

SECOND LEGISLATIVE COUNCIL

(Constituted under the British Guiana (Constitution) (Temporary Provisions) Orders in Council, 1953 and 1956).

Wednesday, 11th November, 1959

The Council met at 2 p.m.

PRESENT :

Speaker, His Honour Sir Donald Jackson

Chief Secretary, Hon. M. S. Porcher, acting

Attorney-General, Hon. A. M. I. Austin, Q.C.

Financial Secretary, Hon. F. W. Essex, C.M.G.

} *ex officio*

The Honourable **B. H. Benn**

—Member for *Essequibo River*
(Minister of Natural Resources)

„ „ **Janet Jagan**

—Member for *Western Essequibo*
(Minister of Labour, Health and
Housing)

„ „ **Ram Karran**

—Member for *Demerara-Essequibo*
(Minister of Communications and
Works)

„ „ **B. S. Rai**

—Member for *Central Demerara*
(Minister of Community Develop-
ment and Education).

Mr. W. O. R. Kendall

—Member for *New Amsterdam*

„ **R. C. Tello**

—Nominated Member

„ **L. F. S. Burnham**

—Member for *Georgetown Central*

„ **A. L. Jackson**

—Member for *Georgetown North*

„ **S. M. Saffee**

—Member for *Western Berbice*

„ **Ajodha Singh**

—Member for *Berbice River*

„ **R. E. Davis**

—Nominated Member

„ **A. M. Fredericks**

—Nominated Member

„ **H. J. M. Hubbard**

—Nominated Member.

Mr. I. Crum Ewing — Clerk of the Legislature

Mr. E. V. Viapree — Assistant Clerk of the Legislature.

ABSENT :

The Hon. Dr. C. B. Jagan, Minister of Trade and Industry

Mr. S. Campbell — on leave

Mr. Jai Narine Singh — on leave

Mr. E. B. Beharry — on leave

Mr. F. Bowman — on leave

Mr. R. B. Gajraj

Mr. A. G. Tasker, O.B.E. — on leave.

The Clerk read prayers.

MINUTES

Mr. Speaker: Hon. Members, before I put the Minutes to you, I want to attract your attention to page 2 of the Minutes as circulated. Under the heading "Motion" you will have noticed, there, 'Mr. Tello concluded his speech. Mrs. Jagan and Mr. Kendall spoke to the Motion'. There is an omission. Mr. Campbell also spoke. If you agree we will insert that.

The Minutes of the meeting of the Council held on Friday, 6th November, 1959, as printed and circulated, were amended by the insertion of the name of Mr. Campbell among those who spoke to the Motion, and confirmed.

ANNOUNCEMENTS

LEAVE TO MEMBERS

Mr. Speaker: I have to announce that the Member for North Western District, Mr. Campbell, has asked for leave until the 19th November; also to announce that the Member for Eastern Demerara, Mr. Beharry, is indisposed and is, therefore, unable to attend this afternoon's meeting.

PAPERS LAID

The Financial Secretary (Mr. Essex) : I beg to lay on the Table the

Annual Report of the Directors of the New Widows and Orphans' Fund for the year 1958 — in terms of section 16 of Chapter 75.

INTRODUCTION OF BILLS

The Chief Secretary (Mr. Porcher, acting): I beg to give notice of the introduction and first reading of the following Bills:

Fire Brigade (Amendment) Bill, 1959 —

Bill No. 28 of 1959, which is to be published in the Gazette on the 14th November, 1959, and the

Fire Prevention (Amendment) Bill, 1959 —

Bill No. 29 of 1959, which is to be published on the same day.

ORDER OF THE DAY

PRIVATE MEMBERS' BUSINESS

Mr. Tello: Mr. Speaker, I know Wednesdays are usually set aside for Private Members, but I know Government has pressing business to be dealt with. We accept that, but I would like to ask Government to agree that we set aside Wednesday, the 25th, as Private Members' Day.

Mr. Speaker: If we are sitting I do not think there will be any difficulty about that.

Mr. Tello: Thank you, Sir.

DEVELOPMENT PROGRAMME,
1960—1964

Mr. Speaker: We will resume the debate on the following Motion:

"Be it resolved: That this Council approves of the schemes and allocations as set out in the Development Programme 1960-1964 — Sessional Paper No. 5 of 1959."

At our last meeting the hon. Nominated Member, Mr. Davis, was speaking at the adjournment.

Mr. Davis: Mr. Speaker, Sir, when the adjournment was taken last Thursday, I was trying to make the point —

Mr. Speaker: Friday, I think.

Mr. Davis: Last Friday I had made the point with reference to rural electrification when I stopped. I would like to add just one small quota to that. I would like to suggest to Government that they adopt a procedure that seems to work extraordinarily well in certain areas. I refer particularly to the Atkinson Field area where the people at Soesdyke and a little below are obtaining current after making certain arrangements for it from Atkinson. I believe that

a similar procedure takes place with respect to the Demerara Bauxite Company which gives current to the Wismar-Christianburg area. It has occurred to me that this same principle can be further carried out by an approach to those people who generate their own current in other areas, say, like Anna Regina and certain of the sugar estates.

I next desire to direct a few remarks towards the drainage and irrigation schemes as propounded by this remarkably well-compiled document—the Development Programme. So far, all very good and very well. I am with them in their approach to the works being carried out at Black Bush Polder, Boerasirie and Torani; but I should pause to give them just a little warning. It is my information that when these schemes are left hanging fire for so long, cattle go in and create a lot of damage to dams, reserves and the like. I might mention here that another scheme which appeals to me is the Tapakuma project, all the more since it provides the basis for the Anna Regina Rice Mill to be operated on an economic basis.

Government has several small schemes which, in my opinion, will not cost large sums of money but which will bring untold benefits to the areas which they are designed to benefit. These include the one at Port Mourant where a group is trying to bring in about 1,500 acres and another just below that. Quite a sizeable area between East Lothian and Bloomfield can be brought into use, and yet another area further down, approaching Mara. I think small sums of money spent on drainage schemes as such will bring these large areas into production.

I know that Government is walking on a tight-rope so far as spending money in this Programme is concerned, and perhaps these schemes may be introduced into the Recurrent Budget. However, I think they come into the scheme of things. Hog Island is another example. We see today the benefits of good quality production that have accrued from the building

up of the Islands of Leguan and Wake-naam, and Hog Island also would respond similarly.

I want to be realistic and practical, although it might appear strange that I, who have a little vested interest in this country, should make the suggestion, but I think the Government should pay attention to the possibilities of a land tax on unoccupied land. The fact is, Government must raise money, and I think this is an avenue that should be seriously considered.

One other matter I would like to touch on very lightly, and that relates to the “existing schemes which will be extended beyond 1959 and be expanded”. Scheme D5—Mahaica-Mahaicony-Abary Project—Stage 1 (Abary Control)—will take up \$9 million. It is proposed to spend no money on this until 1962, when \$1 million will be spent. I think that this scheme should not be shelved, even for two years. Can we really afford to do so, realizing as we do that drainage and irrigation is a prerequisite to the success of these agricultural programmes? It must also be borne in mind that as long as water control is effective, reaping will go on with corresponding results.

