

**THE
PARLIAMENTARY DEBATES
OFFICIAL REPORT**

[VOLUME 7]

**PROCEEDINGS AND DEBATES OF THE FIRST SESSION OF THE NATIONAL
ASSEMBLY OF THE THIRD PARLIAMENT OF GUYANA UNDER THE
CONSTITUTION OF GUYANA**

88th Sitting

2 p.m.

Wednesday, 18th February, 1976

MEMBERS OF THE NATIONAL ASSEMBLY

Speaker

Cde. Sase Narain, J.P., Speaker

Members of the Government – People’s National Congress (50)

Prime Minister (1)

Cde. L.F.S. Burnham, O.E., S.C., **(Absent)**

Deputy Prime Minister (1)

Cde. P. A. Reid,
Deputy Prime Minister and Minister of
National Development **(Absent)**

Senior Ministers (9)

Cde.H.D. Hoyte, S.C.,
Minister of Economic Development

*Cde. H. Green, **(Absent)**
Minister of Co-operatives and
National Mobilisation

*Cde. H.O. Jack,
Minister of Energy and National Resources

***Non-elected Minister**

*Cde. F.E. Hope,
Minister of Finance

*Cde. S.S. Naraine, A.A.
Minister of Works and Housing

*Cde. G.A. King
Minister of Trade and Consumer Protection

*Cde. G.B. Kennard, C.C.H., (Absent)
Minister of Agriculture

*Cde. C.L. Baird, (Absent)
Minister of Education and Social Development

*Cde. F.R. Wills, S.C., (Absent)
Minister of Foreign Affairs and Justice

Ministers (5)

Cde. W.G. Carrington, (Absent)
Minister of Labour

Cde. S.M. Field-Ridley,
Minister of Information and Culture

Cde. B. Ramsaroop,
Minister of Parliamentary Affairs
and Leader of the House

*Cde. O.M.R. Harper, (Absent)
Minister of Health

*Cde. C.V. Mingo, (Absent)
Minister of Home Affairs

Ministers of State (9)

Cde. M. Kasim, A.A.,
Minister of State for Agriculture

Cde. O. E. Clarke,
Minister of State – Regional
(East Berbice/Corentyne)

***Non-elected Minister**

Cde. P. Duncan, J.P., (Absent)
Minister of State – Regional (Rupununi)

Cde. C.A. Nascimento, (Absent)
Minister of State,
Office of the Prime Minister

Cde. M. Zaheeruddeen, J.P.,
Minister of State – Regional
(Essequibo Coast/West Demerara)

Cde. K.B. Bancroft, (Absent)
Minister of State – Regional
(Mazaruni/Potaro)

*Cde. W. Haynes, (Absent)
Minister of State for Consumer Protection

*Cde. A. Salim,
Minister of State – Regional
(East Demerara/West Coast Berbice)

*Cde. F.U.A. Carmichael,
Minister of State – Regional (North West)

Parliamentary Secretaries (8)

Cde. J. R. Thomas,
Parliamentary Secretary,
Ministry of National Development

Cde. C.E. Wrights, J.P.,
Parliamentary Secretary,
Ministry of Works and Housing

Cde. M.M. Ackman,
Parliamentary Secretary,
Office of the Prime Minister,
and Government Chief Whip

Cde E. L. Ambrose,
Parliamentary Secretary,
Ministry of Agriculture

***Non-elected Minister**

Cde. S. Prashad,
Parliamentary Secretary,
Ministry of Co-operatives and National Mobilisation

Cde. J.P. Chowritmootoo,
Parliamentary Secretary,
Ministry of Education and Social Development

Cde. R.H.O. Corbin, **(Absent)**

Parliamentary Secretary,
Ministry of Education and Social Development

Cde. M. Corrica,
Parliamentary Secretary,
Ministry of Works and Housing

Deputy Speaker (1)

Cde. R.C. Van Sluytman, Deputy Speaker

Other Members (16)

Cde. J.N. Aaron

Cde. L.M. Branco

Cde. E.H.A. Fowler

Cde. J. Gill

Cde. W. Hussain

Cde. S. Jaiserrisingh

Cde. K.M.E. Jonas

Cde. M. Nissar

(Absent – on leave)

Cde. L.E. Ramsahoye

Cde. J.G. Ramson

Cde. P.A. Rayman

Cde. E.M. Stoby, J.P.

