

LEGISLATIVE COUNCIL.

Thursday, 30th November, 1939.

The Council met at 10.30 a.m., pursuant to adjournment, His Excellency the Acting Governor, SIR JOHN WADDINGTON, K.C.M.G., O.B.E., President, in the Chair.

PRESENT.

The Hon. the Colonial Secretary, Mr. G. D. Owen, C.M.G.

The Hon. the Attorney-General Mr. E. O. Pretheroe, M.C.

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

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

The Hon. E. F. McDavid, M.B.E., Colonial Treasurer.

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

The Hon. F. J. Seaford, O.B.E., (Georgetown North).

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

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

The Hon. N. M. Maclellan, Director of Medical Services.

The Hon. G. O. Case, Director of Public Works and Sea Defences.

The Hon. L. G. Crease, Director of Education.

The Hon. B. R. Wood, Conservator of Forests.

The Hon. W. A. Macnie, Commissioner of Labour and Local Government, (Acting).

The Hon. J. Gonsalves, O.B.E., (Georgetown South).

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

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

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

The Hon. Peer Bacchus (Western Berbice).

The Hon. A. G. King (Demerara River).

The Hon. E. M. Walcott (Nominated Unofficial Member).

The Hon. T. Lee, (Essequibo River).

The Hon. C. R. Jacob (North Western District).

The Hon. J. W. Jackson (Nominated Unofficial Member).

The Hon. F. A. Mackey (Nominated Unofficial Member).

The Hon. C. V. Wight (Western Essequibo).

MINUTES.

The minutes of the meeting of the Council held on the 29th of November, 1939, as printed and circulated, were confirmed.

NOTICES OF QUESTIONS.

TRANSPORT AND HARBOURS DEPARTMENT
EMPLOYEES.

Mr. JACKSON on behalf of Mr. LEE gave notice of the following questions :—

1. How many employees will be retired from the Transport and Harbours Department at the end of the year? Give length of service and state whether they will receive pensions or gratuities and what sum in each case.

2. Has Government despatched any communication to the Secretary of State for the Colonies recommending the payment of pensions to the Transport and Harbours Department employees?

If the reply is in the affirmative, state when the communication was despatched.

3. Has Government obtained the Secretary of State's approval to the said recommendations? If not, will Government take urgent steps to secure the Secretary of State's approval in view of the fact that many employees of the Department are to be retired shortly?

GOVERNMENT COUNTY SCHOLARSHIPS.

1. How many Government County Scholarships do Government propose to award annually by open competition from 1940 in terms of the Government County Scholarship

Regulations, 1931? And how many for the Junior Competition?

2. If the number of scholarships to be awarded under No. 2 of the said Regulations will be increased from 1940 in accordance with recent legislation, will Government preserve the ratio of 5:4:3 for the respective counties of Demerara, Berbice and Essequibo as provided under the said Regulations and award the given number of scholarships as will be awarded from 1940 by no other method, so as to allow of

(a) The distinctive feature "County Scholarships" being maintained, and

(b) The stimulation of increased healthy competition amongst schools and pupils of each county as provided by No. 9 of the said Regulations?

3. Will Government maintain the method of awarding all lapsed Scholarships in any one county as provided by No. 9 of the said Regulations?

4. What amount is provided annually for each term's fees in respect of a Government County Scholar?

5. Is the total amount so provided for each term's fees for each scholar ever expended?

6. Is Government aware of the fact that as there is no secondary school at all or at least approved secondary school in every county where scholarships might be tenable, the parents of winners of County Scholarships from a county where no such school exists, usually poor people, are put to considerable expense to board and lodge such winners in Georgetown so that they might get the benefit of the scholarships won?

7. And since these parents find the maintenance allowance of \$8 per term wholly inadequate, will Government increase the maintenance allowance to parents in such circumstances by any unexpended balance or savings on the amount provided for fees per term for each scholar?

APPOINTMENTS IN GOVERNMENT MEDICAL SERVICES.

1. Will Government state when the two vacancies in Class IV. in the Sanitary Department will be filled?

2. Is Government aware that unless they are filled before 15th December, 1939, the appointments cannot be made retrospective, and it will be a great financial loss to those appointed to fill the vacancies?

3. Government is fully aware that no application is or was necessary to fill any vacancy occurring in Class V. of the Sanitary Inspectors' Department, and will Government state why the senior probationers recognized by Government were not appointed to the vacancies?

4. Will Government state who are the senior probationers and what period of free probationary services have these officers given?

5. Will Government state what length of probationary service did Mr. Henry give, and whether he was ever recognized by the Department as a Probationer? Will Government state who were the persons who recommended Mr. Henry to fill the post, and whose name or names were given for reference?

6. Will Government state if it is a requisite condition for appointment in the Government Medical Services of the Colony that the applicants should hold a diploma showing their qualification for that particular branch of the Services?

7. If the answer is in the affirmative, will Government state how many holders of appointments in the special branches of the Government Medical Services do not hold such special recognised qualification? Will Government state the reason why such holders were appointed, naming each of them in each particular branch?

8. Will Government state whether in the several branches of the Government Medical Services there are men holding special qualification for their appointment, and whether there are vacancies in the said Services and why they are not appointed?