Schemes PW 1, PW2 and PW3, which deal with the Parika-Bartica, Bartica-Potaro and Potaro-Lethem roads are in my view good, sound, long-range projects, particularly as this Council accepted recently the Motion moved by the Member for Demerara River asking that a Trade Mission be sent to Brazil with the possibilities of trade with the Boa Vista area in mind. I can quite see in due course a lucrative trade springing up, with benefits to all. A good system of roadways would also mean opening up the possibilities of tourism and the introduction of more settlers in the interior. I agree that the Georgetown to Atkinson Road should be completed with the least possible delay. Two or three miles of that road should be done every year.

While on the subject of roads, I want to ask, why is it that no feeder roads

[MR. DAVIS]

are being opened up at the front of the Black Bush Polder area, and also at Torani and Bocrasirie areas? To me it seems important, so that people living in those areas can get around easily.

I like what has been suggested for cocoa production, and I think that here, again, the Government has exercised itself sensibly, but I am sorry to see that no money was allocated for research into diseases. I am told that cocoa is one of the most exacting crops, like tomatoes and tobacco, requiring constant attention. Traces of mild witch's broom, a disease easily contracted by cocoa, have been found among our cocoa plants, and it is something we have to watch. That is why I feel that there should be some research so as to be able to deal with these problems when they arise, but I have seen no provision for research in the Programme.

I am very much eager and interested to know what is proposed to be done about coconuts, and with regard to rice I would like to find out from the Minister of Natural Resources whether some of the money earmarked for seed padi, etc., will be set aside for the improvement and rehabilitation of rice mills. I have examined the Programme very carefully but I have seen no provision for this particular aspect of our rice industry, and I should like to have an assurance on the point, a proposition that has been too long overlooked and neglected.

Another phase of the proposals which pleases me is that the availability of agricultural credit facilities seems to be envisaged. The hon. Nominated Member, Mr. Tello, referred at some length to what is being done in this respect in Jamaica, but what I want to stress particularly is that we should streamline the procedure by which such aid can be obtained. The present procedure is that credit facilities are granted through the Regional Development Committees by the Credit Corporation, but I have knowledge of a certain amount of frustration

among farmers who have made approaches along those lines. I appreciate that care must be taken to see that money loaned does not go astray, and that a certain amount of security must be given by borrowers, but it seems that some of the requirements are far too substantial for the average farmer to comply with, and the procedure is far too long drawn out and burdensome.

My disappointment with this part of the Programme is centered particularly around corn. I take it that the Minister of Natural Resources and the Department of Agriculture are agreed that stock feed is indeed a vital and important element in the development of poultry rearing and the pig industry. Investigation into the possibilities of the production of stock feed is stressed in paragraph 12 of the Programme. That would suggest that it is thought that all the grain required will be available, but my criticism is that the same aids in the form of bonuses, etc., as have been suggested for coconuts and cocoa, are not proposed with respect to corn. Why? We know that the progress we read of in countries like Canada and Australia has been built up as a result of aid to farmers who produce grain which can be used for stock feed, but I find that this Government has not paid any attention to this phase of agriculture which is so very important, especially in view of the possibility of a private company establishing a plant for the manufacture of stock feed locally. I therefore suggest that there should be second thoughts about this particular item which I am confident will pay handsome dividends.

I would also like to suggest a more definite approach to the clearing of land and the provision of minor drainage and irrigation schemes when land is acquired. I am aware that Government has instituted what is known as machinery hire pools, but it is my considered opinion that they are not serving as useful a purpose as they might, and I think a more direct approach to the problem would pay

off handsomely in aiding farmers to acquire land, some of which is now under bush.

I would also refer briefly to what is being done with regard to beef and dairy cattle. All credit is due to the Government for what it proposes to do at St. Ignatius and Ebini, but is the provision in the Programme enough? It is well known that this Colony can sell two or three times the number of beef cattle which it now produces. It is proposed to establish cattle areas in the Black Bush Polder Scheme which is about 28,000 acres, and to clearly illustrate my point I would say that if three head of cattle were distributed, one to St. Ignatius, one on the West Coast, Berbice, and the other on the Corentyne, it is the opinion of the experts that the one on the West Coast of Berbice would do much better than the one at St. Ignatius, and the one on the Corentyne would do even much better still.

It is a question of pasturage. Minerals and other ingredients have to be used to balance the pasturage at St. Ignatius and Ebini, while the pasturage on the West Coast of Berbice is not quite as good as that on the Corentyne. The Minister should take the trouble to find out about this from the experts, and from the men who handle cattle every day, so that it appears to me that there has been an omission in not providing a sum of money for the establishment of small-scale stock rearing on the Corentyne and in other districts. I feel that we should educate our people to appreciate that while an acre of rice can yield "X" dollars, the results from an acre of land under beef cattle would not be far behind. That seems to have been well established.

I do not think the Minister, or the Government, has in mind dairy farming on a very large scale on the 28,000 acres in the Black Bush area, because if that is the intention it seems to me that a prerequisite would be that there must be a sufficient number of people in the area to take off the milk that will be produced, or Government would have to

spend money on the establishment of either cold storage facilities or a cannery, so that the milk produced from the dairy farm could be taken care of, because of the difficulty of transportation to Georgetown. So I can only visualize, at the moment, this area as a beef cattle rearing area. The second and third depths of this area seem to me more readily adaptable to beef cattle rearing than to dairy farming.

I want to say a word of warning to the Minister of Natural Resources. There was, recently, quite an effort to try to get small crops and greens grown by small peasants on the East Coast and East Bank, also at Leguan, but what has occurred to me is that as soon as they get their little cash crops they rush them into town. The Minister, himself, had issued an invitation accepting applications for land aback the Botanical Gardens. It does appear to me that Georgetown, which includes the Greater Georgetown, is going to arrive at what might be termed a 'saturation point.' I see, now, that ochroes, boulangers and bora are plentiful in supply and I feel, when all those other areas are taken in, if we are not careful we will reach a stage of frustration.

I have not got quite the answer to the situation, but it may well be an opportunity for the establishment of other small canning industries. But by and large, I do think that the Government has released, through its Financial Secretary, a worthy document. It appears to have been given a lot of thought, and I am satisfied with the projects envisaged in this Development Programme.

Mr. Fredericks: I would like to join with other Members in paying tribute to the hon. the Financial Secretary on his presentation of the Development Programme. It has fully measured up to the very high standard which he has set and to which we, in this Council, have become accustomed.

This Sessional Paper is more than a mere Programme. It has set out, in the first part, all the relevant data which will

[MR. FREDERICKS]

enable anyone with no prior knowledge, to obtain a comprehensive background to the Programme, and will also enable that person to appreciate the particular sector on which the emphasis has been placed and what the Programme aims to accomplish. However, the Financial Secretary was not alone in evolving this Programme and I would like to associate myself with the remarks made by the hon. Member for Georgetown North when he congratulated members of the Government and other Government officials who have contributed to the production of this document.

