

LEGISLATIVE COUNCIL.

Thursday, 29th September, 1932.

The Council met pursuant to adjournment, His Excellency the Hon. C. DOUGLAS-JONES, C.M.G., the Officer Administering the Government, President, in the Chair.

PRESENT.

The Hon. the Colonial Secretary, Major W. Bain Gray, M.A., Ph.D (Edin.), B. Litt. (Oxon), (Acting).

The Hon. the Attorney-General, Mr. F. J. J. F. McDowell (Acting).

The Hon. F. Dias, O.B.E. (Nominated Unofficial Member).

The Hon. J. S. Dash, B.S.A., Director of Agriculture.

The Hon. E. A. Luckhoo (Eastern Berbice).

The Hon. W. A. D'Andrade, Comptroller of Customs.

The Hon. M. B. G. Austin (Nominated Unofficial Member).

Major the Hon. J. C. Craig, D.S.O., M.E.I.C., Director of Public Works.

The Hon. E. F. McDavid, Colonial Treasurer (Acting).

The Hon. B. R. Wood, M.A., Dip. For. (Cantab.), Conservator of Forests.

The Hon. J. Mullin, M.I.M.M., F.S.I., Commissioner of Lands and Mines.

The Hon. W. Francis, F.I.C., F.C.S., Government Analyst.

The Hon. Q. B. De Freitas, M.R.C.S. (Eng.), L.R.C.P. (Lond.), Surgeon-General (Acting).

The Hon. E. G. Woolford, K.C. (New Amsterdam).

The Hon. N. Cannon (Georgetown North).

The Hon. A. V. Crane, LL.B. (Lond.) (Demerara River).

The Hon. Percy C. Wight, O.B.E. (Georgetown Central).

The Hon. J. Eleazar (Berbice River).

The Hon. J. Gonsalves (Georgetown South).

The Hon. V. A. Pires (North Western District).

The Hon. J. I. De Aguiar (Central Demerara).

The Hon. Jung Bahadur Singh (Demerara-Essequibo).

The Hon. G. E. Anderson (Nominated Unofficial Member).

The Hon. F. J. Seaford (Nominated Unofficial Member).

MINUTES.

The minutes of the meeting of the Council held on the 28th September, as printed and circulated, were confirmed.

ORDER OF THE DAY.

MOTOR VEHICLES BILL.

The Council resolved itself into Committee and resumed consideration of "A Bill to make provision for the regulation and use of motor vehicles."

Regulation 31 (1)—Lights to be carried by motor vehicles.

THE ATTORNEY-GENERAL (Mr. McDowell): When the Council adjourned yesterday afternoon the hon. Nominated Member Mr. Seaford was stating that this regulation would affect a large number of cars. The lights referred to in the regulation are the small sidelights and not the headlights. The only compulsory lights are the sidelights; the others are for one's convenience.

Mr. CRANE: Persons should be allowed to use their cars with the present headlights, but I am opposed to any compulsion of additional lights at the side.

Mr. SEAFORD: The whole trouble is due to the method of construction of American and British cars. The British cars have two headlights and also two sidelights. American cars have no sidelights because they arrange their headlights to give a full light, a half light, or a dim

light. If this clause is adopted it means that American cars will have to get side-lights fitted, which will cost about \$7 each. The only advantage of these lights is that they give a better idea of the position of a car.

Mr. CRANE: The explanation confirms my suspicion that this provision is going to cost the owner of a car more expenditure. These regulations are not suitable to a country where a large number of American cars are used the lights of which are constructed on a different principle. This regulation should be modified to meet local circumstances. The Committee had not an opportunity of studying the whole of these regulations and I do not know to what extent they differ from those originally sent up by the Committee. We wanted to expedite matters and said we would discuss questions here.

Mr. CANNON: A very large number of American cars are used in London and a similar regulation to this is not applicable to them there. I am in agreement with the view that you should not impose a hardship on the people, who can ill afford to find food much less extra lamps for motor cars.

Mr. ELEAZAR: The headlights serve all the purposes needed; the other lights are unnecessary. This regulation not only adds to the cost but to the penalty if one of the four lights goes out. I have never thought the smaller lights to be of any use except to show the importance of the owner of the car.

THE ATTORNEY-GENERAL: There is not the slightest intention of making four lights obligatory and all must be kept in order. The idea is to show the width of the vehicle and there is no obligation to have the driving lights. I understand that the lights cost \$7 a pair and this regulation will apply to only a few cars. Most American cars are now made for the English markets.

