runways in the Caribbean needed a lot of maintenance. Mr. Al Wason was part of the consultant team. Everybody in Barbados should know Mr. Al Wason. He was here then he went with CDB and then he went to practice in Canada with a firm of consultants.

The Government decided, particularly after October last year, that it would be better to do one comprehensive job rather than doing it every three or four years, and we have received complaints too, so we have put out two things for bids. We have asked the consultants to provide the specifications for reproofing the whole area. They are going to inspect the runways. They are going to test the foundation and they are going to provide specifications. The bids are in and I believe the recommendations of the Special Tenders Committee that was appointed — the Ministers are not in this — either went to Cabinet last week or, if they did not go last week, will go this week. The cost of the consultancy to tell you what specifications you should use for the rehabilitation of the runway will be done. After that a bid will go out for a contractor to actually do the job, so we are now in a position where the first step of that is done. The bid will not only be to provide specifications, but it will advise us on the best tender and also serve to supervise the contractor when he is appointed.

It is fairly clear that our timing is quite correct. You can only do this work during the months of May and June, at the maximum to the middle of July, so we have to have everything ready so that the tenders will go out. We expect that that work will be started somewhere in the middle of May.

4.30 p.m.

There are a lot of views. We have not seen the specifications yet. I just came over a runway in Europe which was not as smooth as people think, never mind we go on praising European runways. That was a cement runway. The whole runway was made out of cement; it was not made out of asphalt and pitch. Obviously in the investigations they will be able to say, now that Barbados is in a position to be able to supply cement, whether it is a competitive comparative material to use. It is not like before when you could not use cement because you would not know whether it was coming from Columbia today or Venezuela tomorrow or Jamaica the next day. I have no doubt that the consultants will take all these factors into account.

It is not any question of the Government not doing something about the runway. We are going to do something about the runway, but we wish to have a proper examination done, bearing in mind the report that was done on behalf of CIDA by the consultants. We will have a rehabilitated runway. It will be done next year when it is convenient between May and July.

I think I have answered all the questions.

Mr. B. M. TAITT (St. Michael West): No, Sir. There is a question that he has not answered. Some time after the October events last year, it is my recollection that the question as to extreme and severe damage of the runway at Grantley Adams came before the public, and as I recall it, it was established, I am sure it was the Prime Minister himself who gave to the public the information, that the frequency and the size of the aircraft from the United States military that had landed on the runway had in fact damaged the runway to some significant degree. I wish to know if it is still true that the United States will pay all or part of the cost for repair to the runway. I do not know if that is classified information and cannot be vouchsafed to this particular forum, but my understanding is that the United States Government had offered or at least had said that as a result of their use of our runway that they would be making a significant contribution to the upkeep and the repair of the runway.

I am not one of those persons who believe that you should look a gift horse in the mouth, nor do I believe that you should go to the United States crying. If the contribution of Barbados to the invasion of Grenada included use of the runway, then the people of Barbados will have to participate in paying for the cost of the damage. But if at the same time the other country or countries who participated in this joint exercise have determined that they are going to participate in the repair of the runway, as I believe the President of the United States or one of his officers is reported to have said, then I think that the Minister responsible for Civil Aviation, who I believe to be the honourable Member who has just spoken, should be in a position to tell this House what the position is.

If we are getting assistance from the Americans, since they are in a position where they have the most advanced radar equipment in the world — they have tracking facilities which extend not only within this atmosphere but beyond this atmosphere — it would seem to me that one of the ways in which some meaningful technical assistance can come from the United States would indeed be in precisely this area where we have offered the contract to Ferranti — I think that is the name of the firm. I wish to know if the idea of technical assistance coming from the United States by way of radar type assistance was explored at all.

If Barbados is becoming, as apparently it is, an important factor in the geo-political dimensions for East and West, I think we should deal with these matters head on and accept our role, accept our position and negotiate from a position of strength. I do not believe that the Americans may wish to use Grantley Adams if the Point Salines Airport has all of the advanced techniques and capabilities which I am told that it will have eventually, but it would seem to me that, bearing in mind the joint enterprise of which we heard so much during October and beyond, and of which we are still hearing notwithstanding the statements made by the honourable Member for St. George South recently in his capacity as Foreign Minister, I think that we in this House have a right to hear the details of any arrangement between the United States and Barbados.

I am not asking the Government, because I am sure they will not tell us, any of the details concerning any secret agreements between the two countries, but it seems to me that if there is an area where we can benefit from assistance from the United States it would be in the area of airports and airport maintenance, because that country has airports with capacity to absorb the largest flying aircraft anywhere in the world. Indeed, I believe that we were the recipients of some C. 47s during that fateful period. The only person in this Honourable Chamber who is an expert in this field is the honourable Member for St. James North (Hon. L. S. Craig), who would be able to tell us what kind of aircraft touched down. I think that we should know the extent to which the October activity damaged the airport, because I also understand that the runway and the other facilities at an airport is one that is monitored on a continuing basis, and therefore we should be in a position to know what was the state of our runways in September 1983, what was the state by November 1983, and to what extent that exercise incurred damage to the runway.

As I said at the beginning, and now he is in his seat I wish to say it while he is here, I was under the impression that the Prime Minister spoke very clearly on this question of whether Barbados would or would not accept assistance from the United States for the repair of the runway arising out of the joint exercise. I recall very vividly a statement reported to be coming from him, and indeed I formed the impression that he led us to believe that he had gone into some arrangement prior to the joint exercise, and therefore I do not think that this opportunity should pass without our getting some information on what kinds of arrangements, if any, we have between Barbados and the United States concerning the disrepair or otherwise of our runway at Grantley Adams International.

Hon. H. B. St. JOHN:This is a very interesting, and it is a good thing that I am in a position to answer the honourable Member, because the honourable Member's question does disclose once again a difference of opinion which is in existence between the honourable Member and his colleagues. The honourable Member forgot or he disagrees profoundly with the viewpoint which was advocated by the other side that it would be most ungracious of us in Barbados to ask the United States for any kind of compensation for the damage that was done at the airport.

I well recall the article written by a Mr. Cameron Tudor who said that you do not invite a man to help you and then ask him for money after that, unless the honourable Member is saying that he does not respect the views of Mr. Cameron Tudor. But, of course, in the House here honourable Members on the other side made it positively clear that they were advocating that the Government not pursue asking for compensation for the reparation of any damage at the airport.

Our position is very clear. There is no doubt about it that it can be proven that there was an exacerbation of a pre-existing damage to the surface of the runway at the airport by the frequency of the landings that occurred. There is no question about that. I told honourable Members that before. We had had a report before from the Canadian consulting group that our runways were in need of rehabilitation.

We have not pursued the idea of asking for compensation for any damage. The tender for the radar was an international tender, and if American firms wanted to tender, they had full opportunity to tender.

Mr. B. M. TAITT: I have no difficulty with the fact that this was arrived at by tender, and I was not questioning that. I made the point, and hopefully I had distinguished between the question of compensation for the runway and then the whole question of technical assistance in the area of the radar, is that if the United States were minded to offer Barbados technical assistance, this was an area in which they could give technical assistance that would be meaningful. That is the gravamen of my point.

Hon. H. B. St. JOHN: What we are saying is that the bid is an international bid and I know that contractors and engineers from Barbados, Britain, the United States, Canada and John Menchez of Trinidad and Tobago, bid. If the Governments want to help, all they have to do when the time comes for bidding is to see that their export agencies give the best terms available for export credit. Export credit not only consists of interest bidding, it consists of a percentage as a grant. That is modern export credit.
4.40 p.m.

The last point in relation to this is that I am talking about the Government, I am not talking about other agencies whose equipment or services were used at that time, in which case they were entitled to charge their rent and can now seek compensation. But we are not after any compensation for any damage to the runway.

Mr. H. A. BLACKMAN (St. Philip South): I have a query with respect to this Head. Paragraph two says:

"The programme involves the replacement of the present Simulator and Radar Displays and Communication System"

Paragraph three says:
"Agreement has been reached with Ferranti Computer System of the United Kingdom for the supply and installation of the system at a price of ..... BDS$4 125 000"

I want to know if this money is only for the communication system and then we have to get more money to pay for the Simulator and the Radar Displays.

Hon. H. B. St. JOHN: This is the display system. The main radar is in. I think it is the RCA or whatever it was that came here as part of the HARP package, the lamp to the HARP package, that is being repaired. The radar picks up the objects outside and this displays it.

The existing radar is capable of giving you better information than this system can display on the existing screens. What we have to do now is to bring in a modern screen to be able to get the full advantage of the 120 mile or 130 mile radar that we are having.

The communications system is different. There are two sets of communications system there. I was not clear when the honourable Member for St. Michael South Central made the point, whether he was talking of the system inside the Terminal Building, because I regard that as one of the defects of the Terminal Building. We have tried and tried. The evaluators of the Airport Project have observed that that is one of the failures in design. We are trying all sorts of remedies in relation to that.

We had problems with the airconditioning. The airconditioning has been fixed. A contract was awarded to ESSCO to do the remedial work on the airconditioning in accordance with the designs of the people who came down and evaluated the project after the completion of the contract. The whole area is not airconditioned, but I know that we do not have complaints in the airline offices any more.

I know that in other areas of our own, the Government's office areas where our staff is, they do not have problems nor are there problems in the VIP section.

It may be that there are one or two areas in which the system is not fully in operation. My understanding from our own people is that it is much better than it was. In the original design the system was not loaded enough to take into account the fact that the airline offices would be bringing in computers and such equipment. That has been remedied.

The other form of communications system is that used by the air traffic controllers and the aeroplanes. I have never heard of any problems in connection with that. I have never heard any allegations that there was any difficulty with the transmission or the receipt of messages. But I am not sure whether the honourable Member is talking about the communications in respect of the transmission of information between the air traffic controllers and aeroplanes. I thought that the honourable Member for St. Michael South Central was asking about the system within the airport building.

Mr. H. A. BLACKMAN: I think I understand what the honourable Minister is getting at, but I want to know if we are buying three things or one thing.

Hon. H. B. St. JOHN: I can give you that information. The radar displays system is made up of displays, simulator and Communications system. That is what I mean.

Dr. R. C. HAYNES: I am very pleased to hear that the old radar system is being replaced, because it was suggested some time ago when the Defence Force was called out, that an object which appeared to be either flying or swimming was seen on the radar screen, it turned out to be some flying fish. I do not know whether that is true or not. That is what I heard.

Rt. Hon. J. M. G. M. ADAMS (St. Thomas): I am not really quarrelling. To make a joke about the airport radar observing an object flying or swimming and it turns out to be flying fish is amusing for catching headlines. It is foolish, because a radar that could detect flying fish is the quality radar that would detect somebody walking on the moon. If the airport had a radar that could detect flying fish, it would have a $1 billion radar of the type that is used in the United States to detect the take-off of Soviet missiles.

But apart from that, the radar at the airport is not there for military purposes. It is not a military radar, so if a report is made to the Defence Force of an unidentified object on the radar, the Defence Force can only do its best. They have an expert and he goes and looks whenever these things happen. On one occasion it was a Russian aircraft carrier and an American aeroplane shadowing it, if you want to know what the things that disturb the radar are.

I think it is really very frivolous to talk about flying fish. It is not a military radar, but it could be of some assistance and could discover strange objects approaching Barbados.

Dr. R. C. HAYNES: It is very useful that we have got an explanation of what was flying and swimming, which was somewhat different from that reported to the public.

To get on with more serious matters, it would appear that we are about to embark on major developments at the airport. It would appear that the Government has committed itself to a partially regional policy in respect of certain aspects of its aviation policy.

I ask about the status of the gateway policy in which Grantley Adams Airport was envisaged to be a part. I believe that a study was done either by the CDB or that Mr. Demas participated in that study. I am not sure which is correct, but the recommendations were that the major existing airports in the region would form the gateways to the entire region, so that you would have an integrated airport development policy for the region which would be further integrated into your overall communications system and obviously oriented towards a regional thrust into tourism development. These are the particular areas that I am interested in.

*4.50 p.m.

Since then we have heard a lot of noise being made by the honourable Minister of Aviation in relation to having offered certain rights to BWIA in the United States and BWIA not taking action on them. We have heard other noises that certain authorities were trying to push BWIA off the weekend route into Barbados, and we have heard of retaliatory action if this was done. What kind of future, in regional terms does the Minister of Aviation envisage for the airport? Is he still committed, or was he ever committed, to the gateways policy including the use of the airport for the region. If so, what is Government's overall policy in these particular areas?

Asides.

Dr. R. C. HAYNES: I hear the words "skyvans" and "Mr. Wilson" in the *sotto voce* remarks, I would like to be assured that the airport would be strong enough to accommodate the skyvans which Air Services will not be able to pay for on the one hand, and secondly, whether or not the fact that those skyvans were bought or are to be bought from a Belfast firm has not been a matter of friction between this Government and certain friends up north who would have preferred to see other types of developments in relation to the Defence Force rather than the skyvans, and whether that has not been a source of controversy in terms of the overall defence policy for the region which relates to the use of the airport, because that airport has to be developed.....

Mr. CHAIRMAN: Please, we are dealing with civil aviation.

Dr. R. C. HAYNES: Skyvans, too, Sir.

Mr. CHAIRMAN: Not defence and security.

Hon. H. B. St. JOHN: Mr. Chairman, I believe that some ten years ago a survey was done with a view to determining the economic feasibility of jet airports in the Eastern Caribbean. It may be that the honourable Member is familiar with the terms and conditions of that study. Bankers were concerned about the economic viability of a number of large jet strips in the Eastern Caribbean. I think that subsequent events have demonstrated that whatever the view of the authors of the report to which the honourable Member refers, in reality, in these small island countries you cannot tell politicians that it is in their best economic interest to have two or three large jet airports to handle the international traffic and have the other islands serviced by smaller aircraft. St. Lucia has got their jet airport. St. Kitts has got theirs. St. Maartens has got theirs. Antigua has got theirs. Grenada has got theirs and you have just heard that St. Vincent is calling for theirs. Therefore, any suggestion that there was acceptance of the gateways concept as envisaged by the report to which the honourable Member referred has obviously by subsequent events proved to be of no capable valid acceptance. That part is over, because all you would be left with now is St. Vincent.