Anyone who has studied this Programme will appreciate that much time and effort had gone into its preparation. It is certainly an unenviable task to decide on the various allocations for the different sectors, as it appears that capital is urgently needed in all spheres and sectors. And we must certainly give credit to those who were responsible for the final allocations, notwithstanding the fact that they had obtained help from the Economists, Mr. Berrill and Mr. Adler, and had been issued a directive from Her Majesty's Government stating that priority should be given to major developmental schemes which could make the maximum contribution to the economy of the country.

When one considers the relatively low *per capita* national income and the high rate of population growth, one can come to no other conclusion than to accept the fact that urgent priority should be given to measures which would increase the level of production in the agricultural sector. Also, I am in full agreement that diversification should be aimed at to improve the country's economy. When one considers all the relevant facts, one is forced to agree that although the Georgetown Hospital and the East Coast road are necessary projects which need urgent attention yet we must give priority to the more important need of increasing our productivity.

I am afraid that I cannot quite agree with the remarks made by the hon. Nominated Member, Mr. Davis, when he

states that he is disappointed that money had not been allocated for rural electrification. When one considers that considerable expenditure has been wasted on this item in the past and there is little likelihood of the urban areas being given a satisfactory electricity supply in the next five years, one feels that rural electrification should await an improvement in the country's economy and an overall master plan of the electrification of both the urban and rural areas.

What bothers me about this Development Programme is not the allocations to the various sectors, but I would like to ask what guarantees do we have that the money allocated will be wisely spent? What guarantees do we have that the increased production aimed at will be achieved at the cost stated in the Programme? Shall we have to bear an additional burden in later years by the incompetent execution of the various schemes?

The Director of Audit has pointed to clear irregularities in Government Departments, and in some departments there appears an alarming lack of a sense of responsibility and very little real effort is being made to achieve any measure of efficiency and a lessening of waste. Now the very Government Departments will be spending this \$110 million when we are not satisfied that they are capable of spending wisely the amounts allocated to them annually. We are not satisfied that this country is getting the maximum value for the money expended by Government Departments.

I notice that a considerable portion of the \$110 million has been devoted to the purchase of machinery and equipment. Now, despite the repeated warnings, this Government has made no effort to establish an organization capable of controlling the acquisition, maintenance and usage of equipment. Recently, a committee appointed by His Excellency the Governor enquired into the workings of the Public Works Department. That committee has made some recommendations in this direction but the Government in its wisdom has not seen fit to publish

or acknowledge the Report, possibly for fear of offending someone.

In Scheme CA2 we have been given reasons to justify the purchase of another type of aircraft. This particular Scheme deals with "Improvement of Interior Communications", and we find this sweeping statement :

"The Grumman amphibians now used for all commercial and Government flying into the West, Northwest and South-western areas which were ideal in the early stages of the opening up of the Colony's interior are now obsolete and completely uneconomic."

This is indeed unfortunate, considering the long and reliable service given by the Grumman planes. It does not necessarily mean that because a plane is no longer in production that it is uneconomic to operate. No mention has been made of the incompetent management of the B.G. Airways or of the extremely poor co-ordination of staff at all levels in this Department.

In paragraph 1.1 of this document reference is made to this country being one of many rivers, yet in the improvement of interior communications it is seen fit to propose the abolition of the great majority of water alighting areas for aircraft and the substitution of 10 small airstrips, besides a system of connecting trails. When one considers the vastness of this country, how heavily forested it is one sees how costly it will be to keep the connecting trails in good condition. If the intention is to link up certain areas, then I would agree with the replacement of the water alighting areas by the airstrips, but not otherwise.

Under Scheme CA3 — "Purchase of Aircraft" — we are told that \$50,000 will be spent to buy a light twin aircraft and a light single-engined aircraft, and that this amount in effect will be recovered in 18 months' time. I regret I do not share the optimism of the Financial Secretary in this matter. I am in full agreement that a light aircraft for Government is a necessity, but I do not admit that the purchase of a new type of aircraft is justified because it is estimated

that the initial cost can be recovered in 18 months' time. If we are around at the end of that time, we will see that that statement is incorrect.

However, in addition to the uses suggested here — police duties and customs duties — a light single-engined aircraft would be a boon to the work of the Sea Defence branch of the Public Works Department, in that through regular flights, erosion can be detected early and a break-through of the sea prevented. In Scheme PW7 — "Sea Defences"—we see that \$5 million has been allocated for sea defence works. In this amount has been included provision for the purchase of a survey launch and equipment. We are told that the present launch is uneconomical to run, but we have not been told that a new engine was put into the launch at considerable cost to Government and it could not work satisfactorily, and that now this vessel has to be replaced at a cost of \$500,000. What guarantees do we have that the same thing will not occur again when the new vessel is obtained ?

Under Scheme PW12 — "Quarries and Craft Section"—we find this statement:

"Water transport for the supply of boulders to the crushing plant and for delivery of stone is done by means of eight steel pontoons and three wooden tugs. This fleet is too small to cope with the existing works programme much less to meet the demand of an expanded programme. Moreover, the present pontoons cannot safely be used for coastal traffic during the early months of the year (except in the relatively sheltered waters) and the wooden tugs have outlived their useful life and require replacement at an early date."

This is added:

"It is therefore suggested that self-propelled barges rather than pontoons should be used in the sheltered waters of the Essequibo River for the transport of boulder stone from the quarries to the crushing plant. Three 200 ton barges, powered with large industrial outboard engines, should be able to carry the crusher with boulder stone and would free tugs and pontoons for the longer journeys involved in deliveries to Georgetown and other places. The cost of these barges is estimated at \$200,000."

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These statements are somewhat misleading. The Public Works Department has shown a lamentable lack of knowledge of this aspect of transport. No matter how many pontoons are provided, they will be a liability if they are not put to maximum use. We are told that the existing pontoons — which have not completed 50% of their useful life—are not suited for coastal work. When it is considered that these craft were ordered by the Public Works Department for coastal work and were intended to replace the then existing wooden vessels, one can readily appreciate that such a view is not correct, moreso when private enterprise is using crafts of similar design for coastal work at all times of the year.

Even if we accept the proposition that the present pontoons are not suitable for coastal work, how can the request be entertained for three more vessels? It means that \$200,000 will be spent for pontoons and self-propelled barges to do the same job. I would not like to think that this Development Programme has been drawn up without the details being gone into fully. It is an accepted fact that self-propelled barges are only used in emergencies or in duties of a temporary nature, or under very difficult or peculiar circumstances, and that they should not be used when a conventionally-powered boat can be obtained, or, shall I say, can suffice. The cost of its operation is high, and the distance from the quarry to the crushing plant is short; also, much time will be spent loading and discharging. In the circumstances, I strongly urge that the estimate for the three barges be deleted and an additional number of pontoons be secured, which can do the job more efficiently. If I am not mistaken, two of the outboard motors that are now required were sold by the Public Works Department a few years ago.