OUTDOOR TREATMENT AT PUBLIC HOSPITAL, GEORGETOWN.

1. Will Government state how many cases were attended to and treated at the Public Hospital Georgetown Outdoor Patients' Consulting Rooms, and how many of these were repeat cases for the period—January to October daily?

2. Is Government aware that it is being found impossible for one medical attendant to properly investigate and conscientiously attend to so many cases in one day?

3. What steps will Government take to remedy this serious condition? Is Government aware that many cases from the country districts had to be turned away?

4. How many nurses are in attendance at the Outdoor Patients' Consulting Rooms daily, and how many dispensers are in attendance daily to compound and give the requisite medicines to these patients?

5. Is Government aware that the nurses and dispensers are inadequate to meet the demands? How many persons were turned away without any medicine being given them?

6. Will Government state whether the Government Medical Officer of Health draws a commuted allowance for travelling, and how much is paid for the number of miles travelled by him? Will Government state how many miles the said Officer has travelled for the year 1939, giving each month separately?

ORDER OF THE DAY.

ESTIMATES, 1940.

The Council resolved itself into Committee and resumed consideration of the Estimates of Expenditure to be defrayed from Revenue during the year ending 31st December, 1940, which have been laid on the table.

PUBLIC WORKS—ANNUALLY RECURRENT.

Item 11—Transport, \$7,000.

Mr. DE AGUIAR: I notice there is a reduction on this occasion. The Council will recall that on the last occasion a very lengthy explanation was given and the item was put down at \$10,000. On that occasion I expressed some dissatisfaction with the item. In view of what was told to me then, I wonder how it became possible now to reduce this vote by such a large sum—\$3,000. Perhaps the hon. Director of Public Works would explain.

Mr. CASE (Director of Public Works and Sea Defences): With regard to the question asked, this vote of \$10,000 was for the working of the Public Works motor lorries and the Public Works yard. This year \$9,731.26 was spent under this vote and the balance paid into revenue. The reason it has been possible to make the reduction is this: Owing to the fact that the Public Works estimates are to be reduced by a large amount for next year, much money will not be required as so much work will not be done with motor lorries. A charge is made for other work on which the lorries are used and the amount is paid into revenue. That can be seen on the revenue side.

Mr. DE AGUIAR: It seems a rather large difference. Although I agree with what the hon. Director has said, I presume that such items as wages for the Public Works Department lorry-drivers, etc. will continue. If that is so, I must assume that the difference of \$3,000 is made up by less consumption of gasoline for these lorries and things of that kind. If that is how the difference is made up, I have nothing more to say.

Mr. CASE: The payment is so much per trip, and when the lorries are not working the drivers are not paid.

THE CHAIRMAN: The men are not regarded as Government employees and are paid on contract.

Item 16—Roads, Rivers, Creeks and Portages, \$202,090.

Mr. JACOB: I notice there is a reduction of \$11,500 under this item. The Roads question is a sore one throughout

the Colony. I am satisfied that the money is not properly spent on the roads. As a matter of fact about six months ago while I was in Essequibo, I noticed a concrete strip road there which was badly designed and constructed. I say so, although I am not an engineer. The concrete strips were not properly designed to allow of equal pressure when any vehicle travels over it, with the result that the strips were sinking at certain points. At some points on the East Coast road, it would be admitted, the concrete strips have become dangerous. I think better supervision ought to be exercised. It is admitted that the concrete strip roads will serve a useful purpose, and so I am not going to challenge that. I believe that if better supervision is exercised these roads would be better constructed and would serve a more useful purpose.

Then there is the question of the expenditure on these roads. I would like a thorough investigation made into the employment of all classes of people in this Department. I am satisfied from personal enquiries that the money is not being properly spent. I do not know what Government proposes to do or has done already. I have raised this question for the last three years and have met with serious opposition. In fact objections were taken to the remarks I made. I think, Government is satisfied that I was quite right in what I stated then, and there is a good lot in what I state now. I do urge that proper supervision and control of the expenditure be exercised. I think, one hon. Member suggested earlier in this session that there should be a Board to control public expenditure. I think, there ought to be a Board to control Public Works expenditure so that the responsibility can be placed somewhere.

As regards the question of "Rivers and Creeks," I am sorry the hon. Member for Eastern Demerara (Mr. Humphrys) is not here, but representations have been made to the East Indian Association and another association concerning the condition of the Mahaica, Mahaicony and Abary Creeks. Whether the curtailment of this expenditure is going to result in very little being done in the way of cleaning these creeks, I do not know. If those creeks are kept clean it would result in increasing the production of rice and other crops, and cattle

rearing would also be facilitated. It would be surprising, if hon. Members go into the question, to see how the acreage of rice has decreased between Mahaica and Rosignol due principally to the state of those creeks and to one or two other reasons. I do hope that some attention would be given to these creeks and that they would be kept in a fair state of cleanliness.

Representations have also been made to me from time to time about the clearing of the creeks and roads in the North West District in order to facilitate working in the interior. Gold-mining and other works are being carried on there. The rivers and creeks in those places are the only means of transportation. In some places the roads had to be abandoned because they were not kept in a proper state of repair. I plead particularly for that district. I am not saying that nothing has been done. I think something has been done, but more ought to be done particularly in the North West District. I repeat there should be greater supervision on the whole in regard to expenditure on Public Works.