I am a subscriber to the view, though, that, in my lifetime, there will be a rationalization in the Eastern Caribbean of airline ownership. I believe in that, for the very simple reason that the only airlines in the whole of the Caribbean that do not call repeatedly for subsidies are the airlines which are owned by at least two governments. LIAT and Caricargo are the two examples.

The Barbados Government has put in writing to every Government in the Eastern Caribbean that it is in favour of a regional Eastern Caribbean, multi-Government-owned international airline. That was done about three years ago and it was circulated to everybody.There would be a holding company which would take over all of the existing routes, pool the equipment, do their negotiations, and we would have a rational use of the constituent Government members' route rights that they are able to negotiate abroad.

We will be continuing to pursue that policy. In the meantime, the cornerstone of the relationship of Barbados in relation to Caricargo, Caribbean Airways and LIAT are set out in two documents. The one in relation to LIAT is the agreement in 1974 signed by the Governments and the Caribbean Development Bank when LIAT was taken over from Courtline. The second one is the 1979 Memorandum of Understanding between Barbados and Trinidad. Anytime any Government, and we have said openly, wishes to change any two of them, we are very willing to sit down and enter into a discussion with a view to changing them. Until that time, I do not care what anyone says, the Barbados Government's policy will be governed by that. That is the position, and it has been openly stated.

It is a matter of regret that in some quarters, not at the governmental level, at the operational level, there are some people who believe that the 1979 agreement was a bad agreement. They have said so openly. I disagree profoundly with all those who expressed that viewpoint. I think that one of the greatest things that happened in the Eastern Caribbean was the 1979 agreement in relation to aviation. It demonstrated that people in Barbados and people in Trinidad and Tobago could do something which people said they would never do, that is sit down and work together in the inter-governmental company in which the primary concern would be the commercial viability of the company and not the politics of any particular party. I think that Cari-Cargo illustrates that.

Some people do not like that. It is a matter for them. My position is very clear. I do not care if the honourable Member for St. Michael South Central distorts my position and says that my position is causing unemployment in Barbados or otherwise. That is the position of the Government of Barbados, and when you are arguing from a point of principle, everything else is inconsequential as far as I am concerned.
5.00 p.m.

The question that Head 83 stand part was put and resolved in the affirmative without division.

SUPPLEMENTARY ESTIMATES 1984—85
No. 9 — $285 328

On the motion of Hon. L. S. CRAIG, seconded by Hon. L. B. BRATHWAITE, the Resolution was passed.

SUPPLEMENTARY ESTIMATES 1984—85
No. 10 — $22 000

Hon. L. S. CRAIG: I beg to move that this Resolution do now pass.

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

Mr. B. M. TAITT (St. Michael West): Mr. Chairman, I am not going to repeat what the honourable Member recently had to say about the post office when he was chairing the Cabinet. I think that the business of the post office is one that is causing some concern. I have been away for a month, and since I came back I have been told that the opening of the post office has been deferred again. I am told that a number of problems relating to delaying the opening of the post office has to do with substantial changes which have been made in the construction of the post office.

One of the things I am concerned about — and I know that the architects are experts in their field.....

(Hon. H. B. St. JOHN: True?)

Mr. B. M. TAITT: They ought to be if they are persons who are given the contract to build large structures in the country. One has to assume that they are experts in the field; otherwise, God help us. It is true that the people who built this building we are in were not any high level architects and we are still in it.

I am told that among the structural arrangements for the new post office is an area where the workers at the new post office will be sorting mail continuously over a very long period of time, but there are no windows at all. I have heard this but I do not believe it, because I have some difficulty understanding how it would be possible to have an occupation such as letter sorting, in which there are going to be people functioning all the time, where there would be no windows in the building where they are going to function. I have no doubt that we are going to get an explanation of that, and one that would be satisfactory, because if it is true that the large sorting room is windowless, it is also true that it would only be a matter of time before we are back in this Honourable Chamber discussing some additional money for the new post office.

I am told, also, that the air conditioning is not functional but I do not know that to be so. I would like the Minister to give us some information.

Hon. L. S. CRAIG (St. James North): On a point of order. When you get all of this information that the air-conditioner is not functional and that there are no windows in the sorting room, I would really hope that you would say who is the expert that told you these things. You get a lot of half-baked information from a lot of rabbits that run about behind you in your constituency telling you about a sorting window.

Here it is something is not yet operational. Russell Lowe in 1967 came in here with a token vote for one dollar for the post office. You do not have anything to say on this.

Mr. B. M. TAITT: The honourable Member will not use that tactic of coming in and trying to stop me from talking. How dare he call the constituents in my constituency rabbits? Is the honourable Member in here entitled to call anybody in my constituency names?

Mr. CHAIRMAN: Deal with the post office.

Mr. B. M. TAITT: I am dealing with the post office, but the honourable Member cannot get in this Chamber.....

Hon. L. S. CRAIG: Can I call you by name but not your constituents? I will not call them rabbits, can I call you something else?

Mr. CHAIRMAN: Two honourable Members are on their feet. Order!

Mr. B. M. TAITT: Mr.Chairman, the honourable Member is Leader of this House, and the honourable Member.....

Mr. CHAIRMAN: Let us deal with the post office.

Mr. B. M. TAITT: I want to deal with the post office but something has gone into the record, and it cannot be that honourable Members should be able to get up in here and make disparaging remarks about people in this country. Those honourable people put me in here and I will talk whether or not they run about behind me and give me information. The best information you can get in this country is the information that comes from those.....

Mr. CHAIRMAN: Deal with the post office.

Mr. B. M. TAITT: They have built the Post Office without windows, and I want the honourable Minister to get up and tell me that that is not so. That is not piddling information, that is a fact. Furthermore, the water system which they were working on since 1967 — he says they came in here with a dollar in 1967 — is not functional. This is 1984, and whether it is the Democratic Labour Party or the Barbados Labour Party, the people of Barbados have to pay the money.

5.10 p.m.

We should not be pretending that we do not want to discuss the post office because a few skeletons may have to come up that cause it. I do not care who is responsible for it, whether it is the Barbados Labour Party or the Democratic Labour Party. It is a travesty on the people of this country and I will not allow any Minister on the front bench, the back bench or on this side to tell me that when I have a responsibility as a Member of Parliament and I come in here to ask about the post office, rabbits gave the information. He must be mad.

Asides.

Mr. CHAIRMAN: Order on both sides of the house.

Mr. B. M. TAITT: The trouble with you all is that you have been worrying too much about Richie and me Stop worrying about that. Let me worry about Richie. You do not have to worry about Richie and me.

Mr. CHAIRMAN: Is all of that in a debate on the post office for the sum of $22 000?

Mr. B. M. TAITT: That is right, and I will not have that burden on my constituents for $22 000. Mr. Chairman I apologise to you, please.

Mr. CHAIRMAN: Please, both honourable Members.

Mr. B. M. TAITT: Mr. Chairman, the $22 000 comes as part of a money Resolution which allows us to express views in Committee on the particular project, and therefore I wish to be certain that I am not contravening the rules so far as you are concerned. If you instruct that I must stick to the vehicles, then I have nothing to say about the vehicles. I believe, however, that we are able to take this opportunity to raise certain questions about the total vote.

Mr. CHAIRMAN: You are allowed a little time.

Mr. B. M. TAITT: Sir, I do not intend to waste the time of the Committee. I am asking the Minister, the honourable Member who is taking charge of this Resolution, to confirm that the delays are not for the reasons which everybody in Barbados who have any interest in these matters talk about, and you can get the information around very reputable and reliable sources that a number of things have gone wrong.

Recently, there was an indication that an additional $4 million has been awarded by the arbitrator.

Asides.

Mr. B. M. TAITT: The Press is again misleading us on that? I read that the arbitrator has indicated that a bill for $4 million can now be processed and I read that there will be an additional cost as a result of the award by the arbitrator. The honourable Member is shaking his head and therefore he will give us the facts, and I will be satisfied when he gives us the facts, but I believe that when I read something like that, it is my duty to raise the question, because that is an additional vote.

I would like the honourable Member to tell me, if he can, what the total cost of the post office will be by the time it is opened and when it is going to be opened, because the Minister said that he did not say that it would be opened on a particular day. The newspaper's Managing Editor, who is held to be a responsible Managing Editor, in a back page story said that they stand by their position, that the Minister said that the post office would be opened by a particular time.

I remember the Prime Minister saying that we would be lucky if it was opened in our lifetime. I would like to know from him, and I believe that the whole of Barbados wishes to know, what is really the position with the post office.

Furthermore, there are some people who wish to know if it is true that the post office was being built for the Post Master General to occupy offices at the top floor and that the Minister has determined that the Ministry should now be moved into this new sparkling building, and that the top floor should be converted for the Minister, as the person with total responsibility for communications. The reason I am asking that question is that if that is so, that is a new trend which may develop, and then the next thing you will be hearing is that the Minister who is responsible for Finance will be converting the top floor of the Central Bank into a suite for himself. I also believe that if it is true that the Minister has caused these conversions, that that would be added to the increased cost of the post office, because if the architects and the people who agreed said that the cost will be X if built as it should be built and then there is a variation of the contract, the honourable Member will agree that any variation of the contract immediately allows the architect and the other persons concerned to increase the cost of the project.

Secondly, I understand that as the project has come near to fruition, there have been a number of apparently small, but significant changes, which have had to be made in the construction. I do not have the details and/or the files in front of me, and therefore I have to raise these questions so that I and the public can be enlightened as to the true facts concerning this very burning and sore point in the administrative life of Barbados. It also bears some relationship to what will happen to this particular building in which this Honourable Chamber sits because we are hearing that the move to the post office will determine, to a large extent, the speed with which these renovations are completed.

Finally, I wish to register my dissatisfaction with a policy decision which seems to have been made without taking into consideration those persons who live within the vicinity of the Eagle Hall Post Office. Apparently it has been decided that the Eagle Hall Post Office will now cease to operate as a post office and that all of the operations will come from Cheapside where the new General Post Office is being set up.

Anyone who knows the configuration of that district, would know that it includes the constituents not only of myself, but also my honourable colleagues behind me, the honourable Member for St. Michael North East and the honourable Member for St. Michael North, and all of these are persons who use the Eagle Hall Post Office in their capacity as old people, young people, and medium people, if you will. The post office at Eagle Hall provides a convenience that cannot and will never be

replaced by trekking into Bridgetown, and I cannot understand what kind of thinking would go into a policy decision that a number of functions which are now performed at Eagle Hall Post Office will be moved to the General Post Office so soon as they move into the larger building.

I implore the Minister — this is not a political issue, it will become one, but at the moment it is not one — to reconsider that particular policy decision, if it has been made. I want the honourable Member to invite the Cabinet to re-examine that paticular policy decision, if it has been made, to take a walk into the vicinity and to understand that for a large number of those persons, the difference between going to Eagle Hall Post Office and going into town is a psychological channel to cross; and especially now that we have new-fashioned roads and new speeds for travel, a number of people will find the Cheapside Road a harzardous place to be, whereas they feel relatively safe and comfortable in the Eagle Hall area.

The honourable Member who has pushed for many years to have a certain level of facilities at Oistins, will understand precisely what I am talking about when I talk about neighbourhood facilities. For a community like ours, where on both sides of the House you have this talk about local services, it seems to be retrogressive for us to be moving services such as Post Office services from Eagle Hall to Cheapside. I wish an assurance, and if the honourable Member is not certain, I would like him to take what I am saying very seriously, because I am not speaking here now in my capacity only as a representative of a constituency, I am speaking as a person who has lived in this general vicinity all of my life and know exactly how the people in that general vicinity regard such services. I implore the Government not to make this decision because it is not a decision in the interest of the people. It cannot save any money, and any money it saves cannot be commensurate with the inconvenience which it will put to a large sector of the community which on a daily basis does not have a great deal to praise God for by way of services delivered to them.

5.20 p.m.

Hon. H. B. ST. JOHN (Christ Church East Central): Mr. Chairman, obviously one would have to reply. I am going to deliberately reply very slowly and I am going to give all of the facts that I have in my possession, consistent, of course, with a sense of responsibility, having regard to the fact that the post office will unquestionably be embroiled in litigation for a number of years.

The post office is not being built for the Government of Barbados not by the Ministry of Transport and Works, the former Ministry of Communications and Works, neither an architect from the Ministry of Transport and Works, nor a Government architect, nor by an engineering firm in the Ministry of Transport and Works. In short, the Government, as an employer, wishing to have a post office built, commissioned supposedly competent professional advisers to advise them on the design of the building, its architectural and engineering aspects. I believe this was done prior to 1976. A contract for the award of the building, as is usual when you hire architects and engineers, goes on the recommendations of your consultants. The first contractor that was awarded the contract in 1979 — and it is significant that the period of time that we talk about is 1979 — was Sir Robert McAlpine, again supposedly a very reputable firm and very competent.

The period of time which was originally envisaged for the building of the post office in 1982 had long since expired. Disputes had been in existence between the architect and the builders and between the builders and their workmen for some considerable period of time. One of these disputes in relation to the builder and his employer, the Government, went to arbitration. That dispute has now been determined, and the only issue, as I understand it, that was determined by that preliminary arbitration body was the question as to whether McAlpine had lawfully determined its contract with the employer, and I understand that the arbitrator has held that they have validly determined their contract.

The other issues with respect to the reason why the contract is late, the reasons why the original cost had to be extended as claimed by the contractor, are yet to be determined. In short, the only point that we can say has been determined among the multiplicity of disputes is the one that went to arbitration in relation to the determination of the contract.

As is well known, there is no such thing as a contract which stipulates a figure which can never be changed, except in small building works. It would be most unusual for a contractor to sign a formal contract which did not provide for what is called escalating clauses, particularly when the works are of this magnitude. It is also well known that in building contracts an employer is to a large extent, at the mercy of his agent or agents, the architects and the engineers. It is well known that builders under the terms of the contract frequently have disputes with the architects and the engineers which have to be settled by arbitration. I have no doubt in my mind that some of these disputes between the builder and the architect and the engineers will only be settled by an arbitrator. It is therefore exceedingly misleading for anyone to say that the fact that the judge has said that the builder has validly determined his contract means that the builder is automatically entitled to an additional sum of $4 million, or any money at all. That is total foolishness, because that is dependent upon

whether the builder can demonstrate, in accordance with the law and the facts, that he is entitled to extra time whether for shortage of materials, for strikes, for unreasonable delay in submission of plans by the architects or for impracticable plans. All of these things are at issue. I am not going to comment on them, because they will be subject to arbitration.