The Minister of Communications and Works (Mr. Ram Karran): From the contributions to this debate so far, with a few exceptions here and there, I think Members on this side of the Coun-

cil will be justified in saying that the White Paper before us can be safely taken as read and confirmed. I have listened to all that has been said, and I can safely say that there has been very little discussion on the proposals. I think the proverb of one of the West Indian islands is appropriate in this case. It says in *patois*: "*Laja show kin palad*", which in our way of putting it, means, "Fight stiff, run no show bad". Perhaps that is why we have seen such a poor show from the "Opposition". Before I deal with the Departments which concern me, I will touch on one or two remarks which came from the other side. One comment which has been repeatedly made was that Members of the Government are interested only in satisfying the requirements of certain constituencies. I have already said that it is untrue and baseless, but certain Members seem to think that playing the gramophone record is going to hit the headlines.

Perhaps I will deal with these insinuations as we reach the subjects in this Programme. I would first of all like to deal with Civil Aviation. I think Members are aware that Government is faced with very serious set-backs as far as civil aviation is concerned. The cost of maintaining Atkinson Field which, as it known, is American territory, is becoming increasingly high year after year on account of the fact that Atkinson was built during war-time and the installations are now becoming outworn, and considerable sums will have to be spent to maintain them. Although provision is not made in this Programme, Government is nevertheless considering the advisability of constructing a new airport somewhere in the vicinity of Ogle, possibly in three stages, especially since the destruction by fire of the Terminal Building at Atkinson Field. Stage 1 would be able to take the Grumman aircraft, stage 2 the Dakotas, and the final stage rounding off with a proper runway constructed to international standard.

Members may have read in the newspapers that operations at Ruimveld have become very difficult, and we have had to transfer operations of the Grum-

man aircraft to Atkinson Field. We are still examining the possibility of building a new ramp at Ruimveld to accommodate the Grummans a little longer until Government has considered fully the question of the construction of a new airport at Ogle. Provision is made for the purchase of aircraft to replace the Grummans, because of the low payload which they carry, but Government has not yet decided on what type of aircraft it will use, because of certain disabilities. Many of the types under consideration have not been in use very long, and their performances are not so well known. Apart from that, it is far easier to use amphibian aircraft in the interior of British Guiana because of the number of water alighting areas, and in order to be able to change over to a more economical type it means that a larger number of landing fields would have to be constructed in the areas to be served. I think that at least for the beginning Government will have to go very carefully into the examination of aircraft and the building of airstrips before this plan can be effectively put into operation.

Mention has been made in the Programme of the aeronautical communications and other facilities which are necessary if we are to retain our position in this area as the co-ordinating centre for rescue operations. Atkinson Field is operated on a 24-hour basis at the moment, but with our existing installations it is hardly possible to continue indefinitely on that basis, and that is why provision is made to bring our installations up to date so that we may continue to provide these facilities. I think that the explanations given in the Programme are sufficiently adequate for Members to appreciate what is the programme ahead for civil aviation.

I do not think that much need be said on our Telecommunications project which is now nearing completion, except to say that the original estimate has been exceeded, and that this service is likely to cost Government between \$9½ million and \$10 million. Government is at this stage examining why the project is costing so much money.

The criticisms made by the last speaker concerning the water transport section of the Public Works Department may be dealt with at this stage. I think the hon. Member is fully aware of the blunder which was made in the past with regard to the quarrying of stone at Makouria, and perhaps the hon. Member for New Amsterdam (Mr. Kendall), my predecessor in the Ministry, might at a suitable stage of this debate enlighten the Council as to why the crushing plant was erected away from the quarry site. Possibly it was an attempt to provide in some other constituency an arrangement about which everyone would be happy, but looking at it from every possible angle it is very clear that the mistakes and the misdoings of the previous Government are a carry-over to this Government, which we have to explain.

I think the hon. Nominated Member, Mr. Fredericks, will appreciate, as in fact any child will appreciate, that if you are going to set up a stone crushing plant you will do so as near as possible to the quarry, but in this case we have a quarry from which we cannot get stone unless we are prepared to incur added transportation costs. The stone crushing plant at Ruimveld has now been transferred to Makouria where crushing is going on, and even though the hon. Nominated Member has indicated that private operators are able to transport stone at a much cheaper cost — I think he suggested that maintenance of craft is done more economically by those people — I think there is sufficiently good reason for Government to provide its own craft, not only because of the possibility but of the certainty of freight rates increasing, and the price of stone going up once Government keeps out of the business of stone crushing.

I certainly would like to look into the complaint which has been made by the hon. Member, but I think the Council is aware that a Committee, on which the hon. Member served, has only recently

[MR. RAM KARRAN]

gone into these matters as they affect the Public Works Department, and if Government thinks that the Committee has found a good solution it will certainly adhere to its recommendations. But I would be very hesitant to recommend the abolition of this service because of Government's past experience of heavy freight rates for transportation of stone, and I am sure the hon. Member who represents the Trade Union Council would raise a hue and cry about the dismissal of Government employees who are at the moment employed in the transportation service.

Perhaps I may move on from the water transportation service and deal with Government's road programme. As I said earlier, it may be better for us to take this part of the Development Programme as read, because we have had no serious discussion on the Programme as it affects roads, except that the hon. Member for New Amsterdam has raised the question of the East Coast road. I think the hon. Nominated Member, Mr. Fredericks, also spoke about it. Government would certainly be glad to be able to rebuild the East Coast road tomorrow, but I think I am safe in saying that the hon. Member for New Amsterdam and his Party have already raised strong objection to loans. Perhaps I would have to ask my Friend whether he would agree to the re-building of the East Coast road with Russian money, because so far I think it is clear that the Economic Adviser has indicated that we cannot borrow more than \$110 million because of the strain which would be imposed on Government's finances. Perhaps the hon. Member will tell us where to get the money.

I was speaking, Sir, about the Road Programme and Government's decision. As a result of the shortage of funds, Government has left out, for the time being, the Georgetown-Rosignol Road. In the meantime, however, Government's policy is to maintain the existing road to as high a standard as possible as finance permits. We propose, also, to spend

some money on additional carriages for passengers travelling by train between these two points. What is more exciting is the programme for the road to be built from Makouria to Bartica and the improvements of the Bartica-Potaro Road. The other day when we were discussing the Land Bonds Bill many Members, including the hon. Member for New Amsterdam, suggested that we should take the people into the Interior and the only way to do that is to provide roads. That is what the Government proposes to do by the construction and improvement of these roads.

I do not think that much time should be spent in the discussion of sea defence which, I think, Members fully appreciate is one of the projects which, even though it does not bring direct revenue, is nevertheless a very important section of the Public Works Department in order to make sure that erosion does not take place and that full protection is given to drainage and irrigation schemes and, generally, lands which are used for cultivation. To that end Government proposes to carry out some sea defence works on the Essequibo Coast, McNabb/Somerset and Berks, Greenwich Park/Parika, Parika/Larimakabra, Planter's Hall/Mahaicony, Mahaicony/Abary, Grand Canal/Industry and Fyrish/No. 2. Some of these works, as I have indicated, have already commenced. I do not know if these works can be interpreted, by hon. Members as being done in constituencies of some of the members of the Government.