THE CHAIRMAN: I think the point can be easily met by a slight variation.

Mr. CRANE: I move that the words "so that no part of the vehicle or its load or equipment extends laterally on the same side as the lamp more than twelve inches beyond the centre of the lamp" be deleted.

Question put, and agreed to.

Regulation 31 (3) read:—

It shall not be lawful for any person driving any motor vehicle on any road to use any head-light the rays from which are intensified by any parabolic or condensing reflector in such manner as to dazzle or confuse other users of the road or make it difficult or unsafe for them to ride, drive or walk thereon.

Mr. CRANE: We see lights in use in Georgetown which make it very difficult for persons to use the highway. Whether this refers to what is called spot-lights I do not know. A lot of these lamps are not properly focussed. You want a light at such an angle that a good distance in front of the car is illuminated.

THE ATTORNEY-GENERAL: The automobile manufacturers have been attempting to deal with this question for the last ten years and have not been able to determine it. I understand that in England the only arrangement allowed is the double switch, but that method of lighting is more expensive to fit than the sidelights. This is the nearest thing we can do, because without these reflectors you cannot dazzle.

Mr. CRANE: We want to protect users of the road. Any rays which dazzle or confuse other people on the road should not be allowed. I suggest that the words "are intensified by any parabolic or condensing reflector in such manner as to" be deleted and the word "may" substituted.

Question put, and agreed to.

Regulation 33—Lights to be carried by motor cycles.

THE ATTORNEY-GENERAL: I move that after the word "regulation" in the second line there be inserted "31(1)(a)" and the insertion of the words "and one lamp showing to the rear a red light visible from a reasonable distance" at the end of the paragraph.

Question put, and agreed to.

Regulation 32—Destination and journey of motor-buses to be exhibited on vehicles.

Mr. DE AGUIAR: I do not think the paragraph (*i.e.* (4)) is necessary as it is an offence to cover up the destination of any bus.

Mr. CRANE: It is interfering with the liberty of the subject and should be deleted.

THE CHAIRMAN: I think we might leave it out.

Question put, and agreed to.

Mr. CANNON: I move that (6) be also deleted.

Question put, and agreed to.

Regulation 36—Requirements to be observed by persons driving or in charge of vehicles.

Mr. CRANE: I should like an assurance that cars at present in use with service and emergency brakes will be usable under these regulations. I have not had an opportunity of reading the regulations.

THE ATTORNEY-GENERAL: I am assured that this regulation does not affect any cars on the road now as long as they are kept in decent order.

Mr. GONSALVES: I move that paragraph (18), which requires that every motor-bus shall carry for use an approved appliance for extinguishing fire, be deleted.

The Committee divided on the question that the paragraph stand as printed and voted:—

Ayes—Dr. De Freitas, Messrs. Francis, Mullin, Wood, McDavid, Major Craig, D'Andrade, Professor Dash, Dias, the Attorney-General and the Colonial Secretary—11.

Noes—Messrs. Seaford, Anderson, Dr. Singh, De Aguiar, Pires, Gonsalves, Eleazar, Crane, Cannon, Woolford, Austin and Luckhoo—12.

THE ATTORNEY-GENERAL: I move that paragraph (19) be amended by the substitution of "hire car" for "motor car."

Mr. CANNON: This paragraph says that a minimum of 15 inches shall be allowed for each passenger. Is it suggested that I should occupy 15 inches?

Mr. SEAFORD: This means that you are going to prohibit the average man

who owns a taxi from using a small British car. At present he is anxious to do that because he pays a smaller rate for licence. I am afraid that by passing this no man is going to buy a British car to use as a hire car with two people at the back.

Mr. CRANE: You are encouraging these cars to come down to a country where you depend upon the import duty and gasoline. They pay little or no duty and consume very little gasoline. I ask Government to take that into consideration.

Mr. CANNON: My idea is that Government do not want duty. As long as these cars are British, they say, let them come in.

THE CHAIRMAN: The hon. Members overlook that one of the main arguments in favour of the small car is the maintenance of the roads. I am advised that this provision is necessary, but hon. Members can vote against it if they do not want it.

The Committee divided on the question that the paragraph stand as printed and voted:—

Ayes—Dr. De Freitas, Messrs. Francis, Mullin, Wood, McDavid, Major Craig, Mr. D'Andrade, Professor Dash, Dias, the Attorney-General and the Colonial Secretary—11.

Noes—Messrs. Seaford, Anderson, Dr. Singh, De Aguiar, Pires, Gonsalves, Eleazar, Crane, Cannon, Woolford, Austin, Luckhoo and Dias—13.