Mr. CASE: With reference to the hon. Member's remarks on the question of roads, there has been no actual sinking of the concrete strips. What has happened, the roads have worn away on each side of the concrete strips. Money is now being spent in putting that right. With reference to the cleaning of the rivers, if the hon. Member turns to page 71 of the Estimates he will find an estimate for the expenditure of \$9,050 on clearing rivers and creeks. With regard to his remarks on the improvement of the navigation of the rivers, I agree with the hon. Member that the rivers should be utilized as much as possible for transportation. Only this year a survey was made of the Berbice River and, I hope, it will not be very long when a similar survey is made in regard to the rivers of the North West District.

THE COLONIAL SECRETARY: I move that the item be increased by \$7,960 and the total amount carried out at \$110,050. Under another Head I shall move the reduction of one or two items. It is very desirable to have this additional \$7,960 to spend on the East Bank road. If hon. Members would turn to page 40,

Appendix F, they would see that an item "Sheeting one mile of roadway from Ruimveldt, East Bank, Demerara, \$17,750" has been inserted. I have consulted the hon. Director of Public Works, and it has been decided instead of spending that large sum on one mile of roadway to spend a smaller sum, and so allow some of that money to be diverted to the Pure Water Supply Scheme. Hon. Members will recollect that Government has undertaken to see that no saving is effected in that direction so as to allow the Pure Water Supply Scheme to be carried out. It has been found possible to divert \$20,000, and when I come to Head XLVI—Public Works Extraordinary—I shall move a reduction of the vote on Roads and Bridges which would affect the East Bank road. I am now asking that provision be made for \$7,960 to be expended on maintenance works to be carried out along that road.

Question put, and agreed to.

Item increased accordingly.

SUPREME COURT.

Item 1—Personal Emoluments.

Mr. C. V. WIGHT: With regard to this Head I have already indicated that I consider the payments of emoluments to be inadequate, but I merely rise to say that I notice under the Post Office vote there is a Non-Commissioned Officer of Police who was transferred to that Department and whose salary comes out of that vote. I am wondering whether something similar cannot be done in regard to the Police Orderly attached to the Supreme Court, whether the same conditions cannot obtain in the Supreme Court vote as do obtain in the Post Office Department vote relative to the Orderly's salary. I think it is Head XXX., items 18 and 19, at page 58 of the Estimates. I am wondering if the same thing cannot be done with the Supreme Court vote.

THE COLONIAL SECRETARY: Would the hon. Member indicate the advantage that would be derived by it?

Mr. C. V. WIGHT: The officer is not a policeman in the strict sense, although he wears the uniform. I do not know whether he does Police duty, but he is

attached purely and simply to the Supreme Court as an Orderly. I do not know that it makes any difference, but he is never on Police duty as far as I understand.

THE COLONIAL SECRETARY: I will investigate the matter.

Item 12—Editing Law Reports, \$352.

THE COLONIAL SECRETARY: I move that this item be carried out at \$252 instead of at \$352.

Question put, and agreed to.

Item decreased accordingly.

Item 14—Printing of the local Law Reports and Digest, \$570.

THE COLONIAL SECRETARY: I move the insertion of item 14 to read: "Printing of local Law Reports and Digest" and that it be carried out in 1940 at \$570. \$250 is a re-vote for completing the printing of the 1931-1934 Reports and \$320 is for printing the 1921-1930 Reports.

Question put, and agreed to.

Item inserted accordingly.

TRANSPORT AND HARBOURS.

Item 1—Net Deficiency, \$156,568.

Mr. DE AGUIAR: I have endeavoured to study some of the figures of the estimates printed in Appendix A, and I must confess that I am in the same state of mind as I have been when studying those figures ever since I have been a member of this Council. That state of mind is an exceedingly alarming one, especially if one examines the figures in the light I have endeavoured to do over those years. In so far as the figures for 1940 are concerned, I find that in all the services there is an estimated working profit of only \$33,247, and against that this Government has to pay Capital Charges, \$189,815, resulting in a deficit shown in the Estimates as \$156,568.

When one considers the extent of the services and the nature of the services, one cannot help feeling that there is some cause for alarm. This Government has such a large amount of Capital Charges to pay annually that a working profit of only

\$33,000 on these services is something that needs further examination. If you pick out one of the services, for instance the Bartica-Potaro Road Service—a service I have referred to on more than one occasion—you would find in that service alone there is a big loss of \$6,058, the relative figures being an estimated expenditure of \$76,638 as against an estimated revenue of \$70,580. The figures for 1940 are much worse than they were for 1939, because in 1939 this service, I think, showed a small balance on the right side. It is because of the working loss I have referred to, that I consider it my duty to refer to it again, and also for the reason that this is not the only loss which this service is really showing at the present time. A few moments ago under the Head "Public Works Annually Recurrent" the sum of \$41,500 was passed which was actually earmarked for Roads in that district, and incidentally I may mention in passing, that amount really represents an increase of \$18,500, which according to the marginal note is necessary to maintain that road in a reasonable passable condition. It was formerly \$23,000.