Water supply is a very important item on the agenda and I think the hon. Minister of Labour, Health and Housing has already dealt with some aspects of it. However, it is here in the Programme and I think it would be right to indicate that very recently the Governor decided to transfer the responsibilities of water supply to the hon. Minister of Labour, Health and Housing because of the close relationship between water and health. In fact, this is a policy which is followed in many other territories — that water

and health should come together — and while the Ministry of Communications and Works will continue to be responsible for the working section of it, the policy of water supply will be the responsibility of the Minister of Labour, Health and Housing. I think it will be safe to say that Government proposes to spend an increased amount on water supply because of the inadequacy of this service to the rural areas.

Last night I had the pleasure of christening the motor vessel *Makouria* which will be used on the Demerara Ferry to replace the *Querinan*, and as Members know we have a sister ship the *Torani* which is half-way through construction by Messrs. Sproston Limited. We hope to be able to have the *Torani* sometime next year, probably April or May, to be put on the Berbice Ferry, and I have already got a note from the Mayor of New Amsterdam stating that he must not be left out in this case. I am sure he is happy about it. Government has decided, after the construction of the *Torani*, to construct a third ship which will most likely be built locally to serve as a standby ship when either of these two vessels is in dry dock and, possibly, to serve the Essequibo Islands. Specifications of this vessel have not yet been worked out but we hope to start work on that almost immediately after the ship has been received from the local builders.

We have also in mind the expenditure of \$1,000,000 to replace the *Tarpon* which now serves the North West District. It is obsolete; it has inadequate accommodation for passengers and very costly to operate. It is hoped that with the construction of a new vessel we will be able to improve the service to the North West District. Provision has also been made for improvements at the Vreed-en-Hoop, Georgetown, Rosignol and New Amsterdam terminals. Work has already been started at the Georgetown and Vreed-en-Hoop ends. We feel that by mechanizing certain aspects of these terminals they will be operated more efficiently and

at less costs. I forgot to mention that this ship which Members had the opportunity of seeing last night would reduce the inconvenience suffered by passengers, the delay in disembarkation and so on.

So far as Rosignol and New Amsterdam are concerned, even though provision is made for improvements, we have been examining whether it would not be more economical to abandon the New Amsterdam stelling and to run the service direct from Rosignol to Stanleytown thereby reducing the personnel and maintenance at both bonds. While there is the likelihood that the service would be stretched out for a few more minutes it would be a more economical and efficient service. Because of the future plan to abolish the railway, the final decision might be to take the public road to a point around Blairmont, in which case the Ferry would operate across the river. We are considering the possibility of abandoning the New Amsterdam stelling not only because of that, but because the stelling is very very costly to maintain.

Stellings are also down on the Programme for Morawhanna, Bartica-Charity, Hogg Island, Fort Island, Wakenaam, Bartica, Mazaruni, Crabwood Creek or Springlands. I think that Members will agree that these are necessary to take care of the growing needs of these various communities. As far as produce is concerned, from very many of them, it is very hazardous for goods to be loaded in the steamers at the riverside, and if we are going to have a decent service, if we are going to have the train running to schedule then it is necessary to provide the amenities for the people in these areas. And here again, I am sure that no Member can successfully say that work is being tackled only in areas of members of the Government.

We have just been discussing new vessels which we have built and are building. I must point out that the Dry Dock at Mazaruni is incapable of accommodating these vessels and rather

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than having to build another Dry Dock or to pay private shipbuilders, provision is made for the extension of the Dry Dock at Mazaruni in order to cater for the maintenance of these vessels.

Now we come to one of those technical services — services which are so necessary for the retention of our traffic. I refer to the Harbour Services. It is necessary to maintain a decent fleet of craft for the pilot service, for navigation aids, for lifebuoy and other services for a harbour such as ours.

Perhaps I might indicate that Government has under active consideration the setting up of a Harbours Advisory Committee. I do not think there is any room for a trade union representative on this Committee. It is a technical Committee to advise the Ministry on steps to be taken for the safeguarding of the harbours. We hope that this Committee will blossom forth into something of the type of organization existing in some of those large ports and would eventually take over the responsibility of the harbours. Government has also considered, and we had representations made by many of the shipping concerns, the re-introduction of a light vessel. Perhaps we may be able to use one of the hulls of the abandoned steamers, or to build a new vessel for this service.

When we were discussing the question of roads I mentioned the fact that it was hoped that with the provision of additional rolling stock we would be able to tide over the period in which the East Coast highway would be begun and completed.

There are a few other items, under different headings, relating to the Ministry of Communications and Works, but it is not necessary for me to deal with them.

I referred to Amerindian Development and to the establishment of radio services. The arrangements are so made

and the work so organized that there is no overlapping; in other words, anything that is done in one Department is done in consultation with the next Department concerned.

In connection with investigations into harbour development, I am sorry the hon. Member for New Amsterdam, who referred to this matter, was not consulted by Government before the approach was made to the United Nations Special Fund, because in that case we could have had arrangements made for the investigations to be carried out at New Amsterdam. I think the hon. Member accompanied the delegation to the Ministry when we met the United Nations consultant, Monsieur Milliere, and I think M. Milliere pointed out that he was not confining his investigations to the Demerara River but that he had gone up to the Berbice River and had collected valuable information which would be used.

Since there was the possibility that the United Nations Special Fund would not be providing enough money to cover both projects, it was thought that it might be better to tackle the most important one first. I think this was accepted by even those attending that meeting, and it is therefore rather surprising that the hon. Member should make the charge that the Government has no intention of embarking on a similar project for the New Amsterdam harbour. It had also been suggested that if the examinations of the Demerara River harbour proved feasible, with the information available it might be far better and cheaper to carry out work at New Amsterdam afterwards.

I do not think anyone should say that in this matter Government's concern was to satisfy a certain constituency. The Member for Demerara River absconded from the People's Progressive Party long before the survey was made. The Member for Berbice River is a member of the People's Progressive Party, but that does not say that for this reason Berbice River was given preference. So it

does not make sense to make those allegations. Still, these trifles will arise, and the playing of the gramophone record will continue, because the Member for New Amsterdam had very little to say about the Development Programme.

Finally, I should make this point, that I am not sure that any money coming to us from the United Nations Special Fund springs directly from representations of the delegation.

Mr. Kendall: Sir, I do not know whether you will allow me to make an observation about the siting of the stone crushing plant at Makouria. I have spoken already, Sir, and it is a matter for your indulgence.

Mr. Speaker: Yes.

Mr. Kendall: I am in this happy position that those who advised me when I was the Member for Communications and Works to place the plant at Makouria are the same advisers of the Minister today. If they would like to agree with the present Minister and his Party in breaking down anything that was done by the previous Government, it is a matter for them, but I would say this, that when it was decided to put down the plant at Makouria one consideration was that Makouria was the deepest point, and another consideration was that Government had no desire to do any blasting, but to buy stone and crush it. This last consideration was to avoid a howl and cry from people — supporters of the P.P.P. — who have a vast interest in Monkey Jump, and we expect not to get short measure for the money we pay for the supply of stone. I sincerely trust that Government will see to it that whatever stone reaches Georgetown is the stone that is purchased.