Regulation 37 (14)—Prohibiting carrying articles projecting on passenger vehicle—was deferred for amendment.

Regulation 39 (34)—Prohibiting carrying articles projecting on bus and conditions for carrying articles on roof thereof.

Mr. ELEAZAR: I move an amendment that the words "passengers' personal luggage" be substituted for "passengers' personal baggage." If we were legislating for Georgetown only there might be some justification for this provision, but in Berbice, Essequibo and the river districts it is going to impose a hardship. It precludes everything but a suit case and is put in practice. You are prohibiting a farmer

from carrying on a bus the very implements with which he has to ply his trade. Some Girl Guides were prevented from carrying a few tins of milk and some ice when on a visit to Berbice. In another case a man with two bicycle wheels was precluded from driving on a bus and was only permitted to do so on my appealing to the Inspector of Police.

Mr. LUCKHOO: I am well aware that Your Excellency has already granted certain concessions to bus owners on the Corentyne with regard to the carrying of certain articles, but the present regulations restrict the carriage of anything but passengers' baggage. This regulation also prevents people from carrying anything but their baggage. If an assurance is given by Your Excellency that a liberal interpretation would be given to this regulation I do not think any severe hardship will be imposed on the public, but as it stands it would prevent farmers from getting their produce to market and cause very great inconvenience. Farmers are not allowed to take produce with them in a passenger bus and will have to send them to market on a goods bus. I do not think Government has any desire to hamper trade. There was necessity for legislation of this nature when bus owners loaded buses with bags and barrels and also carried passengers.

Mr. CANNON: I support the two speakers. The latest method in England is to take baggage overhead inside the bus.

THE CHAIRMAN: I think we had better hold the clause over. I want to find some way of enabling people to carry, as they are doing on the Corentyne, small articles provided they do not interfere with passengers and there is a proper place to carry them in.

Mr. CRANE: Passengers must be protected and there must be safety to the life and limbs of the public. I appreciate the great difficulty and inconvenience which followed the prohibition. I had to approach Your Excellency myself and you made a concession by which space was provided for carrying milk but no passengers were allowed within that space. This regulation does not permit of that being done. While we appreciate the complaint, at what point are you going to

stop if you allow goods to be carried? A bus should be so constructed to allow of 4 ft. or 5 ft. to permit of that, but the size and weight of the packages should be determined. It is not a question of the nature of the goods but a question of the size and weight of the package. There has been some difficulty on the Corentyne, but I understand that there is a large number of vehicles travelling on that Coast. If that is so the people there are not going to suffer the great hardship of which we have been hearing so much.

The Committee adjourned for the luncheon recess, and on re-assembling the Council resumed.

SUPPLEMENTARY ESTIMATE.

The Council resolved itself into Committee to consider the Schedule of additional provision required to meet expenditure in excess of the Estimate for the period 1st April, 1932, to 30th June, 1932.

LANDS AND MINES.

Mr. CRANE: I notice on this Supplementary Estimate provision for a sum of \$5,928 in respect of salaries of substitute Surveyors employed in connection with the survey of the Brazilian boundary. This sum is said to be recoverable from Imperial funds. A short time ago I gave notice of certain questions indicating what I understood from Government in a declaration made some time previously was a direction that the Imperial funds which were to be expended on making this survey were to be placed on the Estimates and be subject to the supervision of this House because they might be a possible charge on the funds of the Colony at some future date in the event of the Colony finding itself in a position to pay. The answers to those questions, I regret to say, were not straightforward. They seemed as though they were constructed with a view to side-stepping the questions, and it appeared that there was a direction from the Secretary of State that they were to be dealt with as if they were Colony funds and not Imperial funds. Government now finds itself on the horns of a dilemma. A few weeks ago Government refused to admit that the funds were subject to the supervision of this Council. We now have

Government coming to the Council asking for an appropriation of nearly \$6,000 and making this statement: "The Imperial Government has undertaken to provide the necessary funds for the work being done by the British Commission in connection with the demarcation survey of the British Guiana-Brazil Boundary commenced during 1930 and now in progress. The expenditure is estimated at \$67,200 per annum for five years. The question whether British Guiana should be called upon to refund the whole or part of the expenditure has been left for subsequent consideration in the event of an improvement of the financial position of the Colony." The answers did not indicate whether or not Government considers these funds subject to the supervision and grant of this House. One would have thought that Government would have been frank in the matter, and if the statement had not been directly made one would have expected Government to say "We have no record of such an intimation but the Secretary of State has instructed this Government so and so." I am perfectly certain that when the Governor himself happened to be here I raised the same question and he intimated to this House that there were instructions to pass all these funds, including the funds for unemployment relief, in the Estimates in the same way. To the question "Is it true that the said Commissioner refused to accept a medical officer assigned to him by the Surgeon-General for the service of the said Commission?" the answer is "The expenditure on the survey is under the direct control of the Secretary of State and the accounts are audited by the Exchequer and Audit Department of the United Kingdom." I take leave to say that this answer is most uncandid, most shifty and unworthy of Government dealing with the facts as they are.