The question, I think, Government has to consider boils itself down to two alternatives in so far as this service is concerned—whether the time is not opportune for a full and complete enquiry to be made in regard to the service in that district, or whether it is not now desirable to throw the road open to private enterprise. It must be remembered that the operation of the lorries there, apart from the heavy expenditure for renewals, excludes the import duty that is payable on petrol and lubricating oil, lorries and spare parts for lorries, etc. It is extremely difficult to know how much oil that amounts to in one year but, if my information is correct, an estimate of the quantity of gasolene used by the lorries is about 1,000 gallons a week, and 100 gallons of lubricating oil. If you were to calculate the import duty payable on those two items alone and tack it on to the working loss I have referred to, and add the maintenance charges of the road, the replacements and renewals of those lorries, you would then perhaps be able to paint a true picture of what it is costing us to run this service.

I would be the last person to suggest that it is not the duty of Government to

undertake the service in the public interest, and I am not suggesting that Government should stop this service at once, but what I am suggesting is that the matter is one that calls for enquiry. If it is thought that an enquiry is not desirable, then it seems to me that the alternative suggestion is one which Government should consider—whether the road should not be thrown open to private enterprise in order to provide this service for the men in the interior. If that is to be done, there are several matters to be considered. The question of toll for the use of the road would arise; instead of there being the heavy charges which the poor taxpayers have to pay, the tolls received from private enterprise will probably effect that expenditure or reduce it to a considerable extent. Unless it be thought that, perhaps, the carriage of mails would suffer by such an arrangement, I think I ought to mention that it is quite an easy matter to enter into a contract for the carriage of mails, as is being done in other districts by the Transport and Harbours Department at the present time. It will be found that a much better arrangement can be made. On the other hand, if by an enquiry some of the faults that are referred to can be found and this service can be made to operate at a profit, then the necessity to throw the road open to private enterprise may not arise. If all that one hears is true, though rumour is a lying jade, it seems to me that it does call for an enquiry before any consideration is given to the idea of throwing the road open to private enterprise.

As far as I am informed, all apparently is not well up there. The Service might be regarded by some people as satisfactory and by others as convenient, but there are others who regard the operation of the Service as not being in the best interest of the public. The people who are resident there and those people who use it are in a position to say. I would ask Your Excellency's permission to digress for a moment in order to bring to your attention what I regard as the duty of the People's Representatives. I may mention, sir, that in a small way it was my fortune or misfortune to represent a particular matter in connection with the working up there. On that occasion, perhaps I might add, my representation was really on two counts—one, as one of the people's repre-

sentatives; the other, because I happen to be the unfortunate individual sitting as a member of a Committee that is at present engaged in making certain enquiries in the interest of the Transport workers. I regret that I have to make this announcement, because I have the highest regard for Government Officials generally and more particularly for the Heads of Government Departments, but I cannot allow those officials to have less regard for any representation that I may make, whether in the capacity of a member of a Committee or in the capacity of the people's representative.

It has come to my knowledge that it was stated by one of the Executive Officers of this Department—and perhaps I ought to state immediately that it is not the Chief Executive—that my representation of the particular matter was with another motive rather than the interest I have just referred to. I deprecate the allegation, and do so all the more because it was included in a statement which was considered by the more responsible members of the Transport and Harbours Department in arriving at a conclusion on the particular instance I have in mind. I regret it all the more, too, for the reason that the statement was allowed to go by unchallenged. Whether it was accepted or not I do not know, but I would refuse to think that the statement was accepted. Nevertheless I regret it all the more because it was allowed to go by without an opportunity being afforded me, as the person making the representation, to inform that tactless Executive Officer of his error and to let him know definitely in what position I approached the Chief or Head of his Department. The sooner Executive Officers of Government know that when the people's representatives approach them in connection with any matter they are doing so in the interest of the public and for no other reason, it would be better for the administration of the affairs of this Government. I strongly deprecate the opportunity that is afforded Executive Officers of Government to make statements, such as the kind I have referred to, without an opportunity being given to the particular member concerned to reply as to whether or not that statement is correct.

Returning to the Estimates of the

Department, I would like to say again that so far as these Services are concerned, in my opinion, it is a matter that is calling for some enquiry. I cannot for the life of me understand why a service which was giving satisfaction—apparent satisfaction I should say—during the last few years should now somersault into an actual loss. According to enquiries I have, made the loss of \$6,000 has no reference to the expenditure on the roads. The deficit of \$158,568 that this Council will be called upon to find, I have already referred to, but I would like hon. Members to know that in arriving at a true position of the affairs they must add to that sum the surplus from Harbour Services of \$142,965, so that the deficit of the Transport Section of this Department is \$301,000. If therefore you deduct from that \$189,000, which is spent on Capital Charges, the actual deficit for running all the transport services of the Department is the handsome sum of \$112,000 per annum. These are figures in respect of 1940. The time has come when the whole position should be carefully examined with a view to economy, whenever and wherever that economy can be found, or alternatively with a view to increasing the revenue earnings of the Department, because it seems to me that having regard to the fact that the figures I have quoted already include the consideration of economic measures for 1940 as the result of the existing situation, the position will be worse when the Government is faced with a continuation of policy; for example, the renewal of the permanent way in respect of which incidentally I may mention the sum of \$20,000 does not appear on the 1940 Estimates. When these programmes are resumed, it seems to me that if we go on as we are doing now we would have to face a very heavy deficit in this Department. I do earnestly make this statement that apart from the enquiry in so far as the Bartica-Potaro Road Service is concerned, there should also be an examination of the whole position with a view to effecting economy, if that is possible, or alternatively increasing the revenue of the Department. I think I have said enough about these figures, and I do sincerely hope that Government will give the matter consideration in the light of the information I have mentioned.