Mr. Hubbard: In welcoming these financial proposals that have been put before us under the name of a Development Programme for 1960-1964, I wish

to say, like its authors, that I do not believe they signalize the end of our troubles. It is proposed that we should spend certain sums of money in a certain way, with the aim of achieving a certain over-all increase in the total production of the community, so as to allow the population as a whole to attain a better standard of living and so be able to move forward to another stage. I feel that within the limited circumstances priorities have been well selected and the emphases correctly placed.

It is noteworthy that the largest sum of money is to be spent on drainage and irrigation. I think it only fitting that some Member of this Council should pay tribute to one of our predecessors who was so insistent upon his demand for water control on the coastlands that he earned for himself the nickname of "Drainage and Irrigation". I refer to the late Mr. J. P. Santos. He took this question so much to heart that he even offered to lend Government money ^{of} interest to carry out water control works. Of course, Mr. Santos lived in an age when there was shortage of labour. Times have changed, and not all of his ideas would appear to be practical today, but we must pay tribute to his foresight and cash in on the circumstances that exist in our day, and permit water control to be a practical proposition.

I am satisfied with what is proposed to be done with the available resources, and my only fear is that a very large proportion of the money which is to be spent is to be spent by at least one Government Department in whose ability I am not fully confident. That is the Public Works Department, which in the years from 1948 to 1958 managed to expend \$23 million of our money on roads, not, of course, counting the salaries of engineers; and we all know what we have for that sum of \$23 million.

I am also concerned with the fact that it is likely that \$5 million will be

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spent on sea defence. While the Sea Defence Branch and the Drainage and Irrigation Branch are separate bodies, sea defence and drainage and irrigation are both parts of a single problem of water control, and if we are to have effective results these two must be combined under one administration.

It has been suggested to me that there are political reasons why it may be necessary to keep sea defences separate from drainage and irrigation, but I would not like to accept that suggestion. Therefore I would ask Government speedily to take steps to unite the Department responsible for drainage and irrigation with the Department responsible for sea defences, so that we can have united direction in the whole system of water control.

By and large these are my main criticisms, and I mean to keep them general, because this Council has spent quite a long time debating these proposals. I would like to say also that in looking at this Development Programme we should bear in mind that this is a proposal to invest public capital with the object of allowing private investors to prosper in agriculture and other undertakings.

It has become quite fashionable in this country, where enterprise has been restricted for over a century, for people to believe that unless the Government does something nothing can be done, and perhaps as a consequence of historical necessity we have inherited a lack of enterprise among the people who own the capital means for developing enterprise that is not public enterprise. But this may be passing, because I see some evidence that a new nationalism is growing up, and it was surprising to find not so long ago, when we had an Intercolonial Cricket Tournament, that the tide had turned completely. Whereas Guianese in the past paid to see strangers play, on this occasion they went to see their own Guianese, and if that is an augury for the

future and it means that when Guianese go to their stores they will ask for Guianese products first before they buy something that comes into the country, then we are creating the spirit which is essential for the survival and the flourishing of a free enterprise industrial economy.

I lay emphasis upon this spirit of enterprise and this spirit of nationalism because they are important. I realise that there exist at the present time several drawbacks to the development of this spirit. We have, for instance, would-be West Indians in control of our newspapers who always feature everything that is done outside, while anything achieved in British Guiana is minimized. But the so-called man-in-the-street, the person whom nobody respects — the average man — is a little wiser and a little longer headed than that. He realizes that he is a Guianese first and his loyalties are here; and we see that he is beginning to support our own Guianese undertakings. May I say that it is my fervent wish, and I shall use my own endeavours to foster it, that we shall produce this over-all spirit of Guianese nationalism which will sweep aside the obstacles that keep us down to a backward economy, and lead us into a richer, fuller and more abundant life.

Mr. Speaker: There seems to be no other Member who wishes to speak. I therefore call on the Financial Secretary to reply, if he so desires.

The Financial Secretary: I do not propose to say very much in concluding this debate. The various Ministers have spoken on those parts of the Programme which concern them most intimately, and answered the various points raised by Members in the debate. I would like, however, to thank Members for their reception of the Sessional Paper. They have been very kind to me in particular, and I would like to stress, as I said in my opening speech, that this Paper has been developing gradually for a long time, and I would like to put on

record the excellent work which was done by two members of my office.

First of all Mr. Low-A-Chee, acting as Principal Assistant Secretary, produced what was the first draft of this Paper a long time ago. It has suffered many permutations and combinations since, but he was the first author. Further work was done by Mr. DaSilva, of my office, and he too has done an excellent job. He in particular had the task of re-writing and reorganizing the lay-out of the Paper, following the advice given by Mr. Berrill, and of course to Mr. Berrill, too, we owe a great deal. He did excellently, a very great deal of the work which I and my office and the Ministries would otherwise have had to do. In any case the basic material in the Paper comes from the Departments. They provided us with the basic material which we knocked into shape as an integrated Programme.

As regards the parts of the Programme which concern my portfolio, I think the only real comments have been about the Credit Corporation, and in particular the hon. Nominated Member, Mr. Tello, made quite a long statement about interest rates. He thought the Credit Corporation's rates should be much lower, and he quoted examples from West Indian islands to show that they were lower there. I think that the work of the Credit Corporation has been one of the most successful operations in this last Development period. I know that it has its critics. Any institution which sets out to lend money and has a high standard in determining the viability of particular loans, and also has rigid standards of repayment, is bound to be criticized.

In many ways our Credit Corporation is regarded as a model by people outside British Guiana. Admittedly, it was suggested by the World Bank Mission of 1953, but I think, after a very thorough going through which Mr. Craig-Martin, of the World Bank, did this year, the Bank was fairly satisfied with what it has done, and how it was doing it. One of the things which experts in this

sort of thing stress is that a Credit Corporation of this type should be run on businesslike lines, and also that its interest rates should be realistic and bear some relation to the current interest rates of commerce in the territory.

The rates with which the Credit Corporation started operating in 1955 and 1956 were 4% and 5%—4% for co-operative loans and 5% for other loans. That was at a time when Government was borrowing at 4¼%. Government then made loans to the Corporation at 3%. Since then interest rates have gone up and Government has been borrowing lately at 6 per cent. Consequently, Government's rate to the Corporation was raised to 3½%, and the Corporation's rates went up to 5% for co-operative loans, and 6½% for other loans. These rates are not, as we all know, out of step with the current interest rates inside British Guiana. In fact they are below them, but not too far below. If we did as Mr. Tello suggested it would mean that the Government lending rate to the Corporation would have to be reduced even below the 3½% which it is now. It stands to reason that with a capital of perhaps \$23 million, as it is going to be, if we had to subsidize that at the expense of the general taxpayer with another 2%, as Mr. Tello suggested, the cost would be quite fantastic. We just cannot afford it.