I did not ask by whom the accounts are audited but whether the funds are administered free of any departmental control in this Colony. There is no such thing as funds being under the control of the Secretary of State. The Secretary of State could not remain in England and administer funds in this Colony. I want to know who in this Colony administers these funds. Government should not handle these funds free from departmental control, which is subject to criticism in this House, and

then claim that this Colony should repay them if ever it gets in a financial position. If this Colony has the merest liability in the future to repay these funds, however distant that future may be, it must exercise control over the expenditure. These answers are no credit to Government. I do not intend to enter into the inner details of the question whether it is true that the Commissioner refused to accept a medical officer assigned to him by the Surgeon-General, but it all hinges on the question whether there is any departmental control over the expenditure of these funds. If the funds are subject to local departmental control they are subject to Government's control and no officer can claim that he is free to refuse any subordinate assigned to him. I am interested in knowing what is the position and I hope Government will declare to-day what is the true position. If this Colony has any liability, however remote, this Council must have identical control over these funds as it has over any other funds of this Colony. We find that although the Surgeon-General recommended a particular individual the Commissioner was allowed to express the view that marriage was the disqualification. The Commissioner is himself a married man and considerations of decency prevent me from suggesting that probably he might find cause for rejecting a married man in the circumstances of his own individual case. What I am concerned about is whether Government by its answers is saying it has exercised no control and will allow the Commissioner to do things his own way. This item has no place on the Supplementary Estimate if the funds are under the control of the Secretary of State. This vote will enable the Imperial Government to call upon this Colony to pay money in respect of expenditure over which it had no control. The Secretary of State or any other Authority in England may determine that certain work should be carried out and supply the money, but the money must be put on the Estimates for the Colony may be called upon to repay it. The question of demarcating the boundary is an Imperial question. It is connected with the foreign relations of the Crown. This Colony has no voice in the exercise of these fundamental prerogatives, and the carrying out of the survey is an international matter and should be paid for exclusively out of Imperial funds for the

honour and dignity of the Crown itself. I hope the House will express the view that before any work of this kind is decided upon, the money for which this Colony may be called upon to repay, the opinion of the House should be taken as to whether the work should be undertaken. I desire to record my personal protest against this system of initiating expenditure in England and calling upon this Colony to repay it even at a distant date. To put the matter in order I formally move that this item be struck out.

Mr. CANNON: It is my duty to second the amendment. I think Your Excellency knows my views on this point. We are getting from bad to worse. I do not know whether it is the people here or those in London who are managing this country, but whoever it is I think it is a disgraceful act for this item to appear on this Estimate. I do not propose to go over the ground. The hon. Member has been very temperate in the language he has used. Had the matter been entrusted to me I would have been very much more severe than he has been. Depleted as we are those of us who are left in this House as representing the people will be unanimous on this point. Let us hope, at any rate, that we have a few Gandhis left.

THE COLONIAL SECRETARY (Major Bain Gray): The hon. Member for Demerara River suggested a connection between the questions and the note that appears on the schedule. To begin with, he overlooked the fact that this schedule was printed and before the Council before he asked his questions, and there is no ground for suggesting any lack of candour on the part of Government. The answer to the first question is specifically to the schedule as before the Council at that time. The position has been explained and everything set down that is necessary for the information of Members of the Council. It is stated that this particular item on the schedule is the provision for the salaries of substitute officers and not the officers engaged on the demarcation of the boundary itself. That is purely to conserve the pension rights of the officers themselves. The general expenditure on the Boundary Commission is not at present being voted through our estimates of expenditure but only particular items where we have substitute officers working.

The second question was taken to refer to a statement which it was suggested had been made. It was in the minds of some Members that Government made a similar statement to what appears in the remarks column but no record has been found by the Clerk of the Council and as far as we know no such statement was made. This particular item is on the Estimate because it is necessary to provide these substitutes. General expenditure on the Boundary Commission is not on our Estimate at the present moment. The entry that appears on the schedule of expenditure is the balance on the revenue side, so that the position remains as at the beginning. The answer to the question as to the control is that the expenditure of the survey is under the direct control of the Secretary of State, the accounts being audited by the Auditors of the United Kingdom. The intention was to show that the local Auditor has no control over it.