Mr. C. V. WIGHT: The hon. Member

has spoken of economy, but that is not the only solution of the problem required in this Department. May I ask that consideration be given to the alternative solution of popularising travel on its services either by way of passenger traffic or the ordinary freight traffic? I understand from the newspapers—I have not been informed by any other source—that the reduction in freight rates that has been made in regard to produce coming from certain areas, I think it refers specifically to the area of which I am representative, has given gratifying results as the volume of freight has increased. If that is so, will not the experiment of reducing also the passenger rates produce or have the same effect? Cannot that be tried? I do not want to say much in regard to this Department, because I also happen to be a member of the Committee, which is investigating certain matters in connection with the Department, and would rather like these matters to be incorporated in the report of the Committee instead of making reference to the general working or expenditure of this Department. But, I think, if perhaps the Department can view the solution of its problem in the light of popularising travel by their services, then the Department need not enter into the world-wide controversy of Rail versus Road.

But there are certain matters, which may appear small, that may be given consideration; for example, there is a considerable milk trade between Leguan and Georgetown. The inhabitants and residents of the Essequibo Coast, who are dependent upon the production of rice, the rearing of cattle and various other things of that nature for a livelihood, are denied the opportunity of getting to Georgetown whatever surplus milk they have. The steamer leaves there at 7 o'clock in the morning, and surely if it leaves an hour earlier it would be up to the people of the Coast to catch that steamer for the despatch of their milk. I am not an expert on the matter, but I do not think that the steamer leaving a few hours earlier would entail any expenditure in regard to the cost of the route to the Department. There is also the question of the revision of the passenger rates, and the question of the revision of the tariff duties in which there are considerable anomalies. I am speaking subject to correction as I have not a tariff

schedule before me. I think it costs a little less to carry a goat to Wakenaam than to Leguan which is nearer to Georgetown. Little matters like that may be investigated and efforts made to increase the revenue of the Department. I do not think we can start off to say dogmatically that economy must be the objective. One must look at the Department as a utility concern of the Colony. Although one has to consider in any expenditure item the question of competition and that the Services of the Department must be run as economically as possible, one cannot let that cloud the issue.

THE CHAIRMAN: I would just like to mention in regard to the figures that the hon. Member for Central Demerara (Mr. De Aguiar) quoted, there was a small error in regard to the Bartica—Potaro Road, due to a mistake in the notes attached to the Estimates. I may point out in view of what has been said, there is an increase of \$18,000 this year but actually that is not so. The sum this year is exactly the same as last year. The note saying that there was an increase was put in at the time it was suggested that it might be increased, but it was subsequently cut out. I would like to point that out, although it would not affect the hon. Member's argument in any way.

Mr. JACOB: I agree in the main with what the hon. Member for Central Demerara has stated. I have had extreme difficulty in getting this Department—I should say the Board particularly—to go into matters of detail particularly in regard to the North West District. After years of correspondence and representation I am glad to be able to say that there seems to be a change of mind and a little change of attitude, but on the whole I am not satisfied that this Department is being properly administered by the Board. It is alarming to see figures of deficiency year after year. While it is true that improvements have been made in certain directions, I feel certain that if the Board was differently constituted with only Members of the Legislative Council on it, we would have a better Transport Department with greater efficiency and less loss. At present there are Members of the Legislative Council on that Board who would be able to account to this Council, but there are certain other mem-

bers of the Board who have to account to no one except Government. There is no co-operation between those members of the public and this Council in the matter.

The Transport Department should be run in such a way as to cater for all traffic. For instance; in the North West District where there is lack of employment the people are denied the facility of transporting to Georgetown lumber and timber, which had been lying there for months and months. Various excuses have been given from time to time, but the fact remains that for two years large quantities of building material have been lying there and cannot be transported to Georgetown. I was asked to put up a proposition as to how the situation can be relieved and I have done so, but whether it is going to be tackled or not this year I do not know. With the increasing cost of lumber from the outside world and the necessity for finding employment for our people and finding better use for our lumber, I think every opportunity should be taken to get as much lumber as possible from the North West District and so improve local supplies. One point, I would like to urge, is that all goods to be transported from that district should be attended to, as by that not only the revenue of the Department would benefit but the unemployed or under employed people of the district would find employment. On the whole, I think, greater supervision should be given this Department by the Legislative Council.