(Absent)

Cde. S.H. Sukhu, M.S., J.P.

Cde. C. Sukhu, J.P.

Cde. H.A. Taylor

Cde. L.E. Willems

Members of the Opposition – Liberator Party (2)

Mr. M.F. Singh, Leader of the Opposition

Mrs. E. Da Silva (Absent)

OFFICERS

Clerk of the National Assembly - F.A. Narain

Deputy Clerk of the National Assembly – M.B. Henry, AMBIM

PRAYERS**ANNOUNCEMENT BY THE SPEAKER****Election of President**

The Speaker: Comrades and hon. Members, on the 17th March, 1970, the National Assembly, in accordance with Article 30 of the Constitution, elected a President of Guyana. Under Article 31 of the Constitution, the person holding the office of President will be vacating that office at midnight 16th March, 1976. I now wish to formally inform the Assembly that the President has, by an Order as required by Article 30(5) of the Constitution, determined that a meeting of the National Assembly shall commence on Friday, 12th March, 1976, at 2 p.m., for the purpose of electing a President. The Order was made on the 12th February, 1976 and has been cited as the President (Date of Election) Order, 1976 No. 12). It is required to be published at least 21 days before the election date and was, therefore, published in the Gazette on Saturday, 14th February, 1976. Copies of the Gazette and of the Order have already been circulated to Members.

Before a person can be a candidate for election as President, he has to be nominated for election or re-election as the President by a nomination paper which has to be signed by him and by three or more elected members of the Assembly and delivered to the Speaker at least 14 days before the Presidential election date. Nomination papers can be obtained from the Speaker's Office and when completed must be delivered to the Speaker not later than Thursday, 26th February, 1976. The names of the candidates together with the names of the persons by whom their nomination papers are signed are to be published in the Gazette at least 10 days before the Presidential election date and, accordingly, it is proposed to publish the information in the Gazette on Saturday, 28th February, 1976.

Comrades and hon. Members, these are the arrangements proposed so that the election of the President can take place as determined, that is, at a meeting of the National Assembly to commence at 2 p.m. on Friday, 12th March, 1976.

PRESENTATION OF PAPERS AND REPORTS

The following Papers were laid:

- (1) Annual Reports of the Public Service Commission and the Police Service Commission for the period June 1974 – May 1975. [**The Minister of Parliamentary Affairs and Leader of the House on behalf of the Prime Minister**]
- (2) Customs Duties (Amendment) Order 1976 (No. 7), made under section 8 of the Customs Act, Chapter 82:01, on the 2nd of February, 1976, and published in the Gazette on the 2nd of February, 1976. [**The Minister of Finance**]
- (3) Statement of Guarantees given by the Minister of Finance under section 3 of the Guarantee of Loans (Public Corporations and Companies) Act, Chapter 77:01, for the quarter ended 31st December, 1975.
- (4) Statement of Guarantees given by the Minister of Finance under section 3 of the Guarantee of Loans (Public Corporations and Companies) Act, Chapter 77:01, and remained in force at 31st December, 1975. [**The Minister of Finance**]

INTRODUCTION OF BILLS – FIRST READING

The following Bills were introduced and read the First time:

- (1) Seventh-Day Adventist Church in Guyana (Incorporation of Trustees) Bill 1976.
[Cde. Ramsahoye]
- (2) Public Corporations (Amendment) Bill 1976. [The Minister of Trade and Consumer Protection on behalf of the Prime Minister]
- (3) Amerindian (Amendment) Bill 1976. [The Minister of Economic Development]

PUBLIC BUSINESS

MOTION

CONDOLENCE OF DEATH OF CDE. H.J.M. HUBBARD

“Be it resolved that this National Assembly records its deep regret at the death of Henry Jocelyn Makepeace Hubbard, and pays tribute to the serviced which he rendered to Guyana and to its Parliament and directs that an expression of its sympathy be conveyed to his sorrowing relatives.” [The Minister of Parliamentary Affairs and Leader of the House]

Cde. Speaker: Cde. Minister of Parliamentary Affairs and Leader of the House.

Cde. Ramsaroop: Cde. Speaker, under Standing Order No. 83, I respectfully seek your leave for the suspension of Standing Order 23 to enable me to move the Motion on the death of Cde. H.J.M. Hubbard.

The Speaker: Leave is Granted.

Cde. Ramsaroop: I respectfully move the Motion.