Mr. CRANE: The last sentence in the remarks column is "The question whether British Guiana should be called upon to refund the whole or part of the expenditure has been left for subsequent consideration in the event of an improvement in the financial position of the Colony." I ask Government to consider very seriously the propriety of the Secretary of State deciding upon works, incurring expenditure over which the people's representatives had no control whatever, and then asking the Colony at some future date to bear that expenditure. That appears to me to be buffoonery and I am not here for buffoonery. Government must have some regard for propriety and cannot ride roughshod over everybody all the time.

Mr. ELEAZAR: The question is that we are asked to approve of this expenditure and after that the Secretary of State is to decide whether we should be called upon to refund the whole or part of the expenditure. We say that if we are going to have to pay the piper we should have a word at least in the calling of the tune. We want the Secretary of State to understand that we protest against being governed 4,000 miles away. We complain about birds of passage, and sometimes birds of prey, coming here and doing as they like without regard to considerations of the people of the Colony. All who can get some benefit from this expenditure

should be given the opportunity to do so and not be debarred on such a flimsy pretext as that a man is married. The gravamen of my complaint is not that the boundary should not be demarcated but that we should be debarred from getting a little of the expenditure, especially when we may have to repay it, and it is unfair to call upon us to sanction the expenditure when it has been expended and hold us liable to repay it. I must protest, though I do not want to adopt the attitude of Gandhi. I am a little too old for that and do not promise anybody to starve myself to death.

THE CHAIRMAN: There is a little misunderstanding. This money is coming from the Imperial Government but we have to pass it through our expenditure and put it this way. This sum is put in the revenue column as paid by the Imperial Government. The Imperial Government has undertaken to provide it and the Imperial Government says that at some time or other the question will be considered whether it should be repaid by the Colony. When we are asked to repay it then is the time to raise the question; at present we are paying nothing.

Mr. CRANE: I respectfully ask Your Excellency to convey to the Secretary of State the opinion of the Electives that we consider it unconstitutional and improper for it to be proposed that the Colony may be ultimately liable to repay a sum of money in the spending of which the representatives of the people never had a voice.

THE CHAIRMAN: I will make clear the point which the hon. Member has made. That point has been put up to the Secretary of State already, but I will put it up again.

The Committee divided on the item and voted:—

Ayes—Dr. De Freitas, Messrs. Anderson, Francis, Mullin, Wood, McDavid, Major Craig, Austin, D'Andrade, Professor Dash, Dias, the Attorney-General and the Colonial Secretary—13.

Noes—Messrs. De Aguiar, Eleazar, Crane, Cannon and Woolford—5.

Item 13—Special Expenditure—Surveys of areas for Colonisation and Land Settlement, \$1,200.

Mr. WOOLFORD: I move the reduction of this item by one dollar and hope the necessity will never arise for me to have to make again the remarks I am about to make. I have been trying for many years to secure for the people of this Colony the benefit of the preservation of the maps in this Department. I have been promised over and over again that the matter will be attended to. If one goes to the Department of Lands and Mines he will see these valuable documents in wooden boxes or compartments at the absolute mercy of destruction by fire. They are, to my mind, irreplaceable. These documents have been collected as a result of hard work by experienced men and they cannot be replaced by the present personnel of the Service. Some of the officers who prepared them had peculiar characteristics of their own and made these surveys very valuable. I hope the Commissioner of Lands and Mines will support this appeal that Government at once provide the necessary funds for permanent steel containers so as to prevent these valuable records from being destroyed by fire. I have often asked the Head of the Department whether he has impressed on Government the necessity for these documents to be preserved and he has replied in the affirmative. Where is the justification for promising Members of the Council that this will be done? The time has come when we should pay far greater attention to the preservation of our records than is at present being done, and I hope that for the sake of \$150 or \$200 such an expenditure might be allowed. I also desire to enquire whether some of these surveys have not been completed. Will the information not be given to the public?

Mr. CRANE: Whenever Government wants an extraordinary vote such as the one we are dealing with it comes to the House and makes a statement calculated to show the nature of the work to be done, the purpose of the work and to what extent the Colony would be benefited by the expenditure. I remember the Governor making a statement that he proposed appointing a Committee of the Commissioner of Lands and Mines and the Deputy Director of Agriculture to go into the question of discovering suitable lands for agricultural purposes. I expected that Government would have given the details of this work.