Mr. LEE: Relative to the remarks of the hon. Member for Western Essequibo (Mr. C. V. Wight) on the milk trade of Leguan, I am going to appeal to Government for a reduction in the freight charges for milk shipped from that Island to Georgetown. I am sure that if that is done, larger shipments would be made and some measure of relief given to unemployment in the district. The hon. Member raised the question, but if he knew the Service as I do he would have been able to explain it. Instead of the steamer remaining overnight at Leguan it should stay at Adventure and leave there earlier than it does from Leguan. If that is done the steamer would be able to touch both Islands—Wakenaam and Leguan—during the early morning and take up milk and fresh greens on its way from the Essequibo Coast to

Georgetown. In that manner conditions on the Essequibo Coast would improve, as the people would be able to sell their milk at a fair price in Georgetown. That is the suggestion I am asking Government and this Council as a whole to consider. Instead of the daily service being run from Georgetown to the Essequibo Coast, run it from the Essequibo Coast, touching the Islands of Wakenaam and Leguan, to Parika from which point an express train can proceed to Vreed-en-Hoop, so that goods will be delivered in Georgetown by 11 a.m. I am not an expert on such matters, but I do feel that such a scheme will result in some benefit to the Department and in improved conditions on the Essequibo Coast and in the Islands of Wakenaam and Leguan.

As regards the Bartica-Potaro Road Service, I understand from a reply I received from the Transport and Harbours Department that there is a reduction in the cost of maintenance, but whether it is on the Garage or on salaries I cannot say. The letter referred to reduction on the ground of economy. I appeal to Government, if it is possible, to appoint an independent Committee to enquire into the working of this Department at Bartica. There are many things in which economy can be effected, and many things which require immediate attention in order to improve the Service. Complaints have been made to me on several occasions as the result of which I am of the opinion that, if a proper Committee with a knowledge of traffic conditions is appointed by Government to enquire into the working of the Bartica—Potaro Service, some saving can be effected and more people employed in certain directions useful to the Department. If a saving is to be made on that road, I say, it will be false economy. I appeal to this Council that the money to be expended on that road be not reduced by a half-penny, because it requires more than that amount to keep it in proper condition. It is a useful road to the people around Bartica, and a means of the saving of much lives as an alternative to travelling on the rivers to the interior. The people who use that road would be very grateful to Government if something could be done in the matter.

Mr. PEER BACCHUS: I must admit that I have not given much consideration

to the figures of this Department, but I know that the hon. Member for Central Demerara (Mr. De Aguiar) is an adept at figures. He has gone through those figures and, I must say, the statement he has made here is really alarming. If the position is as the hon. Member has made out then, I think, this Council should consider asking Government to seriously consider the appointment of a Committee to go into the affairs of this Department. I know there are complaints all over the country where this Department operates, but I would say in fairness to the Department that the management try their utmost to remedy what can be remedied. There are, however, many things which cannot be known by the Head of the Department unless they are brought out by such an enquiry.

It has been brought to my notice that there are two distinct freight rates, one for goods consigned direct to the upper reaches of the Potaro and the other for goods consigned to the same locality via Bartica. Such arrangement, I think, is not in the best interest of the Department, neither is it in the best interest of the Colony as a whole. Traders complain that other traders who have agents at Bartica receive a better rate than those who have no agents at Bartica. It seems there is some ground for complaint, and Government should consider the appointment of a Committee to enquire into the working of this Department.

Mr. PERCY C. WIGHT: I desire to be very brief on this subject. I do feel that this unfair criticism that is being levelled at this Department is uncalled for and unnecessary. It strikes me that this Council is becoming a cockpit for the expression of individual grievances, and I sincerely regret it. It has been stated that a better set of Commissioners should be appointed. I happen to hold a seat on that Board.—

Mr. DE AGUIAR: May I interrupt the hon. Member? I do not know if his remarks are addressed to me, but I have not in the course of my remarks said there should be another set of Commissioners.

THE CHAIRMAN: Another hon. Member did.

Mr. PERCY C. WIGHT: Speaking for myself, I am willing to yield my seat on the Board to any one of those who think they can carry out the duties better. I must say that, as far as the Chairman of the Board is concerned, he takes a very keen interest in the great number of matters that come up for consideration before the Board and gives them that very careful attention that they deserve. I say, sir, you are in a position to speak on the working of that Board and, I think, every right-minded person who ever had any transaction with the Department is thoroughly satisfied that complaints whenever made to that Board are dealt with in detail by the Commissioners. We spend a great deal of time there and, if the criticisms made here are sent in by letter to the Board as has been done in some cases, they will have the attention that they deserve.

I feel, that the Transport Department is a utility service which is doing valuable work, and that the people in the various districts served by the Department get the benefit of it. It is money well spent in my opinion. I know each member of the Board devotes a considerable amount of time on and takes keen interest in the working of the Department. It is one of the few Boards I have the privilege to be on, where the attendance is so regular and the discussions are so brief and very much to the point. The criticisms can be likened, in my opinion, to a case of every man knowing how to conduct somebody else's affairs instead of looking after his own. At this period I quite appreciate that the General Elections are to take place in 1940 and naturally every man is advertising his seat so as to come back to the Council. I deprecate this kind of criticism that is being levelled at people, who put themselves out of the way to serve the public.

Mr. LEE: I may say that the engineers and chauffeurs, who drive the lorries on the Bartica-Potaro Road, have proved definitely that the Ford lorries are better than any other type of lorries used by the Department, and yet the Commissioners disregard letters sent them in regard to that matter.

Mr. WALCOTT: One thing I would like to say. I am delighted to see the hon. Member for Georgetown Central (Mr.