Question put, and agreed to.

Motion carried.

Cde. Ramsaroop: Cde. Speaker, since the last sitting of this Assembly that inscrutable phenomenon, death, struck a former member of this House. I refer to no other than the late Henry Jocelyn Makepeace Hubbard. His epitaph will read: He was born on the 2nd March, 1911 and he died on the 1st February, 1976

But that would be a mute testimony of the achievements of the late Joycelyn Hubbard. His services in this House, to start with, are outstanding. The record discloses that he entered the Legislative Council, as it was then called, as a nominated member on the 10th September, 1957, and served right on to being a member of the House of Assembly and of the National Assembly from the 18th May, 1965 to the 11th November, 1968, a period of service, broken in part, stretching over 10 years 7 months and 4 days.

In terms of the quantum of service, therefore, let alone the quality of his advocacy in this House, it may truly be said that Cde. Hubbard was a veteran Parliamentarian, who contributed beyond the length of his service. The Hansards of this House disclose that his was an illuminated, valuable contribution to the proceedings and deliberations of this Chamber, particularly during the critical period that went on record, when he was the Minister of Trade and Industry from the 6th September, 1961 to 14th December, 1964.

Cde. Hubbard was a man of many parts. He was talented and his talents show in many areas. In addition to being a distinguished parliamentarian, he displayed great qualities in the fields of politics and trade unionism. As a trade unionist he started, I understand, with the B.G. Clerks Association what can today be described as the Clerical and Commercial Workers' Union. From the very junior position of Assistant Secretary he rose to the position of President of that Union and ended up as its General Secretary. He also served in the Labour Department, which is today called the Ministry of Labour, which came into existence in 1942.

Cde. Hubbard also served on a number of Statutory and Ad Hoc Committees, appointed to consider and report on labour, employment and other conditions of work. In the day when it was a taint to describe one as a socialist he, in 1943, under the aegis of the Trades Union Council started the first workers study circle and since that day has made a significant contribution to socialist thought and development in Guyana. He worked stringently and assiduously for the establishment of the Trades Union Council and at one time was its Secretary.

His is therefore an outstanding contribution to the field of trade union development in Guyana. But beyond trade unionism he was a journalist of no mean order and was, for several years, editor of one of the journals of the People's Progressive Party, "The Herald". Later, he was an anthropologist in the Guyana Graphic, later the Guyana Chronicle, and his writings illustrated an analytical and perceptive mind.

It is clear, therefore, Cde. Speaker, that Cde. Hubbard has made a significant contribution not only to the purpose of political thought in Guyana but in the important field of journalism and trade unionism. It was Burke who said "Shadows we are and Shadows we must pursue". But he was not a shadow. If the greatest legacy he has left us in anything it is substance, substance not shadow, substance transfused in the spirit of objectivity to be analytical and to possess an independence of mind and indomitable courage. He exercised all these qualities unfettered by dogma and unencumbered by orthodoxy.

2.20 p.m.

Cde. Speaker, Tennyson wrote in "In Memoriam", 'God's finger touched him and he slept'. Cde. Hubbard now sleeps and sleeps in peace. I respectfully ask that the Motion standing in my name –

“That this National records its deep regret at the death of Henry Jocelyn Makepeace Hubbard, and pays tribute to the service which he rendered to Guyana and to

its Parliament and directs that an expression of its sympathy be conveyed to his sorrowing relatives.”

receive the acclamation of this House.

Question proposed.

The Speaker: Hon. Leader of the Opposition.

The Leader of the Opposition (Mr. Singh): Mr. Speaker, I should like to give this Motion support from this side of the House. Much has been said very ably by the hon. Leader of the House. I should like to associate myself and my Party with the remarks made by him and on behalf of the United Force I should like to take this opportunity to extend to the relatives of the late Mr. Hubbard our deepest sympathy.

The Speaker: In putting the Motion that this National Assembly records its deep regret at the death of Henry Jocelyn Makepeace Hubbard, I will ask the Comrades and hon. Members to stand for a minute in silence.

Comrades and Hon. Members stood in silence for one minute.

Motion carried.

The Speaker: Cde. Minister of Finance.