Mr. CANNON: I move the deletion of the item. There is nothing more I have to say.

Mr. MULLIN (Commissioner of Lands and Mines): Two points have been raised. One is in regard to the preservation of the plans. That is an old standing sore, but it has been partly met. One of the chief grievances was that there was a wooden partition in the building which was liable to fire. That partition was replaced by reinforced concrete, which has made the building for all intents and purposes as near as possible fireproof. It is already a stone building with iron work supports and beyond the floor itself there is no wood in the building. Destruction of plans is not so liable to occur from fire as from dry-rot. That is the trouble here, and it is not singular to any Department. How to overcome that gradual dry-rot of paper is a very moot question. We should like to have steel presses, of course, but the estimate is not \$250 but \$1,500 a year for six years. The first \$1,500 was put on the Estimate with a full explanation, but it was struck out by the Council and we have never been in a financial position to put it back again.

In connection with the colonisation surveys, His Excellency appointed the Deputy Director of Agriculture and myself as a Committee to make a preliminary investigation as to lands which would be readily available for possible land settlement schemes. In going into any of these questions you are faced with the fact that a certain amount of survey work has to be done. It is very difficult to estimate how much a year the cost would be. Unfortunately, the work was done during a prolonged and unusual wet season and survey work was practically impossible, so I only spent about \$600 of the vote and the question as to whether work will go on to the full extent or not is one to be decided on the report to be submitted. We will not need the full amount unless it is pressed that the work should go on this year. The work already done was mainly in the Berbice area. We have a good deal of information with regard to the actual coastal strip there and along the river bank, but in the country between the Corentyne Coast above Skeldon and the Berbice River above Mara it is not known what the type of country is. It is

not easy to recommend colonisation schemes in tertiary unless you are satisfied that you will get a supply of water. Another thing done was the establishment of a station on the Bartica-Caburi road. The next work that would have been undertaken probably is the examination of the land between the Boerasirie River and the West Coast, Demerara. The item can be reduced and the work well left over for next year.

Mr. CRANE: There ought to be a statement showing how the money was spent.

Mr. ELEAZAR: I understand that when the Surveyor went to Berbice the people were there waiting and they were told that the work would not be done because the land was under water. That is a reason why we should get an account of how the money was expended.

Mr. MULLIN: I will undertake to put up a statement of the expenditure and of the work done, and the vote may be reduced to \$700.

Item reduced accordingly.

SUPREME COURT.

THE COLONIAL SECRETARY: I move the insertion of the item "1 (o) Service Allowance, \$36.80."

Question put, and agreed to.

PENSIONS AND GRATUITIES.

THE COLONIAL SECRETARY: I move the insertion of the item "12. Gratuities under Resolution No. XIII. of 16th December, 1930, to dependents of deceased Teachers who had qualified service for pension, \$110."

Question put, and agreed to.

SUBVENTIONS, ETC., OTHER THAN MUNICIPAL.

THE COLONIAL SECRETARY: I move the insertion of the item "21. Recruitment and training of Officers for Colonial Agricultural Departments, \$362." This item in the draft Estimates last year stood at \$908. It was reduced to \$454 and a request was made to the Secretary of State that this should be the contribution in future. The Secretary of State

had been in the meantime reducing these subventions by the Colony and this one had been reduced by 10 per cent., bringing it down to 90 per cent., but the reduction asked for was not made on this item but on another, namely, "Proportion of cost of establishment and maintenance of Headquarters Council of Colonial Agricultural Service." For that item a sum of \$576 was voted but the expenditure will be only \$192. This will counter-balance that but the total amount would be less than the vote by the Council.

Question put, and agreed to.

MISCELLANEOUS.

Mr. CANNON: I do not wish to be personal with respect to item 26 (Fee to Hon. F. J. Seaford in respect of professional services in connexion with the Pure Water Supply Scheme for Georgetown, \$1,584), and would like the gentleman to get double the amount if possible, but I have my duty to perform. There is nothing here to entitle me to give it my vote and I think something further should be told us about the item.

THE CHAIRMAN: I don't think there is any more to be said about it than what appears in the remarks column. All Government knows about it is in the remarks column.

The Committee divided on the item and voted:—

Ayes—Messrs. Woolford, Dr. De Freitas, Francis, Mullin, Wood, McDavid, Major Craig, Austin, D'Andrade, Professor Dash, Dias, the Attorney-General and the Colonial Secretary—13.