I also want to make it abundantly clear that in law an employer who hires professional services is entitled, in the event of the employer having to pay out extra money because of the negligence of the professional people, to sue them. Doctors, lawyers, architects, engineers, any professional person is subject to the law of negligence. I am not going to say whether these issues will arise here or not. I think the people who write on these topics should put forward all of these matters so that the public can get an understanding of the issues at stake, because a Government department is not doing this. Government hired the best professional advice that it was advised was available and the Government expects that, having paid the fees in accordance with the scale, it would have got that professional advice in accordance with the standards which the profession requires. That is another issue that I will make no comment on.

5.30 p.m.

I will answer the questions. It is a fact that the sorting office cannot be conveniently used without airconditioning. The design of the post office is similar to part of the design of the CDB office, which was done before the energy crisis, in which the question of ventilation, other than airconditioning, was not regarded as important. I make no allegation in respect of that. It is well known that prior to 1973, architects and others did not pay as much attention to alternate systems of ventilation as they do today. In any event, because of the nature of the work to be carried on in certain buildings, it is good architectural practice to design them only for airconditioning, because the equipment you use and the materials you work with require a certain constant temperature to keep the equipment functioning. So I am not making any allegation by reason of the fact that the sorting office can only be properly used with airconditioning because it may be that with the stamps and other things that you use in there, airconditioning is the best means.

It is also a fact that the airconditioning system cannot function at the present moment because the type of airconditioning system that has been designed requires a certain flow of water, a certain number of gallons per hour. Notwithstanding efforts in two areas, the required flow per hour has not been achieved. An alternate method is being investigated, in which a bigger hole of greater effect is being dug, which we are being advised will, in all probability, produce the required flow. Again, I am making no allegation against anybody that the airconditioning system has been designed for flow of water and, at the present moment, that flow of water has not been achieved. I have no doubt that someone will at some future date have to carry out an examination as to whether preliminary tests were done.

It is also a fact that there has been a conversion of part of the top floor into offices for the Minister. There is no truth in the allegation that that conversion required any major, structural changes or anything of the kind. Indeed, when the honourable Member asked the question, he said that he understood that up there was for offices of the Postmaster General. Obviously, it is very clear that it was designed for offices. Whether you have a Postmaster General or Minister occupying the offices, the point is that it is for offices.

My understanding is that the works consist of the administration building, the post office itself, the sorting office, the plaza, the parcel post and basement and the external works. All of these things are physically complete and can get what is called the Certificate of Practical Completion. The airconditioning system is one of the holdups. It is believed that the airconditioning system will be remedied at an early date by reason of the fact that this investigation is taking place in respect of the bore hole.

I believe the other question asked was in relation to cost. I am not in a position to quote a figure on the final costing, but I know for a fact that it would be exceedingly difficult for a bid in 1979 to be firm in 1981, 1982, 1983 or 1984.

One of the problems that we have to deal with in the construction industry in Barbados is the accuracy of estimates. I can say it because I can give examples. Both in the private sector and in the public sector, there are other 1979 bids which are still being arbitrated. The bidders have claimed that the second energy crisis in 1980 increased the prices in January 1980 and frustrated all of the original prices, and therefore they are entitled to escalation because of the rise in building materials. Check the number of claims that Miller Bulkeley and others have, both in the private and in the public sector. At the airport, there was an arbitration, and the arbitrator said that the Project Manager at the airport was correct in their estimation of the claims.

I have no doubt that all of these matters will be arbitrated and that, in the fullness of time, a resolution will come to this matter. We look forward to an early opening of the post office. If the Minister goes to the post office site and he is told or advised that it would be opened by such and such a date, and subsequently the well that is dug does not produce water required for the

airconditioning system, so therefore you cannot work the airconditioning and you cannot use the sorting office, what big thing is that? That is no big thing.Barbadians must understand that when you come to an industry like the building industry, not only in Barbados, all over the world, it has a number of characteristics. One is that only God knows what a job will cost, and an employer only knows when he receives the final bid. Secondly, you will always have some kind of dissatisfaction in over 50 per cent of the cases between the builders and the contractors.

I will certainly bring to the Minister's attention the point that has been raised about moving the subsidiary services from the community of Eagle Hall to the main post office. I am positive that the honourable Member and the other honourable Members of Parliament whose constituencies he touched will do everything in their power to ensure that the people are not deprived of their services. If they pay pensions at Eagle Hall, I know how the old people will feel when they cannot get their Friday morning chat.

(Hon. L. S. CRAIG: They are not moving the post office. Because of the workload, they are moving some of the routes and putting them at the General Post Office.)

Hon. H. B. ST. JOHN: As I now understand it, there is no question of the removal of the post office from Eagle Hall. Apparently, Eagle Hall carried a large number of postal services for other areas other than the main community. What they are going to do is to remove some of the extra work from Eagle Hall, but Eagle Hall will remain as a post office. I have absolutely no doubt that none of the routes which are part of the intimate community around Eagle Hall will be removed. A post office is part of the proper life of a community. You do not remove it. As I understand it, it was never even discussed.

I have answered with as much information as I can. I do not wish to trespass or project matters, but I want to make it clear that the Government is as anxious about the taxpayers' money as any honourable Member on that side. The Government will ensure that the standard of professional advice it receives is of the standard consistent with the fees that it pays, and the Government will also ensure that it does not pay out any money to which, under the terms of the contract, the contractor is not entitled.

5.40 p.m.

Dr. R. C. HAYNES (St. Michael South Central): Mr. Chairman, some 27 years ago when I first went to Edinburgh, the following morning when I walked down the main street, the equivalent of Broad Street, I saw an unfinished monument on the hill very similar to the post office and I enquired what it was all about. I was told by the guide from the University that many years ago the city was run by an extremely incompetent and arrogant administration, and because of the cost overruns the people rose up and decided that they would pay no more money because of the incompetence of their managers, and they abandoned the construction at Calton Hill, at the other end of Princess Street, by the British Caledonian Hotel. Since then, it has become a tourist attraction and has brought a considerable amount of money to the City of Edinburgh, a testimony to the incompetence and arrogance of the administration of that day and a warning to all future administrations that they should handle public funds with greater care.

Hon. H. deB. FORDE: Will the honourable Member tell the Honourable House whether he is having a lapse of memory when he is referring to Grimm's Fairy Tales?

Dr. R. C. HAYNES: I am talking about Calton Hill where I lived for five years.

We have heard the wrong apology by the honourable Deputy Prime Minister. He has stated on the floor of this House that there is no such thing as cost overruns where the Barbados Labour Party is concerned — the correct term for the Barbados Labour Party is "revised costs" — that people in the community and the Opposition mislead everybody when they talk about cost overruns, the Central Bank is inaccurate when they talk about cost overruns and the proper term is revised costs.

I state categorically that I have been informed by a most reliable source that were it not for the fact that you had a highly litigious, arrogant and legally uninformed political directorate in this country, McAlpine would have completed that building for about $4 million less than it would have eventually cost. In other words, if they had not gotten themselves in a legal vice, then it would have cost about $4 million dollars less, irrespective of whatever the final cost is. I have listened to you very carefully but my information from good sources is that if the problems that arose with McAlpine were settled amicably, the post office would have been completed at a considerably reduced cost. I am going to have access to other information, so when you come for the big money for the post office you are going to get your licks on that point. Stand by for some lashes then!

I could have told you from the very beginning that the airconditioning would not work — for a variety of reasons. Maybe it is fortunate for you that they are having a problem with the water system at this point in time. If you go to Miami you would discover if you walk into a building similar to the post office, the airconditioning works. I do not know why they do not work here. I do not know whether it is the supply of current, whether it is the

technical ability for the installation and maintenance, or what it is, but you can compare what happens in these two different societies. It is my experience that you have problems with airconditioning in Barbados in every single building that is airconditioned.

Another problem is that if you take any ten Barbadians working in airconditioning, every time they sneeze or get a cold they are going to say that it is due to the airconditioning. You are going to have problems where workers are going to be attributing a whole source of ailments to airconditioning in Barbados, every bit of sinusitis, and it is very difficult to explain to people that the temperature in an airconditioned room is not that different from the temperature outside. What the airconditioning tends to do is to reduce the humidity, and thus creates a sensation of cold, rather than any drastic drop in the two temperatures. Having a cold or having aches and pains have nothing to do with airconditioning. As a matter of fact where the British use heat to relieve pain, the Germans use cold and extreme cold burns, so it is a whole lot of psychology.

In Barbados, a judicious use of highly effective fans are available nowadays and airconditioning at the appropriate times, that you can change around at different times of the year and different times of the day, can be very effective. I think that why windows were excluded in the original design is because it is shown in North America that if you are building a building without windows at all, then you will drastically reduce the amount of energy you use in an airconditioned building. But it does not take into account the local situation and certainly those professional people the Government have should be as aware of these local conditions as I am, and I am no professional in this particular area. I know the kind of money that we have spent in airconditioning at Delaware. I know the kind of responses you get from patients in all classes of this society, and I know the impact of the introduction of the judicious use of fans and unit airconditioning, and I can compare the two.

(Hon. B. A. MILLER: What do you have to say about the architect?)

Dr. R. C. HAYNES: I cannot say anything about it. I do not know. I have no idea. But I want the Minister to deny the fact that if they had not got themselves into the kind of situation they got themselves into with McAlpine that the post office would have been finished long ago. That is an overriding fact. Do you want me to tell you on the floor of the House who told me that? I am not going to do it. The person does not work for McAlpine.

5.50 p.m.

I have a funny feeling that there is another reason why the political directorate went to the extent that it did in relation to dealing with McAlpine. Not that it did a bad thing, in the long run, for the country, but I happen to know that you did not tell the total story as to the reason why the Government took the position in relation to McAlpine.

Aside.

Dr. R. C. HAYNES: If you do not know, you do not know but I would prefer not to say on the floor of the House. I can tell you who took that final decision and why they took the final decision, but I will not say so on the floor of the House. As you grow older, you get more cautious in these matters.

The honourable Member has said that there will be litigation problems in relation to the post office for many years to come. I am going to say that there are going to be problems in relation to the proper functioning of the post office for many years to come and that the capital cost will never be finally determined at any point in time, because we all know what the structural changes need to be and what is likely to happen in the future in relation to airconditioning and so on.

There is one more point I want to make, and I am very serious about it. I am a little concerned about my good friend — we grew up like brothers, we knew each other for over 40 years – the honourable Minister of Information, having his office in the same building where mail is sorted. I am gravely concerned about that.

Hon. H. deB. FORDE (Christ Church West): Mr. Chairman, it is obvious to me that the honourable Member who has just sat down really had nothing to contribute to the debate on this subject. He began in the realm of speculation and recorded something that happened 27 years ago. The thing is that he never varies from his stories. There is always a pattern of the introduction of Grimm's Fairy Tales to give reality to his imagination, and I really doubt whether he saw any building along the streets of Edinburgh at all. I think that was merely introducing his debate in order by innuendo to insinuate.....

Dr. R. C. HAYNES: On a point of order, Sir. The honourable Member is suggesting that I deliberately told a lie to this House. I would never do a thing like that. The fact is that the Calton Hill monument is one of the main tourist attractions in Edinburgh, right at the end of Princess Street, and he knows that too. As a matter of fact, there is an architect here in Barbados — I do not know whether he is associated with the post office or not, but I know he is associated with the renovations of this Parliament — whose associate lived opposite the flat I lived in in Rose Street.

Hon. H. deB. FORDE: We will give the honourable Member the poetic licence of following his imagination. I doubt very much the honourable Member had any conversation with any person. The reason for the introduction was to suggest that there is an arrogant and incompetent Government, and that is the main reason why the honourable Member opened that way. I seriously believe, knowing the honourable Member, that he has in a figment of his imagination reverted to Grimm's Fairy Tales.

Let me declare an interest, because in this matter I have been advising the architect, as I had advised him in my practice for several years other than when I was a Minister of Government, so I am in a position of having more detailed knowledge of almost every bit of correspondence that has passed in this matter than any other Member in the House.

Dr. R . C. HAYNES: Mr. Chairman, on a point of order. The honourable Member has laid the groundwork for his argumentation, the fact that he has access to the correspondence. I am requesting that he makes it a document of the House.

Mr. CHAIRMAN: No point of order.

Hon. H. deB. FORDE: The honourable Member is aspiring to lead his party and to lead the country. He had better learn the rules of the House. That is the first thing he should do.

The post office was conceived in 1972 when the honourable Frederick Smith was Minister of Communications and Works — it goes back a long way — and that is when the first commissioning of the building took place. It says something for projects that it took from 1967 until 1979 before one came to building the post office. During that period of time, the Democratic Labour Party Government were nine years conceiving of a project which they could not deliver.

Asides.

Hon. H. deB. FORDE: I am sorry the honourable member for St. John is not in his place, because they say that they have ideas. It took nine years to conceive of a project which they could not get off the ground:

Asides.

Hon. H. deB. FORDE: If the honourable Member wants me to say ten years, which is worse, I will say ten years. I said nine because I take it they went out in 1976. By 1976 when they left power, the project had not got to a stage where it could be put into execution, so when I hear the Democratic Labour Party hold forth on matters, I think they are trading on the memories of Barbadians who quickly forget things.

If you look through the Advocate newspapers for the time, you will see how many times successive Ministers of Communications and Works in the Democratic Labour Party Government referred to this post office that was going to be built. They went out of power in 1976 and were never able to achieve the building of the post office. During that time you have had quite a lot of escalation of costs. The honourable Member must remember that had the post office been built in 1969, or give them two years to get the project off, 1971, the cost of the project would on today's prices be probably one-third or less than that would be the present cost.

(Dr. R. C. HAYNES: We really ran this country well).

Hon. H. deB. FORDE:You ran the country badly, because in the meantime you had escalation of costs and prices. Anybody in the building industry would tell you that.

A lot of the problems concerning the present post office have been outlined by the Deputy Prime Minister. But, once again, people's memories are very short, including the memories of those of us who have a duty in public life to ferret out information, including the memories of those in the Press, whose duty it is when people are sounding off in rhetoric to check some of the facts.