The other criticism which was made, I think by the hon. Nominated Member, Mr. Davis, was that the Corporation's mills grind very slowly. I think that may happen in some cases, and it is bound to happen in any organization, even a commercial bank. Very often the process is slow, for the same reason that a commercial bank will operate slowly. The Corporation does not want to throw money away on things which have no hope ever of being successful, and that is why sometimes this rather long procedure of investigation is justified. I for one would be very unhappy to think that the Corporation got the reputation of being an easy institution to get money

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from. I do not think it would be good for the country and it certainly would not be good for its taxpayers. Even as it is, there will be bad debts at the Credit Corporation. It is bound to have bad debts but they are, at the moment, at a reasonable level and I think Members will agree that it is as it should be. I do not think there are any other, what I might call, financial points which require me to answer.

Mr. Davis made his usual plea for an economic planning unit as if that were the panacea. I can tell him that it is not the panacea. In many ways it would be helpful if we were to have a couple of working economists, but as far as planning goes there is no need, in my opinion and in that of others who know more about these things, for an elaborate planning unit as such in this territory. He made some sort of criticism that in the Sessional Paper we had said that there had been an assumption about revenue. I rather thought he meant that if we had some high-powered economic team it would not be an assumption but it would be a certainty. Of course, if that is what he meant it just does not make sense. I think there are people here who are quite capable of making assumptions about revenue as well as any outside economist or team of economists.

I would not mention again, the figures which were produced by the last economist the Government had in his forecast about the revenue as it would be in 1960. I had mentioned it in one of the Budget debates. The figures in the Sessional Paper have been based on a careful appraisal of the additional crops which will be produced over the next five years. The projections have been based on all the recognized criteria. We have a very good Government statistician and I think that the projections made are valid. From there we have to work on assumptions of revenue. At the best they are assumptions but, at

least, we have some authentic reasoning behind the assumptions.

Mr. Davis also mentioned Tapa-kuma as an example where economic advice would be essential. I quite agree with that and, in fact, before that project is undertaken it is essential that there should be a careful cross-benefit study of the project. It is not particularly difficult to do that, and you do not need a high-powered economic planning unit to do that. We shall have a first-class engineering report and we shall have a cross-benefit study. It would be unwise to go ahead with a scheme that would cost \$11 million unless that is done, and I am sure Members will agree that that should be done.

On this question of electrification, he mentioned that he was rather surprised to see no provision in the Development Programme for electrification. The reason for that is that we hope that electrification can be regarded as a viable entity in itself. In other words, that it should be possible to obtain credit terms for the plant expansion and the takeover, so that the cost can be paid off over a period out of the receipts of the undertaking if it were to be run by a statutory corporation. In other words, it is a self-balancing item which need not appear in this Programme. If, of course, it does not work out so, then it will be necessary for money to be voted as straight expenditure in the Development Budget.

With regard to the hon. Nominated Member, Mr. Fredericks' speech which, as usual, had a good deal of thought-provoking material in it, I would like to correct something which he said. It was that this Government had a directive from Her Majesty's Government that the emphasis in this Programme should be on the economic sector. That, of course, is not so. As the public statement which was issued at the time said, there has been an agreement between Her Majesty's Government and the British Guiana Government that the emphasis should be on

the economic sector; and as one who took part in the Talks with Her Majesty's Government I can assure hon. Members that it was not a directive in that sense, though even if it had been, one could not disagree with it.

One last point raised in Mr. Fredericks' speech was that he accused me of having hard feelings against the Grumman which had given faithful service and are now found to be obsolete and uneconomical. No one has a greater admiration for the Grumman and what it has done for the country than I, but no one can deny that it is an uneconomical aircraft. It may be essential to have an uneconomical aircraft, but to operate an aircraft of this power which can only carry six people is uneconomical. Whether it is possible to find an aircraft to replace it I just do not know, and I do not think anybody does. This is the most flexible part of the Programme. We have already agreed to vote money to improve one of the existing Dakotas. It may well be that that is all that is necessary, but I really do not wish to cast any aspersion on the Grumman and on what it is doing.

Once again, on behalf of my colleagues and the individuals who had a hand in the preparation of this Programme, I must thank you very much for the reception given the Motion and I now beg to move that it be adopted.

The Attorney-General: I beg to second the Motion.

Question put, and agreed to.

Motion affirmed.

DUTY CONCESSION FOR ALUMINA AND MANGANESE

The Financial Secretary: Sir, I beg to move that, it be resolved,

"That this Council in terms of section 7 of the Customs Ordinance,

Chapter 309, approves of the amendment of Part IV of the First Schedule to the Customs Ordinance, Chapter 309, by the addition of "Alumina" as Item 9 and "Manganese ore" as Item 10 in the list of exemption from export duties of customs."

There is no need for me to say very much about this Motion. It is merely tidying up undertakings which this Government has given in two major agreements which had been entered into in the last three years.

It was part of the Alumina Agreement that alumina should be exempted from export tax; and it was part of the Manganese Agreement that manganese should be likewise exempted from export tax, and this is merely to enshrine those two undertakings in the law.

I beg to move that the Motion be adopted.

The Attorney-General: I beg to second the Motion.

Question put, and agreed to.

Motion affirmed.

LAND BONDS BILL

Mr. Speaker: Council will resume consideration, in Committee, of the Bill intituled

"An Ordinance to make provision for the satisfaction of the whole or any part of the purchase money or of the compensation payable by the Government of British Guiana in respect of the purchase or compulsory acquisition of any land by the issue of bonds, and for the issue, negotiability and redemption of such bonds, and the payment of interest thereon and for matters incidental to or connected with any of the foregoing purposes."

The Minister of Natural Resources (Mr. Benn): I beg to move that Council resolve itself in Committee to resume consideration of the Land Bonds Bill.

COUNCIL IN COMMITTEE

The Chairman: There was Clause 3 of the Bill to be dealt with.

The Attorney-General: When the Bill was being considered in Committee on the last occasion, the hon. Member for Georgetown Central and the hon. Nominated Member, Mr. Gajraj, raised the point that as the Bill provided for three types of land bonds in Clause 7, namely, fixed-date bonds, drawing bonds and annuity bonds, it might be ambiguous not to refer to the type which would be issued by agreement with the vendor under Clause 3. I said I thought that the Clause as drafted was satisfactory but promised to look into the matter. I have done so and I have found that while Clause 3, which deals with the payment in land bonds with the consent of the vendor and which was the Clause that was deferred, is satisfactory, Clauses 4 and 6, which deal with the issue of land bonds at the discretion of the Governor in Council where land is compulsorily acquired for land settlement, are not as clear as they might be. The question of inserting a reference to the choice of land bonds in Clauses 4 and 6 is covered in a note which has been circulated to hon. Members and which sets out the amendments, both small, which I consider should be made. I am going to suggest that after Clause 3, which I maintain is satisfactory, is passed, that Clauses 4 and 6 be re-committed.

In Clause 3 it is a case of the vendor voluntarily accepting the bonds, and it is my view that an agreement must include the type of bonds he is prepared to take. In point of fact the amendments that will be moved show that when bonds are issued in respect of the compulsory acquisition of property it is the Governor in Council who will have the right to decide which type of bonds should be issued. Therefore it is under Clause 3 that the advantage is given to the vendor to select which type he prefers to take. I should say, of course, that there is no difference between the types of bonds to

be issued. It is merely a matter of convenience for the vendor who wishes the money returned with capital and interest in the form of an annuity. I would ask that Clause 3 be taken.