Noes—Mr. Cannon—1.

Did not vote—Messrs. De Aguiar, Eleazar and Crane—3.

COLONIAL DEVELOPMENT FUND SCHEMES.

Mr. CRANE: Item 6 (Water Supply Coastal Villages, \$20,000) is one which I think we should be given some details of. In extraordinary work like this the Council should be told what work has been done out of the free grant which was passed through the Estimates.

Major CRAIG (Director of Public Works): I do not know that I can give a

full explanation with regard to this item. The pure water supply was taken out of the hands of the Public Works Department and handed over to the Resident Engineer who at the present moment is on leave. I have had to take those duties over while he is on leave and the only explanation I can give for this expenditure is that a certain proportion, \$2,000 or \$3,000, has been expended on the distribution of water from the wells that have been sunk on the West Coast. Item 7 (Improvement of drainage of front lands, Georgetown, \$7,620) is a vote for two pumps which are to be installed near the Public Works Department to deal with the front lands of Kingston. The pumps have been ordered and delivery is expected weekly.

THE CHAIRMAN: With regard to the water supply the position is that experiments were carried out at Kitty Village in regard to the distribution of water from the well there. If that proves successful it is the intention of Government to apply for assistance to distribute water from other wells so as to save the expense of either digging or reconditioning wells. The experiments were so successful that Government was able to obtain a loan from the Colonial Development Fund of £10,000. Some of this money has been spent on the Bagotville well and it has proved very successful, and experiments are still taking place with a view to ascertaining how far water can be distributed and more use made of it by the people along the road. The Resident Engineer in charge of the water supply is now in England investigating material not only to be used in the wells but also in the distribution of the water. When he returns further schemes for distribution will be carried out. There are several applications from various parts of the Colony for the distribution of water and it is hoped that the £10,000 will be distributed equally to the districts. It will be possible so far as the West Bank and the West Coast are concerned, now that the wells with one exception are complete, to distribute water from one end of the district to the other so that anyone living along the road would be able to draw water from the tap.

Mr. CRANE: I should like to know in what Department the Resident Engineer is working. I know that the Public

Works Department was at one time in charge of the work but during the last year or two I have been unable to find out who is responsible. A gentleman has been pointed out to me who seems to be running his own department with no one to account to.

Mr. ELEAZAR: I hope some attention will be given to the well at Ithaca. It should be reconditioned or something else done with it.

THE CHAIRMAN: The well at Ithaca is in the same condition as some of the other wells and will be reconditioned if we can get money to do it. We are now trying to do that.

Mr. CANNON: I wish to record my vote against the manner in which these items are being dealt with. I cannot accept responsibility for the payment of any of these amounts and I ask that my vote be recorded against each and every one of them.

THE CHAIRMAN: With regard to the point raised by the hon. Member for Demerara River if he would come and see me I will explain the whole position to him.

MOTOR VEHICLES BILL.

The Council resumed and resolved itself into Committee further to consider "A Bill to make provision for the regulation and use of Motor Vehicles."

Regulation 39 (34) and (35) were deferred for amendment.

Form No. 5—Certificate of ability.

THE ATTORNEY-GENERAL: I ask that this form be held over for the purpose of substituting a new one.

Agreed to,

Form No. 11—Conductor's Certificate—was also held over.

Second Schedule—Fees.

Mr. CRANE: The fee for dealers' general identification mark was \$3 for as many as they like. It is now proposed to make it \$20 for each number.

Mr. SEAFORD: This point was raised in Committee and it was suggested that if Government wanted to raise revenue there were other ways of doing it.

THE CHAIRMAN: This identification mark has been abused. We want to make it expensive for dealers to hold any more than they actually want for their business. A big business might do with three or four and a small business with one, but \$20 is a very big jump.

Mr. CRANE: I suggest \$10.

THE CHAIRMAN: It is not the amount Government want so much as the control.

Mr. SEAFORD: As far as control goes I do not think there is any loophole for a dealer under these regulations.

Mr. ELEAZAR: I think it should be left as it is.

Question that the item stand as printed agreed to.

The item "For renewal of certificate of ability" was amended to read "For renewal of professional driver's certificate."

Third Schedule—Diagrams. Provisions to be complied with.

THE ATTORNEY-GENERAL: In provision (8) I move that the words "identification marks" be substituted for the word "Numbers" in the first line and the words "red on a white ground" for the words "white on a red ground."

Question put, and agreed to.

Fourth Schedule—Limit of speeds.