When this project actually reached construction stage, it came on stream at a period of very hectic building in Barbados, when there was almost a shortage of labour and when unemployment had been virtually reduced by half or more than half under the Barbados Labour Party. We saw frequent strikes on the project. If you went down on the project site, we also saw advertisements for artisans and the contractor complaining that he could not get skilled artisans to undertake the task. Those are facts.

6.00 p.m.

In addition, one of the factors that must be borne in mind when looking at the question of costs, is that the topography and the soils in the Bridgetown area are unique. That is the only word I can use to describe the land. It is possible to dig where I am standing and find water and to move to where the Clerks are sitting at the Table and discover that you are going some 100 feet and beyond without getting water at all. This has been proven on the copperdam project on the Sewerage Scheme where in less than 25 yards the variation in the water level was phenomenal, and that caused problems. At the post office site, where although — it is not the architects, contrary to what some people think — the engineers carried out the task of looking and finding water for the airconditioning system and were satisfied that it was all

right, when they came to install the system and did other test wells, they found that within a few feet was dry and there was not enough water for the airconditioning system.

The Opposition's duty is to grab at everything if it thinks it can get away with it and therefore it would lay that type of incident at the door of the Government. How in any sensible logic can a Government be blamed for the fact that its consultants, exercising reasonable care and skill in a project, came to a decision which eventually turned out not to be correct? How can a Government be blamed? Any right-minded and fair-minded person, no matter how intent you are on getting power, on any proper examination of the facts cannot come into the House and make any serious allegations about a Government being arrogant, negligent and incompetent, as the honourable Member began in his speech. This political grandstanding nonsense which the honourable Member is getting on with will eventually bring the country to the position that people will lose all faith in their politicians, including the honourable member.

We must have a certain objectivity on this matter. We have a duty to lead the country properly. When the Government or the Opposition is wrong, let us not be afraid to say so, but do not rake and scrape at every incident in order to gain power at any cost. Perhaps my concept of politics is wrong, but I would like to give this to the honourable Member for his benefit. In my view, politics is to do what is right, with no concern as to whether you hold power tomorrow or you hold power the next day. If the honourable member takes that, his speeches will improve.

The honourable member is talking nonsense when he says that he can say that the contract would have been finished at a cost of $4 million if there had been a compromise with McAlpine. He is obviously not privy to the correspondence. He does not know what has gone on. He is pre-judging the case. Perhaps when the matter reaches the stage that he wants the benefit of being briefed and there is public knowledge, he can come and make that statement, but I would think that as a responsible person in public life it is the height of recklessness to throw out that sort of suggestion merely because he wants to hit the Government with a brickbrat.

Despite the problems at the post office, and there have been several problems — some of them are documented in the Press of Barbados, if people would only take time to do their research, and from time to time different people called in during the history of this project so some of it is in the public domain as well — I believe that Barbados will end up with a building that is functionally satisfactory and will improve the delivery of postal services in this island. I believe that the security of Her Majesty's mail will be safe with the Minister having his office there, despite what the honourable Member says. I believe the honourable Member said that really only to get in a little dig. I would never want to make an allegation that any Minister on either side would have anything to do with safety of mail. I do not think he meant that seriously.

There are some spin-offs from the post office which I would hope the Ministry of Culture and the various cultural groups in this community will make use of. For the first time, we have an open air area with a set stage raised above the heads of the crowd where you can have open theatrical performances for the public of Barbados in Bridgetown. The design of that post office is a thing of beauty.

People in Barbados must get accustomed to the concept that we have to create buildings that will speak of the character of this country and mirror its cultural developments. When the Barbados Mutual Building was built over one hundred years ago, the policyholders used the same castigation to the then directors as we now hear being levelled against those who are building the Central Bank building — it was too expensive. The directors were so rampant that they wrote off a large amount of it immediately. Can anyone gainsay today that that building in Bridgetown is a tribute to the character of Barbados and does something for our country?

I believe that both the post office building and the Central Bank building will go down in our history as among the architectural wonders of our country. As a person who believes in the arts very strongly — my friend says "a frustrated architect" — I would like to see some of the other persons in the community themselves begin to build in this way. It is also a tribute to the Barbados Mutual and the West Indian Insurance Ltd., that they have set a similar standard in architectural development in Barbados, and I have no doubt that future generations will congratulate those people who did the planning, including the honourable Ministers back in 1969, in conceptualising the post office, as I would congratulate those like the Governor of the Central Bank in having the concept of the Central Bank as well.

Finally it is nonsense to talk in terms of the Central Bank building and equate it at any time with housing, like my friend, the honourable Member for St. Philip North (Mr. W. O. Franklin) who normally makes very sane statements but has gone down the political rhetoric line. We must start examining the different way in which the project is being financed, and one would hope that one would not hear some of the flippant statements being made about $60 million would have been available for housing, if one understands, as I believe the honourable Member for St. Michael South Central is beginning to

understand, the financing of major projects as well as the foreign exchange costs involved in it.

Dr. R. C. HAYNES: Mr. Chairman, despite the powerful defence put up, I am not quite sure for whom, by the previous speaker, I wish to stand by my statement that I am satisfied with the reliability of my information that if McAlpine had completed that building and if there was some kind of compromise made by the Government at that stage, some compromise without going to court, you would end up with a substantial reduction in costs and the post office would have been completed.
6.10 p.m.

Hon. H. deB. FORDE: Let me explain for the honourable Member again, on a point of explanation. The honourable Member ought to again. ask what was the advice made available to the Government by its consultant before he relies on anybody's statement as to that nature. He does not know, he is not privy to what has gone on, but he is going to take what somebody on the outside tells him. Let him reveal the source of his information, or if he has it in writing make it a document of the House.

Dr. R. C. HAYNES: I am sure the honourable Member knows the Rules of the House and that he cannot ask me to make anything a document of the House as I am not reading from it. I am talking about the substance of the matter, and the substance of the matter is that whatever took place subsequently, if there was reasonable accommodation made at the time when McAlpine walked off the site or otherwise, and they had completed the building, considerable sums of money would have been saved. That is a fact. Whose fault it was, what advice Government got one way or another and what advice the lawyers gave are not matters for me. What I have to be concerned about is value for money, and the amount of money spent, the so-called "bottom line".

Hon. H. B. St. JOHN: It must go down in the record that whatever may have been the visual impression that the honourable Member got when he walked down Princess Street and saw the monument of incompetence, I am sure he is not going to get that impression when he walks down Cheapside. There is a big distinction. Cheapside will be a completed building. The development of the square will enhance the area.

Secondly, it is not any evidence of incompetence on the part of this Government. The Government, as I said, hired professional advisers whom the Government had all reason to believe were competent. Thirdly, I want to make it very clear, the honourable Member says that the Government was wrong not to make a compromise with McAlpine.....

Dr. R. C. HAYNES: On a point of order, the honourable Member again is trying to do unto me what he alleged I tried to do unto him earlier today. I did not say that. I said that the facts of the matter as related and presented to me would indicate that if a settlement was made at that time on a relatively amicable basis, there would be an earlier completion at a lower cost. I said I am not going to attribute blame to anybody, and what is happening here is that the honourable Member for Christ Church West automatically assumes that when you make a statement like that you are criticising the Government, and you are making the same error.

Hon. H. B. St. JOHN: My position is very clear. I just want to know whether honourable Members really feel that you should trust people who have been giving you promises for some 26 weeks, because when the issues arose McAlpine was already 26 weeks late. But as I said, I am not going to go into the merits or demerits of any particular point of view now. That will be done in a different forum with different parties. I know one thing — the building will be complete.

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

SUPPLEMENTARY ESTIMATES 1984—85 No.11

Head 10 — Governor-General — was called.

Hon. L. S. CRAIG: Mr. Chairman, I beg to move that Head 10 — Governor-General, stand part.

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

Dr. R. C. HAYNES: Which one is this?

Mr. CHAIRMAN: Governor-General.

Dr. R. C. HAYNES: Oh I am sorry.

Hon. L. S. CRAIG: You know there should be some law in here. What am I going to say that you push up your hand? Are you at a bus stop?

Mr. CHAIRMAN: The honourable Member is entitled to speak.

Hon. L. S. CRAIG (St. James North): I saw you pushing up your hand. I thought you were stopping a bus.

Sir, there should be some law really, and I will try my best within the couple of months or years that I am in here to see that a Bill is brought down to stop this parliamentary clowning, as I saw demonstrated just now

by the honourable Member for St. Michael South Central.

We are dealing with Head 10 — Governor General. It is a known fact that one seldom debates the Governor General, and this is expenditure to meet the cost of changing a couple of old carpets and for the restoration of windows and chandeliers, and you have this gimmickry of jumping up to convey the impression that this is something big which the Government is trying to get away with.

I hope he will be in here for the adjournment to hear what I have to say about him, because I believe Mr. Speaker will have to send me out.

The question that Head 10 — Governor General stand part, was put and resolved in the affirmative without division.

Head 15 — Cabinet Office — was called.

Hon. L. S. CRAIG: Mr. Chairman, I beg to move that Head 15 — Cabinet Office — stand part.

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

Dr. R. C. HAYNES (St. Michael South Central): One of the problems that we are faced with today is that having had these papers circulated only on arrival in Parliament, when the Heads are called it is the first occasion on which we would be looking at the papers, and I hope you realise our particular difficulty. None of us, as a rule, except in unusual circumstances, would seek to debate the Head of the Governor-General or any matter thereunder, but on this occasion so that the whole Head might not pass in case the whole thing was called and dealt with at one time, one naturally rose without speaking to make sure that we kept our slot in the event that this matter of conferences and delegations would have been dealt with. If the honourable Member for St. James North (Hon. L. S. Craig) performed his duties as Leader of the House with greater dignity and with greater diligence, we would not be faced with this kind of problem.

Hon. L. S. CRAIG: At the adjournment, you are going to know. You remain in here.

Dr. R. C. HAYNES: Mr. Chairman, this subhead I am going to read says:

> "At the beginning of October 1984, actual expenditure under the vote for Conferences and Delegations amounted to $1 059.09 out of the original provision of $1 089 553. There are known commitments for attending conferences abroad and for holding conferences in Barbados amounting to $313 136; and provision must be made for other meetings which will occur before the end of the financial year. The high expenditure has been incurred in spite of careful examination of the invitations for Barbados to be represented at meetings abroad. This Resolution seeks supplementary provision of $500 000 for the vote so as to meet the actual and anticipated commitments."

6.20 p.m.

This country is in a deep recession. Public servants and all other workers in Barbados are being asked to hold strain. Many people have lost their jobs. Many are on a short week. But this Government has not only provided over $1 million for conferences and delegations, but will soon have busted the vote in a matter of months. They are coming here today for another half million dollars.

I believe that there are certain things which go beyond the bounds of decency. It is my feeling that if it is one area for restraint, then restraint should have been exercised in the use of this vote under the heading "Conferences and Delegations". There could have been less travel. Fewer people could have gone on delegations. Fewer people could have travelled first class.

It is a bit ridiculous for somebody travelling from here to Trinidad or from here to Miami, on a two and a half or three hour flight, to be going first class. Why would they want first class? I make an exception if you have to go to London and you have to fly overnight, probably be there for two days and come back, but let us show some reason in expenditures from this vote.

For the past seventeen years, because of an accumulation of some 50 000 air miles, I have had the option to travel first class wherever I want to. I hardly ever exercise that right unless I am travelling on a long flight. Particularly travelling to the United States, for example, it makes no difference whether you travel first class or economy because the service is about the same. If you got on a plane in Toronto and fly to New York, it is a waste of your money travelling first class. Get on Eastern and fly to Miami first class or economy, it makes no difference — except to the taxpayers of Barbados.

I think that this is an extravagance that Parliament should not be called upon to endorse. I believe that greater restraint can be exercised when travelling, because it is to my certain knowledge that there are many other people following the example of the political directorate. A lot of public funds are being expended on first class travel by people who, if they left office the next day would certainly opt for an economy flight.

Any time Richie Haynes is paying for an air fare, you can bet it is economy. I am not paying that double fare to go anywhere first class. I end up at the other end with a bundle of money in my pocket with which I can pay my hotel bill. In any event, I always sleep when I am travelling at night and I try to do most of my travelling at night.

I am asking the Government to exercise restraint in further spending under this vote. I believe that when the Estimates were discussed the Minister of Finance himself made the point that he intended to exercise considerable restraint in this area, in response to criticisms that we have made in here from year to year. It is quite clear that he has not been successful in doing so. I believe that when you are spending your own money and you want to fly first class or Concord, that is your business. When you are travelling on the public funds, then you should travel in the most economical way.

Mr. P. M. GREAVES (St. Michael North): Mr. Chairman, I believe that at the beginning of the year when the House was passing this vote it bore some relationship to the appropriations of former years. What we have now is that within the first six months of the year the vote is almost depleted. The financial year begins in April and six months would end in September. We see from the vote that at the beginning of October, 1984, the expenditure was $1 029 125, which means that about 98 per cent of the vote was spent in the first six months, and now we are being asked to supplement it by about roughly another 50 per cent.

If that were the level of expenditure for the first six months that the amount that we are being asked here now to supplement it by will be gone perhaps by the first three or four months of next year and we might well be back here later in the new year asking for a further supplementary to take us through to the end of the financial year. I think that Parliament is due for some kind of information when we are being asked to vote sums of this kind over and above what we voted before as to how the money was spent and as to how the balance of funds we are being asked now to vote will be spent. All we are told in the Notes is that there are commitments totalling $33 136. I think Parliament should be told in what area the commitments fall and for what purpose, because I believe that travel should be undertaken in a way that would bring some benefits to Barbados, both directly and indirectly. Perhaps, this is the case, I do not know, but I believe that we are due for some explanation as to how this vote is going to be spent.

Hon. Miss B. A. MILLER (City of Bridgetown): Mr. Chairman, the explanation begins with the fact that the vote was grossly underestimated from the beginning. It is not anything new. We do it every year. We fool ourselves that we can cut back on a vital area of Government business. We do it in Parliament, too. Look at us today having to scramble out of this building, driven out by honey bees. We sit in a Parliament which leaks when the rain falls. A bucket has to be put between the honourable Minister for Housing and myself to catch the water from the leak. We work at desks made of plywood and covered with cheap lamenated plastic. So we fool ourselves every year — and every year we have to come back for a supplementary.