CONFIRMATION OF THE CUSTOMS DUTIES (AMENDMENT)

ORDER 1976 (No. 7)

“Be it resolved that this National Assembly in accordance with section 9 of the Customs Act, Chapter 82:01, confirm the Customs Duties (Amendment) Order 1976 (No. 7), which was made on the 2nd of February, 1976, and published in the Gazette on the 2nd of February, 1976.” [The Minister of Finance]

The Minister of Finance (Cde. Hope): In moving the Motion standing in my name seeking confirmation of the Customs Duties (Amendment) Order, 1976, I merely wish to ask the House to recall that it is just a few weeks ago that this House passed an Amendment to the Customs Act during which I explained that the purpose of that Amendment was to enable a change in our system of tariff from a double column tariff, that is, a tariff with a specific rate of duty and a general rate of duty to one with a single tariff which makes no distinction between our partners with whom we trade. On the basis of that amendment to the Act an Order was made which brought into effect the new system of tariff, the single tariff system. It is this Order which I now by this Motion seek the confirmation of this House. I, therefore, move the Motion designed to seek confirmation of the Customs Duty (Amendment) Order No. 76.

Question proposed.

The Speaker: Hon. Leader of the Opposition.

Mr. Singh: The substance of this Motion, as the hon. Minister said, has been discussed in this House before. This is, in fact, a formality as we went into the details of this on the last occasion. We do support the Motion before the honourable House.

Question put, and agreed to.

Motion carried.

The Speaker: Cde. Minister of Finance.

GUARANTEE FOR PAYMENT OF AIRCRAFT

“Whereas the Guyana Airways Corporation which is fully owned by the Government of Guyana is engaged in air transportation in and out of Guyana;

And whereas the Guyana State Corporation, a public corporation, which holds the equity in the Guyana Airways Corporation for and on behalf of the Government, considers it necessary for the efficient functioning of the Guyana Airways Corporation that purchase be made of two Hawker Siddeley aircraft, the price of which will be reflected in the Government’s contribution to its equity holding in the Guyana Airways Corporation;

And whereas for the purpose of concluding the said purchased the sum of fourteen million, six hundred and sixty thousand, nine hundred and fifty four Guyana dollars (G\$14,660,954) that would become due and payable in instalments to the suppliers of the said aircrafts subsequent to their delivery in 1977;

And whereas the suppliers have requested that the Government of Guyana guarantee the due payment of the said sum of fourteen million, six hundred and sixty thousand nine hundred and fifty four Guyana dollars (G\$14,660,954) by the Guyana State Corporation:

Be it resolved that this National Assembly authorises the Minister of Finance or such other person duly authorised by him, action on behalf of the Government of Guyana, to give the guarantee to the suppliers of the said aircrafts in the sum of fourteen million, six hundred and sixty thousand, nine hundred and fifty four Guyana dollars or to the equivalent of two million, eight hundred thousand, eight hundred and eighty-five pounds sterling.”

Cde. Hope: Cde. Speaker, in moving the Motion which seeks to enable the Minister of Finance to guarantee payment with respect to certain aircraft to be acquired by the Guyana Airways Corporation I wish to offer some explanation and background for the information of the House.

The Guyana Airways Corporation at the moment operates something like half a dozen aircraft of varying size and capacity. Over the last number of months it did become quite clear that the capacity of planes available to the G.A.C. was insufficient to meet the growing traffic, both passenger and cargo, between the coastal areas and the hinterland areas. This is, you would appreciate Cde. Speaker, as a direct result of the thrust the Government has been making to settle in the hinterland and to keep and service communities in the land more effectively, because of this fact it was decided to have technicians examine the situation. They came up with the recommendation that the carrying capacity of the Corporation needed to be substantially improved. The aircraft which were identified for purchase were two Hawker Siddeley 748 aircraft which together would cost something in the area of \$16.2 million landed in Guyana with a certain amount of spare parts. These aircraft will substantially increase the carrying capacity of the Corporation. In fact, the intention is to replace two of the existing aircraft by these two new and larger aircraft.

2.30 p.m.

As I pointed out, the cost of the two new machines amounts to \$16.2 million and the terms of purchase require a payment of 25 per cent on the signing of the contract and another payment nine months after such signature. The remaining amount (75 per cent) is to be paid for over a period of roughly eight years in about sixteen half-yearly instalments. It is largely for this purpose that the Motion is now before the House in order to guarantee the amount which will be outstanding after initial payment has been made. That amount is stated to be \$14,660,954 to be paid in instalments to the suppliers of the two Hawker Siddeley 748 aircraft which are to be purchased by the Guyana Airways Corporation.