Mr. SEAFORD: The Committee thought it advisable that item 3 (Motor cars and motor cycles, elsewhere than in 1, 35 miles per hour maximum speed) should be struck out and the speed be on the lines in other parts of the world. It is thought impossible to enforce it or to restrict it. It is very much more dangerous to drive at a speed of 10 or 15 miles than to drive at 50 miles, and I do not see why it should be restricted when you have open roads with no turnings or corners for long distances. There were two officers of the Police on the Committee and they were in favour of my suggestion.

Mr. CRANE: I am sorry it was not considered necessary to put in this schedule a village limit.

THE CHAIRMAN: The idea was that the villages have different speed limits.

Mr. CRANE: We ought to have uniform speed limits. There is no reason why in one village the speed should be 15 and in another 20 miles.

THE CHAIRMAN: Do the villages the compliment of fixing it for themselves?

Mr. CRANE: You don't do Georgetown the compliment of fixing it for themselves (Laughter).

Mr. WOOD (Conservator of Forests): The villages have power under the Local Government Ordinance to fix their own speed limit. I think it would be better to allow the villages to continue to fix their own speed limit. Recently the Council of which I am Chairman had this question under consideration and we would not like 15 miles an hour but to fix the speed limit ourselves. Conditions in different villages vary to quite a considerable extent, especially in a populous village like Buxton or Kitty where there are dangerous corners on the public road. We ought to have the privilege to put up what we would like our own speed limit to be.

THE COLONIAL SECRETARY: I have been repeatedly told that the notices of speed limits in the villages have no legal authority.

Mr. WOOD: I think there is legal power under the Local Government Ordinance.

Mr. CRANE: We might leave it as it is. Some of these villages are very sparsely populated and do not want vehicles to creep at 15 miles an hour if that speed is rightly fixed in the Ordinance.

THE ATTORNEY-GENERAL: I think Georgetown should be defined for the purpose of this schedule.

THE CHAIRMAN: The question now is whether the speed limit elsewhere than in Georgetown and New Amsterdam should

exceed 35 miles per hour. I should like to hear the views of hon. Members on this question.

Mr. ELEAZAR: The danger is that if you remove the speed limit they might be disposed to exceed it; 35 miles should be quite enough. A driver might drive at 60 miles or more and an accident might happen. The reason why we have so few accidents is because we have these restrictions and it is better to keep it at 35 miles than to give drivers more licence.

Mr. CANNON: May I ask what is the speed limit in England? There is none there so let us follow their example.

THE CHAIRMAN: It is a matter of opinion. I don't think Government is concerned whether there should be a speed limit or not, so I will put it to the open vote.

Major CRAIG: As custodian of the public roads I think a speed limit exceeding 35 miles is going to injure the roads very much indeed. If the roads were good and in the same condition as in England I would certainly approve of it, but on account of the construction of the roads I think a speed limit is absolutely necessary here.

Mr. SEAFORD: In a great many instances the condition of the road itself makes a speed limit here. I do not see the good of putting in any speed limit unless it is going to be enforced. For small cars 35 miles seem to be absurd.

The Committee divided on the question that item 3 stand as printed and voted:—

Ayes—Dr. De Freitas, Messrs. De Aguiar, Eleazar, Crane, Francis, Wood, Dias, Major Craig, Professor Dash, the Attorney-General and the Colonial Secretary—11.

Noes—Messrs. Seaford, Cannon, Mullin, McDavid, Austin and D'Andrade—6.

Mr. CANNON: I ask leave of the Committee to revert to clause 3 (7) which deals with cars fitted with a left hand drive. On the 30th August it was decided that a similar Bill should be read six months hence, but instead of sticking to that arrangement that sub-clause has been inveigled into this Bill. I would like to know if Government intends to break faith with the Council or what is the cause of re-introducing this sub-clause,

THE ATTORNEY-GENERAL : On the debate referred to it was proposed to get rid of cars fitted with a left hand drive through the medium of the Customs, but it was suggested by hon. Members that the proper place for dealing with the matter was in this Bill. There was never any proposal of withdrawing the actual proposal but only the method of doing it.

THE CHAIRMAN : The definite opinion of the majority of the Council was that cars with a left hand drive should be prohibited.

Mr. CANNON : You are going to create a very great hardship on quite a number of people by the introduction of this sub-clause.

THE ATTORNEY-GENERAL : It does not apply to cars with a left hand drive now in the Colony ; it only applies to cars brought into the Colony after the 1st December.

The Council resumed and adjourned until the following day at 11 o'clock.