The first thing that has to be said is that Government's business has to be done — and all of it cannot be done in Barbados. Ministers of Government and civil servants have to travel. For the most part, Ministers travel together with civil servants and a great deal of the time, more honourable Members appreciate, civil servants travel without Ministers. In fact, more travel is done under this vote by civil servants than by Ministers. Not that it matters particularly whether it is a Minister or a civil servant; what matters is that the Government's business, the business of the people of this country, is being undertaken.

6.30 p.m.

The Prime Minister, as Chairman of the Cabinet, is more than careful when it comes to the business of travel, conferences and delegations, and it is not only travel which is covered in this vote. Everytime Barbados hosts a conference and there has to be a reception at a hotel, because the Government really still has not got a proper conference facility, it comes out of this vote — Conferences and Delegations. A lot of us who sit on this front bench go out of our way to encourage conferences, workshops, and seminars to come to Barbados, not only because we feel that we have the best communication, not only because we feel that we have the best accommodation facilities for it, but because there are spinoffs that come from conferences by way of tourism and when delegates to conferences meet, sometimes on matters not at all to do with the conference, with people in our community, more often than not people in the business sector. When these people come we have to host receptions, sometimes we have to host luncheons, sometimes we give a small dinner party. This is not done on any lavish scale. In fact, sometimes I am a little ashamed when I go abroad and enjoy the hospitality, even in the Caribbean, when I compare it to the kind of hospitality that we reciprocate when they are here. All of that comes out of this vote, Conferences and Delegations.

There is a Conference Committee which examines every single proposed Cabinet Paper which deals with travel overseas, whether it is in CARICOM or outside of CARICOM, and civil servants sit on that committee. When they have given their judgment on it, more often than not it never gets to the Cabinet. When it does get to Cabinet, various Ministers and the Chairman of the Cabinet all give views, and more often than you would like to think. Mr. Chairman, those papers are

turned down. If they are not turned down, you will get your delegation funds. Often on this front bench we have complained, in and out of the Cabinet, that we are forced to go to conferences which require two or three people, to service maybe three or four committees seriously undermanned in our delegation is not cut back, then the number of days that you attend is cut back. Even the airlines by which we travel are seriously considered in an effort to contain cost.

There are a lot of people out there in the public domain who think that the travelling part of the job of being a Minister is glamourous. In my experiences, it is far from glamourous. I avoid travelling as much as I can. There is nothing glamourous about it, even if you travel first-class. First, you are busy trying to save hotel nights, because it is the cost of the hotel nights, not so much the cost of first class, which escalates the costs of this vote, so you try to travel so that you will arrive at a hotel between ten or midnight – and you have to be fresh and alert in the conference room the next morning. And if you are like me, you usually find yourself having to chair. Even outside of Barbados, I am called upon to chair time and time again, and it is not funny. Other delegates get there and they have a whole day to settle in and study their papers. They are calm and their clothes are pressed, but not us. We have to look at our allowance and decide whether or not you can have your clothes pressed, whether you can afford to make overseas telephone calls back home to the Ministry if you need to have information. There is nothing glamourous about that.

There is nothing glamourous about going to bed at 2 a.m. and having to be fresh at 6 o'clock, scrambling to get away from the conference before it ends, and having to beg people to make special arrangements to help you get to the airport, because the travel vote for people like us is still US$10 or US$15 a day, and that cannot pay for a taxi from an international airport to any city that I know of, not even in the Caribbean. It is not so glamourous when you cannot afford to have decent luggage and you have to ease around in the hotel lobby and pretend that the little shabby case out there does not belong to you. It is not so glamorous when the allowance you get for warm clothing once in every four or five years from the Cabinet Secretary is so small that it cannot buy a wool sweater, it cannot buy a coat. There is nothing glamourous about that. I have never been away on Government business and not been anxious to get back home the day before.

Again, it is not generally known, but we have to account for the taxpayers monies which are put in our hands when we travel. It is not like in the days when the Democratic Labour Party were in Government. You have to bring back your hotel bill, and if you went and stayed with an aunt or cousin and you cannot produce a hotel bill, you have to produce the money back to the Cabinet Secretary, who is always there waiting and willing to take it from you. That is what it is all about. You have to account.

It is not as though we are given big pretty *per diems*. There are international organizations which offer larger *per diems* than the Barbados Government enjoys, but we put up with these deprivations, with these inconveniences, because the attitude, generally, is that it is all being done in the name of the people of Barbados and in the name of the Government of Barbados. We tell ourselves that if we were going privately it would be different, and I do not listen to the hypocrisy coming from the mouth of the honourable Member of St. Michael South Central, because we all know that he pays for an economy ticket and he gets upgraded to first class. He works for the airlines, so he does not have to pay certain air fares, so that is only what you call big talk.

Also, do not forget that the people on this front bench are working in a job where there is nothing called a vacation. You do not get a vacation. We work under the most cruel conditions. We have no trade union to defend our rights and privileges. Yet, still, we put up with these things.

When we first came into Government in 1976, and we said that all Barbadians must pull their belt tight, it was even worse in those days. In those days you could not afford to eat in a hotel. You had to go around a corner and find a Wimpy, Kentucky Fried Chicken, or a McDonalds and try and make it with a hamburger, and hope that nobody saw you. It is not quite so bad now. But often members of the Cabinet and senior civil servants do find themselves in a position in a hotel where they have to decide between taking either a cheap room and being able to eat, or a quite comfortable room and not being able to eat. Sometimes you do make a decision to take a comfortable room, especially if you are going to be there for a few days, and hope that at the coffee break time, when the food is free, and at tea time, when the food is free, if you eat as many sandwiches and cake and drink as many cups of tea as you can manage, you will be able to get through without going down to dinner and embarrassing yourself.

6.40 p.m.

The Minister of Foreign Affairs will get invited to functions by other Ministers of Foreign Affairs, but when his turn comes now to reciprocate the hospitality, he finds that where he was invited to dinner, he has to invite people — as happens to me sometimes — to breakfast. I have discovered, through having to live with Government allowances, that if you have to entertain abroad the cheapest thing is a breakfast meeting. It is very businesslike. You ask the head waiter to organise a

corner of the dining room and you have your breakfast meeting, and all the time you are praying that the bills come -- for you never tell them up front to bill it to you only, you let them bring all the bills and let there be confusion — and hope that some people will pay for theirs and what you have to pick up is a small amount. We subject ourselves to all of that kind of humiliation, and we do not complain a great deal. From time to time there is a really humiliating incident and people become irritable and make complaints, but generally speaking we do not squander this Conferences and Delegations vote.

I hope that at the next Estimates in March 1985 we are not going to go through the annual exercise of pretending that it is not going to cost a lot of money to travel and to host conferences here in Barbados. It does. We try to go for the biggest conferences, we try to go for the international conferences, and when people come here we have to show them hospitality. You, Mr. Chairman, only today were at pains to point out to me that you have just come back along with the honourable Member for St. Michael West from a Commonwealth Parliamentary Association conference in Canada, and you have more than once, and so has the honourable Member for St. Michael West, poured into my ear the story of how lavish the hospitality was and how well you were treated there. We are embarrassed when we cannot reciprocate on an equal scale, but we face the fact that just as we have to contain costs and we have to tighten the belt in other areas, so too must we tighten the belt in this area.

The honourable Member for St. Michael South Central talked about people flying first class to Trinidad and said that it is a common occurrence. The directive is that within CARICOM first class travel for Ministers is optional. I would not dream of flying first class to Trinidad. I hardly even ever go first class to Jamaica, but outside of CARICOM then it can really become uncomfortable, and generally if you do travel with officers — and certainly I can only speak for the Ministry of Education where there is such a heavy workload that you cannot always do the little conferences that you want to do before a meeting to get our position straight — often you find yourself scrambling to do that in the airport lounge, during the flight, and it is not easy because often you have your officers travelling economy and you are travelling first class. Either you have to beg for them to come up to you, as I do sometimes, or simply go down to economy and sit down if there is a seat available. Sometimes you have to ask somebody to shift to make an accommodation so that you can actually have a meeting there, and this happens more often than people would give us credit for.

I have never, during the course of time that I have been a Minister, been accommodated in a suite in a hotel room. This is not often easy. Sometimes if you travel with two officers, and especially if there is going to be a Caribbean conference, and Barbados somehow seems always to be the Caribbean country calling the Caribbean conference, they meet in your room. I have been in a hotel room sometimes 3.00 or 4.00 in the morning which is so stink of smoke that I cannot sleep in my own room because we have stopped and held the meeting in what was only a bedroom. I have never felt that I should be able to afford myself the luxury of a suite where you can have a sitting room where you could have a meeting, knowing that there would be a little bedroom where you can sleep without inhaling cigarette smoke all night. These are the inconveniences we put up with.

I do not know what greater economies can be made in respect of this vote, Mr. Chairman, and I certainly want to support this supplementary.

Hon. L. B. BRATHWAITE (St. Andrew): I thought they would have dealt with Subhead 1 since that would have, in my view, taken priority over Subhead 3 However, since the decision was taken to dwell on the Conferences and Delegations vote, I want to make a few very brief remarks.

I believe that the time has come when both sides of the House should take a conscious decision and decide what issues are of real contention in the Chamber. That we must go to conferences, and that we must have delegations, is a fact. That no country in the world today can remain in isolation, and no country seeks to do this, and that if you are going on delegations you have to consider what might be the best and most comfortable manner in which you send your delegations, all of that is fact.

I have had the good fortune of going to the People's Republic of China on two occasions. One was a part of an official delegation with the Prime Minister and the then Foreign Minister, the honourable Member for Christ Church West, in 1980, and I was surprised on going to a communist country to discover that on that airline they had a first class, and when I tell you a first class I mean a top class first class section of the aircraft, and an economy class, and that was going to a socialist country. I believe that the honourable Members opposite like to parade themselves as socialists, and I would like to hear them respond to the fact that in a socialist country there is a distinction. I dream of the day when there will be no class on train, bus, airline or else. Until that day comes I believe that you will continue to have separation.

I travel first class and will travel first class out of my own money or out of the Government's money, and I want to be clear on that. Unlike honourable Members opposite, or even on this side. I am not going to beg the airlines to upgrade me. I want no favours from them, because I am not going to allow them to use me to do any

favours for them either. I know what the airlines give and I know what people give, therefore, I am not begging.

I like to travel in the best possible accommodation, for this reason. I am a very shy man. I am shy about even going to a bathroom, and I hate to be walking 15 or 20 metres away from my seat to get to a washroom.
6.50 p.m.

If I am going to be in a section that is compact and to some extent private, I feel better operating in that situation. Therefore I do not mind, if I am travelling anywhere, going first class.

I recall travelling on Government's business in 1977, going from Barbados to Australia. Fortunately, I had the idea, as was suggested to me, that I should make my first stop in San Francisco before flying on to Australia, but I was stupid enough to come back from Australia straight on to New York, with a few brief airport stoppages back on to New York. That return flight nearly killed me. It was extremely difficult for me under the circumstances.

Let me touch further on the question of the increase in the cost of travel. Honourable Members opposite are acquainted with airlines. They are acquainted with agencies for airlines and they know as well as anybody that within recent times airfares have gone up by a considerable amount, to some extent double what they used to be. I was amazed to discover very recently that an economy ticket on American Airlines from Barbados to New York and back cost over $1 400, a ticket which a few years ago used to cost $400 or $500, at the most $600. It is those costs, the terrible inflation which has been striking the whole world, that is responsible for these increases which the Cabinet Office must come to grips with, and it is in my view that it is *infra dig* and certainly improper of honourable Members opposite to be always seeking to demean their colleagues on this side, and especially Ministers of Government, by trying to impute improper motives in the manner in which they travel and to suggest that they should travel or go abroad in an undignified manner.

I recently went abroad and when I was overseas I asked a friend of mine if there was anything he wanted me to do for him and he said he wanted me to bring in a piece of equipment for him. I said to him that I did not have that piece of equipment and I had better bring two. I always make sure that I declare anything I am bringing in, such as consumer durables, and pay for it, and I must have paid the Customs something like $1 250 for what I brought back in. I do not go abroad to benefit to myself, and I hope that is not the practice of my colleagues. I believe it is not, and I hope that it is not the practice of Members opposite. We do not go abroad to enrich ourselves because there is no possibility of that being done.

You have heard it spelt out here by the honourable Member for the City who has told you in very blunt terms what the situation is. You go abroad and sometimes you hope to have a good breakfast because you are not sure if your means can afford you a good lunch. The Minister said that she has working breakfast with her colleagues. I carry abroad a few cases of liquor and when I go abroad, I make gifts of Barbadian liquor to my friends. On the one hand, I am satisfying that good relationship with my colleagues whom I meet and, on the other hand, I am advertising the beautiful Barbadian product of rum, and I kill two birds with one stone.

I want to appeal to my colleagues on the other side not to be always too concerned with small matters, matters that are not so very important although they might appear so to them. They may be thinking that they are getting great political mileage, but when the chips come down we are going to speak and explain our own position and to say what the facts are. The people out there understand that we must travel.

Let me tell you what happens in developing countries. When things are bad, you have to work four times as hard as when they are good. Your travel becomes three times as much when situations in the world are bad than when they are good. It is therefore not surprising that the travel vote can be exhausted as quickly as it has been, and I agree entirely with the honourable member for the City that in the first place, the vote is always too low. I am suggesting to Cabinet and particularly to the accounting officer of Cabinet that even the supplementary vote is too low and it is better to come at Estimates time and say what you consider to be a proper amount and fight for it there. As a matter of fact, it is not even particularly debated then, and therefore I feel that is the time when we should come for it.

I consider that this supplementary provision has come at a time when it must come. It is important that not only Ministers but people in Government should travel. It is important that we hold conferences in Barbados because, as the honourable Minister of Education so lucidly and graphically pointed out, there are tremendous spin-off benefits that the country gets as a result of holding conferences in Barbados. It is a significant contribution, in addition to all the contributions the Government has made to the hotel sector by way of advertising abroad and other things, which the Government makes to the hotel industry in this country when you have conferences coming to this island. I support this subhead most wholeheartedly.

Hon. H. deB. FORDE (Christ Church West): Mr. Chairman, I want to congratulate both Ministers who have spoken in this debate on the forthright and very comprehensive manner in which they have dealt with the vote.