Percy C. Wight) get on his feet to-day and talk about this Department. I entirely agree with what he says, and I go further and say that I think the Transport Board is as soundly constituted as any other Board in this Colony. You have got on that Board four Members of this Council, some of the shrewdest businessmen in the Colony and, I think, one of the leading lawyers of the Colony. I cannot understand the logic of the hon. Member for Essequibo River (Mr. Lee) and, I am afraid, the logic of my hon. friend, the Member for Western Essequibo (Mr. C. V. Wight), because they seem to expect the Transport Board to increase wages and at the same time reduce the rates for passages and freight. I have never known how the two things can be brought together in that way. You would either have to increase or reduce both ways, if you are to make them meet in the middle. The hon. Member for Essequibo River, I think, will do well in teaching Arithmetic at Queen's College if he can only show the scholars how they can make two things meet when those two things are going in different directions. I happen to know that he is one of those people who always talk to the Transport Board about giving increased salaries and overtime pay to the employees, but to-day he comes to this Council and says the freight rates on milk should be reduced and the steamers should be run from the midnight before so as to get into Georgetown early in the morning. Surely a few dollars will not pay the extra charges for overtime. It is ridiculous for anyone to get up in this Council and talk in that way. It is either deliberately misleading or unintentionally foolish.

I think it is wrong that we should have to sit down here and listen to criticism levelled at the Transport Board when—I only acted for a few months recently on that Board—it is realized what a tremendous amount of time, care and attention the Commissioners pay to their work. My hon. friend, the Member for Georgetown Central has remarked that they are talking for the 1940 General Elections. It seems to me that it may be so, but if they are talking for the 1940 General Elections then the voters of this Colony should vote in 1940 the way they think such talk should lead them.

THE COLONIAL SECRETARY: The

hon. Mr. Walcott has taken the words out of my mouth which I was going to say. I would be rather interested to see on the Board the hon. Members who have spoken, but I would prefer not to be the Chairman. One hon. Member wants more money spent on the Bartica-Potaro Road, and another hon. Member wants less money spent. Another hon. Member wishes the Transport Board to make the railway pay and not show a deficiency; that can only be done by increasing the passenger and freight rates, but another hon. Member wants the passenger and freight rates reduced.

With regard to the Bartica—Potaro Road, as Your Excellency is aware I am concerned over the amount it costs to keep that road. I paid a visit to a portion of the road recently, and I realize the difficulties that have to be encountered and that it is quite a difficult task to maintain it satisfactorily. At one time the Transport and Harbours Department was responsible for it, but it is now under the charge of the Public Works Department. A new suggestion is now being made that it may be given out by contract. I do not know if the Board or Government has considered it in the past, but it is a new suggestion to me and one that I will make a note of. I do not imagine, however, it is a suggestion that will be adopted by Government.

I am very sorry that the hon. Member for Central Demerara (Mr. De Aguiar), has risen to complain of the treatment meted out to him by an officer of the Transport and Harbours Department. I wish that when hon. Members have cause for complaint, they would come and see me or any other member of the Board and have the matter discussed. I hope there will be no recurrence of anything of that sort in the coming year.

The hon. Member for North Western District (Mr. Jacob), referred to the difficulties that people experience in getting their timber transported to Georgetown. I may remind the hon. Member that the Transport and Harbours Department arrange for special trips to be run for the transportation of timber, when that timber is consigned to anyone. The Department has had this experience: A steamer is sent to the District and brings down lumber consigned to no one and, as a result, is unable for days to discharge the

cargo. It has been made clear to the hon. Member that the Board is not prepared to send special steamers for timber, unless it knows that as soon as the steamer arrives in Georgetown it will be possible to land the cargo.

One hon. Member asked that the Board should consider reducing some of the fares. I should like to inform him that the Board has put before Government quite recently a proposal that the fares for the North West District should be reduced. With regard to the transport of milk, that is a matter which was very carefully investigated by the Board on representation made to it. As has been already stated, the hon. Member has been informed that the Board cannot grant the request. A great deal of handling of the milk is necessary in that district and, therefore, costs a little more than the handling of milk in the other places referred to in the hon. Member's letter. I would like to say that I do wish that any member of the public, who has a complaint or a suggestion to make about the Department, would do so by letter or would go personally and see either the General Manager or a member of the Board. I shall make it a point to lay before the Board all the representations made to-day, as soon as the Hansard report of the debate is submitted to me, in order to see if any of the suggestions can be adopted.

As regards the Net Deficiency, I see very little hope of being able to reduce it. Last year, it will be remembered, a supplementary vote was taken to improve the conditions of service of the employees and their pay, and I see little hope of reducing the deficiency. It is more likely that it will increase.

Mr. JACOB: I am glad to be informed that there will be a reduction of fares for the North West District. That suggestion was made four years ago, but nothing came out of it. I think that a reduction will be particularly gratifying to residents in that district at this time when personal expenses are increasing, and I hope it will lead to increased travelling and consequently more money going into the revenue of the Transport Department.