Question proposed.

The Speaker: Hon. Leader of the Opposition.

Mr. Singh: Mr. Speaker, the Motion is before the House. It is a very significant sum of money but we are talking about the purchase of aircraft and aircraft, as we all know, necessarily cost a lot of money so that we have absolutely no quarrel with the quantum here. We appreciate that significant sums of money would be needed to purchase proper aircraft but we would like to take this opportunity to ask a few questions and to get some information about the working of the Guyana Airways Corporation. We are certainly very grateful to the hon. Minister for having given us some insight into it. He has very frankly said that the service is not as adequate as one would expect it or would want it to be; but, there are other areas in which improvements can be made in addition to the purchase of additional aircraft.

Generally speaking, reports have been made to me which make it appear that a lot of people are dissatisfied at the present moment with the services being offered by the Guyana Airways Corporation. Listed among these dissatisfactions are dissatisfactory services in the service to the interior. The hon. Minister has touched on that. One of the complaints is that even though regular schedules are set up, they are not kept, particularly in respect of some of the smaller areas where very often people are merely told that the plane had to be diverted.

I know of a former in the Kato area, the white potatoes area – the Government would know that very well – who said that he would not plant on a big scale because he can never be certain that the plane would arrive or when it would be diverted. The hon. Minister has said that there is a shortage of planes but is he satisfied that the best is being done under the circumstances even in spite of the present shortages of planes owned by the Guyana Airways Corporation?

Another complaint is in respect of the service to Kaieteur Falls. One literally has to book months in advance before one can get on that Sunday Flight to Kaieteur Falls. If we are to encourage Guyanese to spend their holidays in Guyana – and we have been saying this – let us develop our holiday resources; to spend our holidays in Guyana, then we must provide adequate facilities and certainly the present Sunday flights to Kaieteur are most inadequate. I know from personal experience that bookings have to be made months in advance. Kaieteur Falls is one of our foremost tourist and holiday spots and certainly special attention, I think, should be given to improving this service.

Another complaint is that a number of landing strips in the interior are inadequately served. To give one example: In Bartica, especially, we are told the accommodation for passengers is inadequate. Passengers have to stand around the airways building and wait until they are ready to board the plane because goods consigned to Bartica clutter up the entire building. The building is far too small. It just does not have the facilities. This is obviously not good enough. In the interest of the users of the services offered by the Guyana Airways Corporation this needs to be remedied and the same applies to many other landing strips in the interior. I would not start enumerating them *ad nauseum* but I merely say here that the whole situation needs to be looked at.

Another complaint seems to be that the flight schedule of the Corporation needs to be more regularly advertised with the rates chargeable for passengers and goods to and from the interior made easily available to the public. This, to my mind, is necessary if the Corporation is to obtain more use of its service and do more business. Of course, this would not only facilitate the passengers but enhance the financial position of the Corporation.

If we are thinking of re-organising and adding to the services we need to do it in an in-depth manner. We need to have proper planning being done, proper control of financing and a whole programme laid out and set apart. Maybe, it has been or it is being done but I wonder whether the hon. Minister would tell us some of the plans, the programmes and any sort of re-

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2.30 – 2.40 p.m.

organisation that is planned for the Corporation so that the Corporation can give maximum service to the people of Guyana, bearing in mind also the need to be a viable Corporation. I think what must come first and foremost is service to Guyana.

I do appreciate that the Guyana Airways Corporation did suffer a very terrible set-back when its very able General Manager met with that most unfortunate accident. It certainly hurt me very much; I knew the gentleman personally and he has my very deepest sympathy. This took place some months ago. Since then, the Corporation has been operating under an Acting General Manager. I do not know what the present situation is but perhaps we can start the re-organisation by confirming the appointment of the present Acting General Manager. That is a matter which I am not going to debate; it is a matter which I am not going to debate; it is a matter for the Corporation but I just mentioned that there has been someone acting as General Manager for a long time.

2.40 p.m.

I think there is need for an in-depth and a very comprehensive programme of reorganization of this Corporation since it is such a vital instrument in the development of the interior of Guyana, which we, as a Government, have embarked on.