The easiest thing in life is really to throw brick-a-bracs at politicians. I made the statement the other day that perhaps I had chosen two of the worst professions that expose you to the public, politics and law. I think that politics takes the gall of it. We are easy bait for our colleagues and we are easy bait for everybody else.
7.00 p.m.

It is made to appear, by the manner in which we speak about one another, that a member of the Government would use the conference vote in any way to feather his or her own nest, and that therefore there is a reckless expenditure in this vote, it is too high, you are not tightening your belt, you are using opportunities and misusing opportunities not in the public interest. I would have expected that the honourable Member, having had his practice run in Palmetto Square, would stop acting like the Gracchi, the Gracchus Brothers of Roman history, playing to the crowd, and be serious about politics and about making a positive contribution to the debates and giving leadership to the public of Barbados. I have been disappointed.

I have had the honour of serving for four years as a Minister, and I have seen how this vote is used. I have never seen the vote being misused. I believe that the vote has brought more benefit to Barbados than it has caused disadvantage to the taxpayers, and I am more than satisfied that the committee of civil servants, who sit on Conferences and Delegations and approve of them, and then the committee of Ministers in the Cabinet, to whom you appeal, exercise extraordinary care in seeing that public expenditure is fully accounted for.

This comes under the Cabinet Office, and at the danger of embarrassing the Cabinet Secretary, let me say that you could not want a more honest and particular civil servant who is fully conscious of accountability in relation to this vote, and who does everything to ensure that every cent of public funds under this vote is properly expended and accounted for. I have seen him operate in the four and a half years that I was a Minister. I have seen his office. The Cabinet Office is one of the very well run offices, and I think it is really wrong to give the impression here that people are lavishing it away.

I want to make something clear. Ministers in Government, whether they be our Government or the Democratic Labour Party Government, invariably make less money than the Members of Parliament, because each one of us is either teaching, consulting or working in our respective profession and we make more money than they do. The honourable Member for St. Michael South Central knows it. He comes in here and puts himself on the line talking about if money comes from his pocket when he knows that he travels first class. He has a standard of living that is second to none in Barbados. I have not seen him tighten his belt in these recessionary times. What belt has he tightened? He lives as well as any of us.

All this foolishness of talking about Ministers taking people for a ride make the country look at politicians as a band of robbers.

Dr. R. C. HAYNES: On a point of order, ...

Hon. H. deB. FORDE: I am not giving way on any point. The honourable Member must sit down.

Dr. R. C. HAYNES: On a point of order, it is incorrect to say I am not tightening my belt. I have cut out starches and I have lost 25 pounds.

Hon. H. deB. FORDE: The honourable Member has tightened what belt? Hear all this foolish grandstanding! Some of us like him and me are more fortunate than others. We have had good opportunities and we made use of them, and it is nonsense to come and hold up the Ministers of Government to ridicule.

When I was a Minister of Government, I used to be ashamed as the Foreign Minister of this country to bring people to my office at Marine House. When I left the office the couch in the office broke down with the present Minister sitting on it, it was so bad. Compare that with the present office that I have and you will see the sort of luxury that they are saying you enjoy as a Minister. What foolishness is that ? You give up time serving a country and make sacrifices. Everybody in the front bench can make more outside than inside here, and the honourable Member knows that, so who is going to be trying to take a few dollars out of the public domain in order to keep themselves better off by not tightening their belts?

Sir, I will bet you that when the Leader of the House replies, he will show that most of the expenditure went on conferences that were necessary, and that most of the vote for delegations was probably spent on civil servants going to do a necessary duty. I bet you he will show that Barbados hosted conferences and had to provide not only the hospitality of which the honourable Member for the City spoke, but also had to provide people here with transportation and, in some instances, meet the cost of their hotel rooms. That is the sort of thing that comes out of this vote. There is also secretarial systems.

The honourable Member spoke about travelling abroad and travelling first class. Very often we are upgraded at the whims and fancies and the discretion of the particular airlines, and I want to speak of experiences that I have had. My then Permanent Secretary, Mr. Babb, and myself went to a conference in Belize and we had to stop overnight, I believe, or spend a night or a few days in Miami. We were given transportation cost of $10. The price to go from the airport to the hotel was US$10 one way. That is the sort of thing that happens.

When I was a Minister I frequently pulled my own pocket to entertain in order to save the face of the Government of Barbados. I had the experience of coming back from China on a visit with the then Minister of Agriculture, the honourable Member for St. Andrew, and the Prime Minister, and in a way I was very glad that this happened to the Prime Minister. The Prime Minister had a luncheon for us in the delegation and he said he would pay. When the Bill came he could not pay and he had to ask each one of us to put up our share. I am telling you these are facts. The civil servants could not that night afford to pay hotel prices for a good meal, so we went down around the corner and bought hamburgers and I paid for them. When we got to California we had to phone the Consul-General and ask the honorary consul to advance money to a Barbados delegation. When we realised we had to reciprocate to the Chinese, whatever money they had for delegations was used in reciprocating to the Chinese.

I spent four and a half years getting a bad stomach travelling on behalf of the Government of Barbados, and the honourable member said the same thing happened to him, so do not give the Press and the public the impression that we have all this luxury. I can talk to the honourable Member one on one. He is in a higher financial bracket than I, but he cannot talk in any language that I do not understand and he knows that he travels better, stays in more luxury hotels and have better meals than any Minister of Government can afford out of this sort of vote and he must not go around giving people the wrong impression. Some day in the 21st century his party may get into power again and they may have a need to try to give the right impression.

I am surprised at the Honourable Member for St. Michael North (Mr. P. M. Greaves) because he knows that he too has been disadvantaged on Government business. He and I were in London once, I cannot remember the particular conference, and fell ill. I was on Government business at the OAS and fell ill and it cost me US$600 in doctor's fees out of my own pocket. I did not get it free. These are things that people do not know. I am not quarrelling about it. Thank God that I could afford it, and obviously I have got a lot from the public of Barbados and the country of Barbados, but what I do not like to see in politics is using an occasion such as this to give the public of Barbados the impression that there are a set of people here who are Barabbases grabbing up the people's money, misusing and misspending it on their own luxury, travelling first class and high living. That is not so at all. I do not know of any civil servant or of any Minister of Government who has used this vote badly against the public interest.

7.10 p.m.

I believe that in this year, from the information that I see, there were something like 287 conferences overseas that Barbados has had to attend, and 27 conferences were hosted here already. When a conference is hosted here in Barbados, people are spending in the shops, they are contributing to the hotel bills and they are spending on entertainment, and a significant proportion of that, sometimes more than we are spending on it, comes back to the benefit of the country.

If the honourable Member was talking about the Republic of Guyana, I could understand his criticism. When you see how some of the CARICOM leaders travel, with their own aeroplane, their physicians, their dentists,...

(Hon. Miss. B. A. MILLER: Hairdressers.)

Hon. H. deB. FORDE:....their hairdressers...

(Mr. B. M. TAITT: Their own obeah man.)

Hon. H. deB. FORDE: The honourable Member for St. Michael West said and "their own obeah man". They travel in style. I will never even say that this could have happened under the Democratic Labour Party. There is a style in the political life of this country such that no Barbadian political party would dare travel in the manner in which some of our CARICOM and african partners travel, although their countries have a lower standard of living and a lower GNP than we have. I went to a conference in Vancouver and my colleague from an African country arrived with his military people and he brought his servants to cook his food. I was there myself, alone, without even a civil servant.

Our style of travelling is not like that of other people. We do not spend money in this elaborate way. It is not right to give the political people outside the impression that we are misusing the money in this way and living in great luxury. I hope that the honourable member from St. Michael South Central will try to limb his spurs, not by political points of this nature — I would not like to characterize them as cheap – but really by some worthwhile contribution and forget the grandstanding.

Mr. B. M. TAITT (St. Michael West): Mr. Chairman, in some ways I am very glad that it has happened to the honourable Members on that side, and especially the honourable Member who just sat down, because any time this kind of debate comes up in this House, we hear basically the same arguments, depending on which side of the House the persons are sitting. When I served as a Minister in this country, the honourable Members over there, not all of them because not every one of them was sitting in the House, from this side of the House did exactly what they are now saying that the honourable Member for St. Michael South Central should not do. They want to reprobate and approbate at the same time. When the shoe is being worn on one foot, they do not remember principle, they remember what is necessary and what is expedient.

My position on this issue has been consistent wherever I have been, whether over there or over here, and I am not getting involved in any discussion on this because it is not an area that requires the kind of politics which we generate over these matters. But because we are not consistent, that is why we have to have these debates over and over again.

I think the point made by the honourable Member for the City is a valid point, that we have to be honest about this vote. And the Prime Minister must not come down to this House and give the people of this country the impression that he is going to spend $1.5 million on this vote when all of us know he is going to come back later on, as we see here, where he comes for half million dollars.

The honourable Members who question the size of this supplementary are doing their duty, and doing it correctly, because whether the vote was for travel or whether the vote was for something else, it shows a systematic diminution of the planning capability of those who put up the vote in the first place. The Prime Minister is the one who must take full responsibility because this concerns his Cabinet, he is the chairman and he is also the Minister of Finance. What was put up originally was obviously inadequate.

I am not going to get involved in who has to go and buy red herring around the corner and who has to buy breakfast in the morning because they cannot afford dinner. It is well known that when you come from small countries, you have to suffer some indignities. I remember when I was negotiating in Brussels that, on a given Sunday morning, the Ambassador to Brussels and myself were in a hotel room not certain if we would get locked up because the Cabinet of the day refused to send additional money when London told them that they had made an error on the amount which we should have taken to Brussels. I paid for it out of my own pocket because I did not intend to get locked up for fraud or stealing or any of those things in Brussels on behalf of the Government of Barbados.

I am concerned that we spend a lot of time discussing matters which are not fruitful for the development of the country. When I worked for Barbados in North America, I travelled perhaps more than any other honourable Member in this Chamber today. It is not well known by a number of people, some of my colleagues know, that I do not like flying in an aeroplane, but I have flown when I had to, and I have travelled a lot. I found it passing strange when I was an officer working in the Foreign Service and for the IDC that I had better privileges than when I became a Minister.

(Hon. Miss. B. A. MILLER: It is still the case.)

Mr. B. M. TAITT: I am telling you. It is a fact. Nobody could tell me what to do when I was working for the IDC because I was my complete boss. When I became Consul-General, I was head of the department and I determined where I would go and when. I became a minister and the rules of the Cabinet were laid down.

I also want to tell the honourable Member for St. Andrew that he is not the first person who has ever pulled his pocket to pay for his accommodation, because there are some of us who have certain peculiarities and/or principles, and we have to pay for them. I think, however, that you must not quarrel if honourable Members on this side raise questions about the methodology which he used in coming for a vote which is coming out of the taxpayers' money. You cannot quarrel and assume that persons are running down the ministers individually because all of us over here must be familiar with the basis on which you travel and what are the accommodations that are possible and what you are given.

I am disappointed that the Minister of Education says that she allows people to come in her bedroom, what is in essence her private room, to hold conferences and smoke cigarettes in it. The Minister in entitled to have a sitting room, especially since she is a lady. Nobody can quarrel with that. If you go to do the people's business and you are not fit because you were in a room that was not healthy, then you are doing the people a disservice. You have to be fit when you go to negotiate for the people.

I think that when $500 000 are being asked for, on the basis on which it is being asked for, that not the Government, the Prime Minister has to take the responsibility. He has misled this Parliament by telling Parliament six months ago that that was enough money, because most of the conferences which we are attending

or which we are invited to are known, generally speaking, in advance. That is all I have to say on that.

I want to talk about the contingency vote. I have some difficulty with this concept of contingency and the note that is set out here indicating why you have to supplement the vote. It is clear that as the Government is becoming more and more involved in litigation, and as the Government must be liable for the indiscretions or otherwise of their officers, the Government ought to have a substantive vote to deal with these matters. This business of having a contingency vote and coming to the House each time there is a settlement is simply not acceptable. These are not contingencies in the 1980s. These are matters which flow out of normal administrative practice.

Only today, we heard from the Deputy Prime Minister that there is going to be continuous litigation over the post office. We know that we have a hospital and from time to time there will be malpractice or at least some near negligence, or indeed, in order to avoid a plea of negligence a settlement will be made. We know that the Government is involved in many areas where people can be hurt. We know that from time to time there is unfair dismissal, whether deliberately or inadvertently. We know, therefore, that the people of Barbados have to pay money for things that have been done. An *ex-gratia* payment, whereas it is not admission of any liability, is a methodology that has been used by the Government from time immemorial, and it has been increasing. I therefore think that it is wrong for us to be constantly voting under this head, "Contingency", and I would like to recommend that next year the Estimates be realistically formulated so that this Head can bear a proper amount, taking into account the kinds of settlements averaged over the last five years and anticipated. That is not difficult to do. We have estimators in the Government service and they ought to be able to do that.
7.20 p.m.

We ought to have realistic Estimates. This business of bringing down an amount to say globally that you are only spending a certain amount and you are only increasing by a small percentage, when we all know that the supplementaries are waiting around the corner in the Ministry of Health and the Ministry of Education, misleads the population and, in my view, leads the cheap politics. Take this one we are looking at now. No one who has read this and who has had a normal education could understand what we are going to be paying this money for. If one reads the note, Item No. 11 Contingencies — "..... the original provisions of $100,000 have therefore become inadequate to meet the commitment as well as anticipated expenditure to the end of the financial year." That was the last sentence and you cannot pick it up. What is it for? Has somebody cut off somebody's toe? Did one of the little children in one of the places lose another eye? We think that Parliament should have a clearer picture of what the legal liability or *ex-gratia* payments are for. I am not going to flog a horse once I have made the point, but I hope that it is not merely a case of debating and getting a statement in and then next week, or week after, or six months from now, we have the same situation. I hope that the Minister concerned will take note and that we do not have to spend time discussing supplementaries in this fashion in the future.

The honourable Member for the City said that we had just come back from a CPA trip. I want to make it clear that it does not seem as if the CPA trip comes out of this vote, because I did not get any warm clothing allowance and it has been some eight or ten years since the Government allowed me to travel for them. My colleague told me very early that this is not one of those trips, even though I said that I was travelling on official business.