Mr. Speaker: The question is, that Clause 3 shall stand part of the Bill.

Agreed to.

Clause 3 passed as printed.

Clause 4. — *Payment in land bonds at discretion of Governor in Council.*

The Attorney-General: I beg to move that the words, "of such type as the Governor in Council determines" be inserted in the fifth line, after the word "bonds". The Clause would then read:

"4. Subject to the provisions of section 5 of this Ordinance, where any land is acquired by the Government for the purpose of a land settlement scheme the compensation payable to any vendor in respect of such land may in the absolute discretion of the Governor in Council be paid either in whole or in part by the issue to such vendor of land bonds of such type as the Governor in Council may determine to a nominal amount equal to the whole of the compensation payable or to such part thereof as may be determined by the Governor in Council, as the case may be."

Question put, and agreed to.

Amendment carried.

Clause 4 passed as amended.

Clause 6. — *Issue of land bonds.*

The Attorney-General: I beg to move that in the 10th line of subsection (3) there be inserted after the word "bonds" the words,

"of the type determined by the Governor in Council".

Question put, and agreed to.

Amendment carried.

Clause 6 passed as amended.

Council resumed.

The Attorney-General : I beg to report that the Land Bonds Bill, 1959, has been considered in Committee and passed with Amendments, and I beg to move that the Bill be now read the Third time.

The Financial Secretary : I beg to second the Motion.

Question put, and agreed to.

Bill read the Third time and passed.

DEVELOPMENT FUND (1958 APPROPRIATION) BILL

The Financial Secretary : I beg to move the Second Reading of the Bill intituled

"An Ordinance to make provision for the appropriation to the Development Fund of a certain sum of money transferred thereto from the revenues and funds of British Guiana."

This is a very formal act. Members are now fully aware of the policy which has been followed for the last four years of transferring surpluses of revenue over expenditure on the recurrent annual Budget to the Development Fund, as and when a surplus occurs. We are usually able to show in the Estimates that a certain amount will be transferred to the Development Fund, commonly called a surplus, although it is not until the end of the year that we know what the surplus is. The object of this Bill is to have transferred the 1958 surplus which, as Members will see, is about \$2,500,000. Of course, it was actually spent as part of the Development Programme carried out in 1958.

The Attorney-General : I beg to second the Motion.

Question put, and agreed to.

Bill read a second time.

Council resolved itself into Committee to consider the Bill clause by clause and passed it as printed.

Council resumed.

The Financial Secretary : I beg to report that the Development Fund (1958 Appropriation) Bill was considered in Committee and passed without amendment, and I beg to move that the Bill be now read the Third time.

The Attorney-General : I beg to second the Motion.

Question put, and agreed to.

Bill read the Third time and passed.

CUSTOMS (AMENDMENT No. 3) BILL

The Financial Secretary : I beg to move the Second Reading of the Bill intituled

"An Ordinance to amend the Customs Ordinance."

This Bill is simply to correct various typographical errors which appear in the schedule to the Customs (Amendment) Ordinance, 1959, which forms part of the Budget proposals. There is no change of substance in the Bill.

The Attorney-General : I beg to second the Motion.

Question put, and agreed to.

Bill read a Second time.

Council resolved itself into Committee to consider the Bill clause by clause, and approved the Bill as printed.

Council resumed.

The Financial Secretary : I beg to report that the Bill has been considered in Committee without amendment. I therefore move that it be now read the Third time.

The Attorney-General : I beg to second the Motion.

Question put, and agreed to.

Bill read the Third time and passed.

CUSTOMS (AMENDMENT NO. 4)
BILL

The Financial Secretary : I beg to move the Second Reading of the Bill intituled:

“An Ordinance to amend the Customs Ordinance.”

This is not a frightfully important or controversial Bill. The law says that where goods are stored in a warehouse and later cleared for consumption, the duty which is payable is normally based on the amount which is warehoused and not the amount which is cleared. But in the case of certain goods which are subject to evaporation, such as spirits in casks, or oil, an allowance is made for evaporation between the time of warehousing and clearance. There is some doubt as to whether spirits in casks includes petroleum. By administrative action an allowance has been given for petroleum in the past, but this Bill is to make it clear that the Comptroller of Customs can give a similar allowance in the case of petroleum spirits as he can to other goods subject to evaporation. It is really to remove an ambiguity. I move that the Bill be read a Second time.

The Attorney-General : I beg to second the Motion.

Question put, and agreed to.

Bill read a Second time.

Council resolved itself into Committee to consider the Bill clause by clause, and approved the Bill as printed.

Council resumed.

The Financial Secretary : I beg to report that the Bill has been considered in Committee and approved without amendment. I therefore move that it be now read the Third time.

The Attorney-General : I beg to second the Motion.

Question put, and agreed to.

Bill read the Third time and passed.

EXPORT OF TIMBER (AMENDMENT) BILL

The Minister of Natural Resources (Mr. Benn): On behalf of the Minister of Trade and Industry (Dr. Jagan) I beg to move the Second Reading of the Bill intituled:

“An Ordinance to amend the Export of Timber Ordinance.”

Section 3 of the Export of Timber Ordinance provides that the Ordinance shall apply to such timbers as the Governor in Council may from time to time by notice in the Gazette declare. It becomes necessary from time to time to alter the classes of timbers to which the Ordinance applies. This Bill therefore seeks to confer on the Governor in Council the power to cancel or vary any such notice. It also seeks to validate previous action taken by the Governor in Council in that behalf. I move that the Bill be read a Second time.

The Minister of Labour, Health and Housing (Mrs. Jagan): I beg to second the Motion.

Question put, and agreed to.

Bill read a Second time.

Council resolved itself into Committee to consider the Bill clause by clause, and approved the Bill as printed.

Council resumed.

Mr. Benn: I beg to report that the Bill has been approved in Committee without amendment. I therefore move that it be now read the Third time and passed.

Mrs. Jagan: I beg to second the Motion.

Question put, and agreed to.

Bill read the Third time and passed.

ADJOURNMENT AND PENDING
BUSINESS

Mr. Speaker: There are two Motions on the Order Paper in the name of the hon. Member for Georgetown North. I do not know if the hon. Member wishes to move his first Motion now.

Mr. Jackson: In view of the fact that these Motions have been placed on the Order Paper so many times and not come to debate, I would have liked to move the first of them so as to ensure that when we meet tomorrow it will be discussed. I realize that the time is short, but if it is necessary for me to move it now I am willing to do so.

Mr. Speaker: I do not wish to stop you.

The Chief Secretary: Before the hon. Member starts I wish to point out that I do not think we will meet tomorrow. What about next Wednesday?

Mr. Jackson: I am agreeable if I have an assurance that my Motions will be taken then.

Mr. Speaker : It will be Members' Day.

The Chief Secretary : I place my hand over my heart and give an assurance that the hon. Member's Motions will be taken next Wednesday.

Mr. Speaker : Council is adjourned until Wednesday, 18th November, at 2 p.m.