As regards the specific aircraft to be bought, I have been making enquiries and I understand – I think that the hon. Minister did confirm this – that they are two Hawker Siddeley turbo jet Avro 748 cargo carriers with Rolls Royce engines capable of carrying 48 passengers. If this is true, then my information is that they are excellent aircraft. What makes me more pleased is that the LIAT company, in which the Government of Guyana has shares, is using the same type of aircraft so that there is this standardization with one of our sister concerns. It is interesting to note that stocks of spares might even be shared by these two concerns and they may be able to help each other in times of difficulties.

The hon. Minister said that the delivery date was early in 1977. This is very good indeed. Perhaps he could tell us how long thereafter we can expect the second one. I take it they would both be used internally in Guyana. Perhaps the hon. Minister could enlighten us if it is intended to operate them out of Guyana. I think the greatest priority would be in servicing the interior of Guyana.

Perhaps, another question I could ask is whether the monies for the purchase of these two aircraft would include the training of personnel. I know we sometimes work the training of personnel into the purchase price. The hon. Minister said the purchase of spare parts had been included. Is there any training included also? I would perhaps round off by asking the hon. Minister, to the extent possible for him to answer, to give us as much details as possible of the apparent reorganization of the Guyana Airways Corporation.

Cde. Hope: (replying) In reply to the Leader of the Opposition, I should like first of all to say that the thrust of what he was saying is no more than the thrust of the Motion. What he was saying was that the services had become over time inadequate. The aircraft capacity had become over time inadequate, and it is because the Government recognized this fact that it is proceeding with due amount of haste to increase the capabilities of the Corporation in terms of aircraft. This is why the Motion is before the House.

The hon. Leader of the Opposition spoke about the services to the hinterland, of schedules not being kept. I think two facts should be noted. It is not unusual for schedules to be upset in any airline and, much more so, for the domestic airline which is flying through very dangerous conditions. The other fact is, recognizing there is need for cargo-carrying capacity for the Corporation, the Government had, in fact, secured an aircraft on lease and that aircraft was doing quite well in terms of moving the cargo into the hinterland, but that aircraft, as is well known, crashed. Though further arrangements are being made, there has been a lot of accumulation of cargo and the new lease which will be assigned and I am advised has already been assigned together with the delivery of these two new aircraft will substantially improve the

whole service. The purpose of the lease is to fill the interim period between now and the delivery period of the new aircraft. I did say the first will be delivered in February, 1977, according to the schedule, and I am advised the second is expected to be delivered six months after that date.

Another question was raised with respect to Kaieteur. It is unfortunate that there has been substantial difficulty apparently in making bookings for Kaieteur because there has not been enough aircraft space. This, again, underlines what I have been saying, that there has been a substantial amount of movement into the hinterland to service those communities better. Even Kaieteur over the period has increased its popularity as a holiday resort and with these aircraft, I think, service to the hinterland has been substantially improved.

With respect to landing strips and accommodation there, these new aircraft would require a substantial restructuring of the landing facilities at various points. They will be bigger aircraft and will require longer and larger airstrips. Part of the whole plan involved in installing and putting in these two aircraft is a substantial expansion of various landing strips which the aircraft will use. As a matter of fact, under the Estimates for this year, there has been some significant provision in the Capital Estimates for improvement of landing strips in the hinterland. This is part of the process of planning for the improvement of services by these aircraft.

As the hon. Leader of the Opposition recognized, the aircraft are in fact excellent machines. They are in very good condition, I am sure. They are being converted in relation to their flexibility as between cargo and passengers, and will be capable of flying into the Caribbean. That, I am advised, will be ancillary to the primary function of servicing the domestic requirements.

A number of pilots are being trained and, in addition to that, as part and parcel of the whole arrangement for acquiring these planes, there has been included such amount of training time as will be necessary for the maintenance of the aircraft for the people who will operate the planes.

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2.50 p.m.

I think, finally, Cde. Speaker, if the population is not entirely aware of the schedule, the times and the price, it is clearly a duty of the Corporation, which they have to put into effect by advertising and making known these schedules. If that is a short-coming, I am sure the G.A.C. would be only too anxious to make sure that schedules are, in fact, adequately advertised. In fact, I have just been advised that such advertisement is in the process of being prepared. In any case, it is a function already recognized and steps are being taken to remedy it.

Question put, and agreed to.

Motion carried.

ADJOURNMENT

Resolved, “That this Assembly do now adjourn to Thursday, 26th February, 1976 at the hour of 2 p.m. [Cde. Ramsaroop]

Adjourned accordingly at 2.52 p.m.