Asides.

Mr. B. M. TAITT: Now how in the name of all that is good, Mr. Chairman, would I be able to explain to the honourable Member that out in the Rockies during the summer the temperature is a little cold? How would I be able to explain that? He is allowing himself to be led by the Attorney-General who cannot tell the difference between winter and summer — he is too old for that now. We did go out to the West of Canada, as you very well know, Sir, and it was very cold. I am not here making a plea for the warm clothing allowance, but I think that I should put in the record that that CPA trip does not fall within the full ambit of this particular vote. I do not know where it comes from. A special CPA vote, I am told.

Hon. Miss B. A. MILLER: Mr. Chairman, on a point of elucidation, I was not seeking to suggest that the CPA came under this vote. It does not, it has its own vote. I was saying that in the CPA vote we have a similar problem where you cannot always reciprocate on the same scale, and it can generate a little embarrassment.

Hon. L. S. CRAIG: Sir, I must confess that the speech made by the Member for St. Michael West is about the best speech he has made for the year. It was relatively balanced. He put a little thought into it.

Asides.

Hon. L. S. CRAIG: I am not building you up to throw you down. You made a balanced speech. The whole thing about this Conferences and Delegations vote came across initially from the pathological exhibitionist of Parliament, who said that Government Ministers go and enjoy trides and this type of thing. Most of this

money is spent on civil servants, travelling with members of the Cabinet at times, and also for a number of conferences held here in Barbados, which, obviously, would bring a little money into the country.

As far as this vote is concerned, I share the view of my colleague, the Member for St. Michael West about having a realistic approach to this. However, I believe that it is a very difficult thing to project a figure that can be relatively realistic in the light of rising prices at hotels and cab fares. But if there is one person who I believe has fought very, very hard to cut out a lot of this travel by civil servants and Ministers, I can say it is the Minister of Finance. He tries his best.

With regards to Ministers paying out of their pockets money to remain in the hotels and for other things as the Member for St. Michael West said earlier that he had to pay out of his pocket before he got locked up, if I go on Government business and the money is not enough and runs out before I am ready to come home, I am finished with that. I am not paying a nickel out of my pocket at all. But some of my very colleagues — I will not call their names — used to have a style of saying, "I can travel economy. I can travel anyhow, a little two-by-two room is good enough for me." That is not good enough for me. I like the best things in life.

I heard my colleague saying that she was in a room and men were in there drawing up with her and putting cigarettes on her.

Hon. B. A. MILLER: No, no, no, Mr. Chairman, absolutely no! I did not say that. I said that often there have to be meetings. Please, please. Speak for yourself.

Hon. L. S. CRAIG: She said that there are meetings in her room, and there are ends of cigarettes. Goats do not smoke cigarettes, there have to be either men or women in the room having meetings. When you go out you should be asking your Ministry to put up enough money for you to have a suite once you have officers travelling with you, and more so as a lady who must have a certain degree of privacy. But if that is what you encourage, that is what you will get. I am one of the people, and my colleagues can tell you who fought duly for Members of Parliament, not only of the Cabinet, to travel first class when they have to travel, and I have argued that they should get the best accommodations.

I have also argued repeatedly that Members of Parliament should have diplomatic passports. Do not tell me that the Chairman of a Board should have a diplomatic passport and not a Member of Parliament.

Those are some of the views that I hold concerning what parliamentarians and politicians in this country should get.

7.30 p.m.

We have sold ourselves very cheaply and continue to sell ourselves cheaply to the public, and that is why you get this problem. A Minister is to drive an old car like Sandiford's or an old car like Taitt's or Weekes', but a Minister is not to drive one like the Member for St. Michael South Central. A Minister is not to drive a Jaguar or a Mercedes-Benz. Then you will hear about the lifestyle of the Minister and of politicians, and you will encourage that kind of conduct.

I came home on one occasion on a plane from Geneva and passed through New York, and there was Nasser sitting up front in first class, and the Government had just taken over his business to put it in shape, with Horatio Cooke and David Seale at the helm. I had to make a little duck and go down the aisle. Do you see how we sell ourselves cheaply? I am not saying that we should be extravagant. I am not saying that when we go from here we should have money to go to Las Vegas. That is a matter entirely for you. But if you are going out of this country to put a case for your country to improve the social political and economic life of the country, I feel that you should be treated in a nice manner.

The blame should really lie with this Minister of Finance. I agree with you on that. He is too cheap, he is basically cheap, he does not like to spend a cent at all. Then you would hear the St. Michael South Central clown get up in here and talk about the extravagance and the bad spending of the Minister of Finance, when the man by nature is basically cheap. He wears Hush Puppies and a lot of nonsense when he should be in Ballys. I cannot wear Hush Puppies. I went to school barefoot, but my feet have got soft now and I have to wear Ballys. You can wear Hush Puppies and keep your money. You can let your children come and wear Ballys, but I am going to wear them now. You are the Chairman, share the money with your family; I will spend it on myself.

It is difficult, I believe, to project what money you should have for conferences and delegations. Though many of these things are known in advance, there are many of them that come up before Cabinet that we throw through the window. The important ones are the ones which we look after. I do agree that we should put in a figure and then control it from Cabinet as to what we should do with it rather than coming back down here, to and fro all the time, with this piecemeal approach and convey to the public that we have spent the million dollars which we had and then come back for more. We should have two or three million dollars in the vote and control it from Cabinet. Instead of bursting the vote you would be in a position to say you did not spend all the money. This is my view, and I hope that it would be the view of the advisers to the Minister of Finance when they are looking at Estimates.

Dr. R. C. HAYNES: Mr. Chairman, firstly, I want to make it clear that I wish no diplomatic passport from the present Administration, or from any administration. My name and my ordinary passport is a permanent diplomatic passport.

Certain remarks made by Hon. L. S. CRAIG at this stage were ordered to be expunged from the record by the CHAIRMAN.

Dr. R. C. HAYNES: Mr. Chairman, there are times when you have to stand six feet two and a half inches tall and remain there and not allow yourself to be dragged down by certain elements. I do not wish any diplomatic passport, nor do I wish any first class travel as a Member of Parliament from the Government.

I also want to make it clear that there appears to be a fundamental, and I believe genuine, chasm, a gulf of opinion on this matter. I personally believe that when you are expending private funds, your own personal funds, you have total discretion as to how you spend them. If you are a multi-millionaire and you have unlimited funds available to you in your private life, that is your problem once you meet your tax obligations. I am also firmly and sincerely committed to the view that so long as it comes to public expenditure, then this must always be done in the most economic and productive manner. It matters not whether one is a pauper or one is a multi-millionaire. The fact is when public funds are being touched, then economy and productivity must be your two guidelines.

Mr. CHAIRMAN: I must say the honourable Member is repeating statements made in the former speech.

Dr. R. C. HAYNES: I did not deal with this comparison between private sector living and public sector living. It is a very dangerous comparison. Quite frankly I do not think public office is the place for the enhancement of your standard of living. That is my personal position. That has always been my position since 1978, and it will always be my position.

Hon. Miss B. A. MILLER: Mr. Chairman, in fact it is not. You drove a Mercedes-Benz in this country before the Prime Minister of this country did. We do not enhance ourselves by it. I enjoy a lesser standard of living.

Dr. R. C. HAYNES: I paid for my Mercedes-Benz. I also contributed to paying for his.

Hon. Miss B. A . MILLER: You are at liberty, as is your custom, to seek to give an impression in here that we come in here and enhance ourselves by it. We do not. Two Ministers have left this front bench and have gone to the back bench for that very reason. Mr. Chairman, this honourable Member enjoys a standard of living such as no Minister and the Prime Minister of this country enjoy. What are we to understand? That if you were out here you would start to drive a Morris Minor?
7.40 p.m.

Mr. CHAIRMAN: Order, Order.

Dr. R. C. HAYNES: Mr. Chairman, I wonder where.....

Mr. CHAIRMAN: Please, please. Take your seat. Order, please. I believe we have done this debate right through. The question is.....

Dr. R. C. HAYNES: Mr. Chairman, you mean you slap down everything like this?

Mr. CHAIRMAN: I am entitled to do that.

Dr. R. C. HAYNES: Everything?

Mr. CHAIRMAN: We have exhausted this debate. I have been sitting here since 3.30 p.m. and I think it is about time the Chairman retires to the ante room.

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

On the motion of Hon. L. S. CRAIG, seconded by Hon. DeL. O. BRADSHAW, Mr. CHAIRMAN reported the passing of four money Resolutions in Committee and Mr. SPEAKER resumed the Chair and reported accordingly.

On separate motions of Hon. L. S. CRAIG, seconded by Hon. DeL. BRADSHAW the Resolutions were read a first, second and third time and agreed to.

ADJOURNMENT

Hon. L. S. CRAIG (St. James North): Sir, this brings us to the end of Government Business, and in moving the adjournment until 23rd of October, I consider it a reflection on the Chair for the releases made in the Press by the honourable Member for St. Michael South Central, to state that you allowed this House to be adjourned *sine die* and Members on the other side did not have the opportunity to speak. That is how I interpreted the Press releases.

I doubt if anyone could be more competent than Mr. Neville Martindale to have referred to the honourable Member for St. Michael South Central as the most prolific Press writer in this country in all of his years. In the *Nation*, when the Member was put to task on a point at issue by Mr. David Ellis, who questioned

his role in the ascendency to the political hierarchy of his party, Mr. Martindale wrote, and I agreed with him, that he showed all signs of evasiveness. He went on to say, that the member for St. Michael South Central and I interpret it this way, only ambition in life was to gain political leadership of his party. I am not going to deny a man that, but I take great offence, as Leader of the House, for the public to be jilted with the nonsense coming from the Member for St. Michael South Central that Parliament was not meeting.

I took time off to get the appropriate information from the relevant officer, and this can also be obtained from the Clerk of the House, that between 1971 and 1976, 138 meetings were held. Between 1976–1981 when we were in power, we held 164 and between 1981 and to date, we have held 104 meetings in this Chamber.

Between 1971 – 1976, 372 Resolutions were passed by them. Our record for 1976—1981 shows 454, and to date 308 – with still two more years to go. In their session 249 Bills were passed between 1971 — 1976, you were present then, and our record for 1976–1981 is 346 and to date, with two years to go, 162.

This is what they should pay attention to. Between 1971 to 1976 when you were in Opposition, 448 parliamentary Questions were tabled in here by the then Opposition. You were on that side, Sir. Between 1976 to 1981 they tabled 158 and between 1981 and to date 47 questions in three years and the *Nation* wrote an editorial about the vigilance of the Opposition.

When one examines such a record, I consider it shocking, and that is why I refer to it as political grandstanding that the member for St. Michael South Central can have the gall to say that he had to put back his vacation. Can you imagine that? He wanted to go on vacation, but he could not move because Parliament could not function without him!

A few mornings ago jogging on the Garrison I had a talk with a doctor and he said to me that the Member for St. Michael South Central, a doctor, has a pathological problem. That is the sort of language they use.

Asides.

Hon. L. S. CRAIG: The head mixed up. The whole body is wrong. I believe it is disgusting.
7.50 p.m.

I cannot speak for you on that side. I do not think anything hurts more than to see how he took advantage of the honourable Member for St. Michael North West (Mr. L. A. Weekes) with this nonsense about the cadavers. He came in here as the spokesman for Health. Seldom does he say anything, but whenever he speaks there is some substance in it, and the honourable Member murdered him on the floor of the House in here. He did not give him an opportunity to open his mouth, and then he said, and I quote from the *Nation* again, that he had consultation with him and that he was better equipped to handle the Ministry of Health on such a matter than the honourable Member for St. Michael North West, the Shadow Minister. On reflection he went on to say that any leader in a country who cannot command the respect of his colleagues in the party and his parliamentary colleagues would always lose an election. That was a reflection on the now grand old man of present day politics.

He returned from his holiday knowing very well that the honourable Leader of the Opposition sat in here and made a contribution in particular to the Gambling Bill which he said could not get through the House as long as he was around, but the honourable Leader of the Opposition made some salient points in the interest of the country, and knowing that Parliament was going to adjourn until the 16th, and not a single voice was raised. As a matter of fact, I will go further and say that some of the Members on that side were asking me repeatedly when we were going on the summer recess knowing that the staff of Parliament is entitled to that recess. But he had the gumption to send in another Press release, Mr. P. R., saying that he was calling a Parliament outside the precincts of Parliament. There are only precincts of Parliament when we are sitting. When you are having a public meeting, there are no precincts of Parliament. Traffic is free to run all around here and keep noise when Parliament is not sitting, but this was political grandstanding.

I will tell you something. On mornings when you see me jogging, as from tomorrow, do not pull up your car next to me and talk to me because I will grabble you and beat you. Do you hear what I have told you? I mean it, I am serious. I cannot get a chance to jog on mornings. He is there at a quarter to seven on mornings in his car waiting for me to talk the name of his colleague, the honourable Member for St. Michael West (Mr. B. M. Taitt). That is why I refer to some people as political rats. Now what is his big problem on mornings? Primarily there are two questions: "When is the election, Craggie?" and "Has M.P. 2 come out of the garage yet?" The air is fresh on mornings and he comes to me with that garbage every morning. Can you imagine that?

I feel, Sir, it is a reflection on you, Mr. Speaker, and I was glad when CANA or whoever it was called you and, in your capacity as chief presiding officer of this Chamber, you made it abundantly clear that Parliament was adjourned until 16th October with the full knowledge of all Members of Parliament, whether it was

the honourable Member for St. Michael South, the honourable Member for St. Michael North or St. Philip South. But as I said, he returned from holiday, so they have to know he is in town.

Asides.

Hon. L. S. CRAIG: Not you, poor fellow. You cannot get anything down here. There was one Peter Miller who was the convenor. You cannot get in the Bridgetown thing. You had a Mr. Simmons whose brother should have been struck off the legal roll. I blame you for that and I have a word to say to you about that. There was Mr. Simmons and a little wild gang polluting the air at night about the country's economic position. Well you should be proud to see that we are now really feeling the pinch, because when the others are going in, we are going to be the last to come out, and when they are coming out, we will be the last to go in.

All through 1973, 1974, 1975, and 1976, which could have been golden years in this country, you could not put up the projects you talk about. You said you masterminded them, but we came along in these tight years of recession, where all over the world there are economic problems, where people are fighting for survival and there are bread lines in the United States of America to this very day, and despite being accused of mismanaging the country's economy, we could still lend out money for mortgages, could still employ more police in 1984 than they had when you left and give them better working conditions, and where a country, as you say, cannot afford a $60 million building. You have told yourself that so often that you have believed it. You said succeeded in doing something for once. You have told yourself something over a period of time so much that you now believe it is true. Dr. Courtney Blackman cannot convince you. He is only an adviser to the Government and has no political input apart from at the administrative level that I know of, but you cannot accept his word. Businesses, as you say, are closing down and going into receivership, and it is amazing to me how the Indians, the Jews, the Syrians and the Lebanese are expanding. This frightens me.

Do not talk about the Barbados Foundry because you are responsible for some of that also. Rattan was bought by the Barbados Foundry for $286 000, and then Mr. X, you know who I mean, discovered that between you and a number of your colleagues, including the Leader of the Opposition, had money to the tune of $800 000 which was loaned to Rattan, so Barbados Foundry had to pay out $1 million for Rattan, and you were one of the scamps in it.

Dr. R. C. HAYNES: On a point of order, Mr. Speaker.

Hon. L. S. CRAIG: On a point of order? Listen, sit down! You will have some more to answer because I will tell you some other things you do not want to hear.

Mr. SPEAKER: There are two honourable Members on their feet.

Hon. L. S. CRAIG: You want a public examination of your character.

Mr. SPEAKER: Would the honourable Leader of the House please take his seat and let me hear the point of order?

Mr. SPEAKER ordered that certain words spoken by the honourable Member for St. Michael South Central (Dr. R. C. HAYNES) at this stage be struck from the record.

Mr. SPEAKER: The honourable Member said "you". I have never allowed any member of this Honourable House to be addressed as "you". If you want to speak, the Standing Orders provide for one hour's debate on the motion for the adjournment, so there will be time for you to make your rebuttal of anything you feel has been attributed to you.

8.00 p.m.

Hon. L. S. CRAIG: Since the cap fits you and you have not tried it on, I am going to give it to you. It is the Member for St. Michael South Central. I apologize for making reference in here to any Member as, "you". The honourable Member for St. Michael South Central was part of the beneficiary to the tune of $800 000 which the chairman of the Barbados Foundry Ltd. had negotiated with Rattan for $286 000. The Member for St. Michael South Central, not, "you", I apologize for saying, "you".

He talked about businesses going into receivership. I read Mr. Grenville Phillips. I believe that is his name. I do not know the man, I believe he is a man with some degree of respect in his profession because he has had to deal with a number of people in receivership. In a programme on "Point at Issue" with a Mr. Hilford Murray, who I am told is the Manager of Barclays Bank's Trustee Department, he put the record straight by saying that many of these businesses collapsed because of mismanagement. I am told that many of them are under capitalized, they go to the bank and get a big overdraft and then before they plough the dividends when they make some profit back into their business, they buy plantation houses for $300 000, like Mr. Basil Forbes.

Asides.

Hon. L. S. CRAIG: So it has closed down now. Apparently the Indians are not working up there. You work with them, so you should know. But they complain when because of bad management, because they use the money which they borrowed from the bank for the purpose of putting it into their businesses, their businesses collapse in tight days. Then if the rain does not fall, the Government takes the blame. I expect that that would happen. If you are the political directors of a country, all blame must be attributed to you.

It is humanly impossible for all the other territories to hold their heads aloft, and at the international level today Barbados' credit rating is still in good standing. They are the prophets of doom and gloom, they tear down the country's society rather than building the nation and making it worthwhile. You should put back something into the country. You had a free Barbados Scholarship but you want to tear the whole institution down now because of your pathological problem.

I am in no position to take care of you. I wish I could. You are still my friend. You told me on Trevor Miller's premises that our friendship cannot go down the drain that easily, and it will not go down, but if there is a man with a troubled mind, it is you. The yearning for power destroys anything at all. He tore down the institution around us for the purpose of political power.

I am well aware of the fact that whenever Parliament is adjourned, as Leader of the House I adjourn Parliament and it is my duty to have it reconvened. I am the person who calls the meetings. I would never, as a Member of this Assembly, or outside of the Assembly, do anything to subvert the democratic process in this country. He told me the other morning that he knew Parliament was going to meet on Tuesday so he put in my little shock. That is the password, my little shock was there early. This party still boasts of the best platform speakers in this country. Do not think that we cannot put a case.

As to free and fair elections, I would like to hold the Prime Minister and beat him to a pulp if he had an unfair election and you could bring a woman in here with one vote. You see how you are insulting the intelligence of the Barbadian public. Both parties have a hard core of support in this country. But if you believe that you can walk around and discredit the intelligence of the people in this country that because this Government is in power that the pound is at par, you are wrong because people knew from long ago that their sons and daughters living in England found it difficult to send them as much money as they used to send them in the past because of the problems they have in England. North America and Canada are struggling to survive. In little Barbados, which is considered a city, at least by the financial institutions – the population is under 300 000 so they call us a city — we can still hold on to make our country worthwhile.

The record of this party was tested when we were the Opposition in 1976. It was tested in 1981. It is apt to be tested some time again within the constitutional framework of the country. No matter what strategies you may have worked out, we have ours worked out. I personally have one for you and St. Michael South Central. I, the Member for St. James North, have a strategy for you. I am going to give it to you. You will always remember that you were in public life. You had better read between the lines. Do you think you have a safe seat? Somebody with 300 votes divided by two is only 150. We are going to beat you, hear!

Has he studied the economy of this country? We know that things are not what we would like. But even today we are so sophisticated that we have just scored a first. I do not believe there is a single country in the world with such a transport system, buses with television in them. Have you studied that? That should be in the Guinness Book of Records. Imagine you drive in a country where things are bad and the buses are not only brand new, they are not polluting the air with the smoke, like those Miss Rock and Coward and those people had that we had to come and rescue — they were not insured for people's lives, they were not licensed, the commuters' lives were at risk — but they have television. In this era, during the tender of office of this Government, apart from running the minibuses, people are borrowing money from the Barbados Development Bank and renting them.

The one-armed bandits that you all brought in put money in your pockets. The one-armed bandits now put money in the taxpayers' pockets because they have to pay taxes and employ people. You received the money. You know of the picture of yourself and Mr. Parks down in the city. Or do you not know Mr. Parks? Do you not remember the by-election in the city? He was or still is the owner of one-armed bandits in this country that put thousands of dollars into your campaign.

Talk about morality and crime in a society! John Bunnett was locked up, I believe hanged and buried long before we came into power. It is only today that he finds people stealing. I would say that there is more sophisticated crime today, but this did not come about in the last two, three or five years. There was a build-up, I believe, from television. Sometimes I shudder to think that 90 per cent of what is seen on television is people with guns and knives.

8.10 p.m.

Highways are being built, roads repaired, in the face of wilted sugar industry prices. It costs more, as you would know, Sir, since you used to be Minister of

Agriculture, to produce sugar in Barbados — as a matter of fact, you are producing it at a loss — than what you sell it at. Because of the world price there are some 38 million tonnes of sugar in stock, and the sugar producing countries are still producing. We just had the Deputy Prime Minister battling at the LOME talks trying to put a case for us.

I believe in constructive criticism. I feel that a Government should be criticised, but I am going to defend the party and my position in here as Leader of the House. The Member for St. Michael South Central tried to convey to the public that we were not holding meetings in here because we were afraid of them, and then he came back, after you, Mr. Speaker, put him in order, and I gave a little thing to the *Nation* and to *CANA*, and talked about one meeting adjourned *sine die.*

The meeting of June was adjourned at 9.27 p.m. *sine die.* At 9 p.m. Mr. Deputy Speaker inquired whether there was any opposed business on the Order Paper. Do you hear that? The Rt. Hon. J. M. G. M. Adams began his reply. Dr. R. C. Haynes spoke when the Rt. Hon. J. M. G. M. Adams gave way. The House was adjourned at 9.27 p.m. *sine die,* and not a single word was raised by the boys on the burning deck, not a single word. But now you have the effrontery and the political gall to go and tell the general public that you were not consulted.

I spoke to the Deputy Leader of the Opposition in relation to adjourning the House *sine die.* I went out of my way to make it clear to the Press in here why we wanted to adjourn the House *sine die* and you recall the Member for St. Michael South Central asking this question, "By or general?" and I replied by saying, "I do not know, but we are going to the huskings. Somebody is not going to be in here". That was my reply. I have looked at Hansard.

So you can go into Pat Springer's barber shop now, plug in there and tell the public that you are having meetings outside of the precincts of Parliament. Since you are saying this, hold your meeting within the precincts of Parliament when this House is sitting. You believe that we have the ability to put a case. I told my colleagues that we have nothing to be ashamed of or defend. We have a proud record. The offspring of the first socialist party in this country is that party over there. While you were about in the States running about with the man who is the communist editor, for whom you write articles for in that communist journal, the M. E. Coxes and the Barrows were trying to build up their country. You were battling against a democratic society by writing scandalous things about democracy in a communist journal. Now you come back to Barbados pretending that democracy is being eroded — a person who shared a room with Maurice Bishop and Coard. That is why you want to drive this country into a communist state. You have your Cuban friends, the Gabby's and that crowd that rush around.

There is not an institution in this country that you will not undermine. You put down the young men at the Defence Force. You are shouting about the police now, the police are your good friends all of a sudden. You gave them nothing. We regraded them, gave them better hours and conditions of service, and gave more training than you. What did you give them? You had them on some hard cots and people still bringing their lunch for them in enamel bowls, and a lot of nonsense. That is what you had for the police in this country — contempt!

I feel very strongly on this matter. I have expressed those views. I have given a record of the sittings of Parliament. I have drawn to the attention of this Chamber that although you may not see it in that light, I believe it is a reflection on you, as Mr. Speaker, that though you may not have the control over it, you allowed this Chamber to go without any meetings. He attacked the officers of Parliament who deliver the papers. They have no respect for him, he says. They throw them in his car, sometimes on the floor of the car. Fortunately, on this occasion, you found them in your car seat. That is the respect that you have for the officers of this august Chamber. You are not fit to be in here, but democracy must prevail and I am going to help uphold that aspect of democracy in this country.

Hon. L. B. BRATHWAITE: I beg to second the motion of adjournment.

Dr. R. C. HAYNES (St. Michael South Central): Mr. Speaker, on the motion of adjournment, quite clearly I would not wish to respond to any speech made in that vein, either in the emotional context or in the content. However, there are four brief points I would like to make. Firstly, I never contributed to any communist journal. Secondly, I never met Mr. Maurice Bishop or Mr. Coard personally, at any time. I knew neither one at any time in their lifetime.

Hon. L. S. CRAIG: On a point of order, Sir: I wonder if the honourable Member would ever state on the floor of this House if he has ever told a lie in Parliament on any occasion since he has been an honourable Member of Parliament? Have you ever told a lie in here yet?

Dr. R. C. HAYNES: I have never met Mr. Maurice Bishop or Mr. Coard. Thirdly, I believe that the damage done by the speech would be done not to the individual, because he cannot be damaged by vulgarity, would have to be damage to his colleagues.

The final point I would like to make is that the Member for St. Michael North, in his legal capacity, as

temporary manager and as legal advisor, effectuated the transfer of the shares of Rattan Furniture Ltd., in which I was a minority shareholder, to the Barbados Foundry group several years ago. The maximum shareholding that I would have had in that company over a period of ten years by gradual inputs into the company — I cannot remember the exact figure offhand — could be no more than $60 000 or $70 000 or thereabouts in shareholding in the company.

All I sold were my shares. There was no other consideration. Transfers were done legitimately, the shares were transferred on my part, and other directors had the option of selling their shares if they wished. I do not know whether they transferred their shares to the Foundry after my departure. I simply offered my shares. In a private company you offer your shares to the shareholders and if they do not buy then you are free to offer them to any person else.
8.20 p.m.

Hon. L. S. CRAIG: On a point of order, Sir.

Mr. SPEAKER: Two honourable Members are on their feet. Will the honourable Member take his seat, please?

Hon. L. S. CRAIG: It is striking strange, Mr. Speaker, that the Member for St. Michael South Central so often gets up on the floor of the House and says his information is so and so and would not know his personal business.

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

Dr. R. C. HAYNES: Mr. Speaker, I was trying to point out that subsequent to the transfer of one's shares, of course one ceases to be a shareholder in the company. To the best of my knowledge and belief, the company continued to function under Rattan Furniture Limited. I do not know what was the subsequent status of the company since my connection with the company was severed after my own personal transfer of shares. These were transferred either at par value or maybe slightly above or under par value, I do not remember, but somewhere around par value some years ago, as far as I recall. The amount would be equivalent to the shares I held in the company, and it is a complete and total falsehood to represent anywhere that the sum of $800 000 or anything in that amount was involved.

Hon. L. S. CRAIG: A rather uncharacteristic speech by the Member. The guilty fleeth when no one pursueth. This is not the end. I am going to give you a public lesson.

I beg to move that this House do now stand adjourned until Tuesday, the 23rd of October, 1984 at 12 o'clock noon.

Mr. SPEAKER: Before I put the motion, I want to refer to Standing Order 6.2.

> "After the first sitting, unless the House otherwise decides, the House shall meet on every Tuesday at 12 o'clock noon, and, unless previously adjourned, shall meet until 9.30 p.m."

The emphasis is "unless the House otherwise decides."

This House, as long as I have been sitting in this Chair, has never been adjourned other than on a Resolution of this Honourable Chamber. I deem it a grave disrespect and insult to this Honourable Chamber for any member to go outside of this Chamber and make remarks about the Government adjourning this House contrary to the wishes of the House after the Resolution had been passed.

I have always attempted to maintain the provisions of the Constitution, which sets out the division between the Parliament, the Executive and the Judiciary, and I would never be led into any situation to adjourn the House without the proper motion being in place.

I would wish that honourable Members of this Chamber refrain from bringing the Chair into political debates by making statements which reflect upon the impartiality or the dignity of the Chair.

The question that the House do now adjourn until Tuesday, the 23rd day of October, 1984 at 12 o'clock noon was put and resolved in the affirmative without division, and Mr. SPEAKER adjourned the House accordingly.
8.27 p.m.

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