As regards the transportation of lumber, I do urge again that the Department should not consider whether the lumber is

sold or not. In fact the action of the Department has led to unfair competition resulting in loss of trade. I think the Department should be concerned with those who are selling the timber and should see that the timber is transported to whom they want to sell the timber. I have taken no small amount of trouble in this matter and, I say without fear of contradiction, one or two people want to control the crabwood timber from the North West District, which is distinctly unfair. Reference to partiality has been made from time to time concerning all the Services of the Department. I wonder if the Board does not know about it. I was told about it a couple of days ago concerning the Bartica Service, and I told the persons who complained to write about it. Partiality is responsible for the Net Deficiency. I understand from the hon. Member for Georgetown North that the Commissioners have done their best.

Mr. SEAFORD: To a point of correction. The member for Georgetown North (speaker) never got on his feet.

Mr. JACOB: I am sorry. It is the hon. Member for Georgetown Central (Mr. Percy C. Wight). I stated particularly that the Board should be composed of Members of the Legislative Council, and therefore the hon. Member for Georgetown Central finds a place on that Board. I do not know if the hon. Member wanted to defend the present Commissioners. Maybe they are reaping the legacy of past Commissioners, but the position cannot be considered as being satisfactory from the figures before us. The Net Deficiency for 1938 was \$148,037, and that for 1939, \$342,910, according to the figures appearing on the Estimates. I am not concerned with any other figures, as we are discussing page 77 of the Estimates and the estimated Net Deficiency of \$158,568 for 1940. I think that the criticism should be taken in the spirit in which it is made. It has been done with the object of improving conditions and should not be considered personal at all. On the whole, I think, members of that Board will realize that when we make criticisms, we do so with the object of getting improvement and improved conditions generally. I do not know whether it would be well to say, if this Legislative Council has better control of expenditure generally conditions in this country

would improve. I cannot imagine anyone contesting that. I will urge every time that this Legislative Council should control public expenditure.

THE COLONIAL SECRETARY: I personally welcome criticism. It is easier to deal with criticism, however, if forwarded by letter or the person concerned interviews some member of the Board. Naturally the Board is anxious to obtain freight from the transportation of lumber from the North West District, but I would like to ask the hon. Member this question: "If a craft is sent up there to bring lumber but not a single sawmill in Georgetown will touch a log of it, and consequently the steamer cannot be discharged, what must be done?" If the hon. Member can throw out a suggestion as to how the Board can deal with it in such circumstances, the Board will be very grateful to him.

With regard to the Net Deficiency last year, the expenditure was heavy that year. A launch was bought for \$16,000, a steamer for \$168,000, and the sum of \$16,000, was spent on the reconstruction of groynes.

Mr. JACOB: I have been in constant touch with the Board during the last few years. There may be one or two exceptions when a steamer goes up and transports lumber which cannot be sold, but it seems that it was beyond the ability of the Board to transport the lumber throughout the last two years. More than one thousand pieces of timber are lying at Morawhanna awaiting transportation, and if the Board cannot devise means for the removal of that lumber then something is wrong. I had put up a proposition, but it cannot be expected that I can give details of it now. It had been discussed from time to time with the General Manager, and I am prepared to remind him of those various times. I have letters from parties concerned with the transportation of the lumber, who had made repeated recommendations to the Board extending over two years. There are not less than 1,500 logs lying there awaiting transportation. When parties there arranged for other means of transportation they were threatened in various ways by the District Commissioner and the Transport Board. It amounts to this: If the Board cannot transport the people's lumber they must

not get others to do so and, therefore, must get out of the business. The lumber has had to remain at the North West District for a considerable period without transportation and, when the position became worse I and one of the largest shippers went to the Department and were told to put up a proposition. A proposition was put up for a regular means of transportation from the North West District, which meant general improvement to several industries of the country and also much improvement in labour conditions there and in Georgetown. I cannot imagine, it is beyond the capacity of the Department, and I do urge that some better consideration be given to this matter and also that greater consideration be given to complaints when they are made.

The COLONIAL SECRETARY: I must say one last word. The hon. Member has not answered the question I have put to him, and I must correct the statement about lumber lying there awaiting transportation. I say that the lumber which is lying there, if transported to Georgetown cannot be got rid of. In other words the logs are not sold, and we agree that we should not send special steamers to bring lumber to the city unless it can be got rid of on arrival here.

Mr. LEE: Some hon. Members think that when we criticize the Department we are doing so because the General Elections are near at hand. I can assure this Government, and it can be proved from the records, that if the freight rate on milk from Leguan is reduced there would be a larger supply shipped to Georgetown. I travel on that route once or twice a month, and I can assure Government that sloops are being built for the purpose of transporting the milk from Wakenaam and Leguan to Georgetown. Is there not something wrong if that is being done? I have only reported what I know is a fact. The same thing is occurring at Bartica. The transportation of goods from Georgetown to Bartica is being taken away from the Department because the freight charges on certain commodities are too high. I have discharged my duty in bringing to the attention of Government, hon. Members of this Council, and the Commissioners of the Transport Board certain things that

are inimical to the interest of the Department which cannot be refuted.

Mr. DE AGUIAR: I am very grateful to Your Excellency for your intervention when I interrupted the hon. Member for Georgetown Central in his remarks. I want to make it perfectly clear that nothing I said was intended to convey that I suggested that the present Board is not soundly or properly constituted. I was only dealing with the Estimates of the Department from the figures submitted to this Council. I consider it my duty to criticize those figures in the way I have done without dealing with individual cases. I purposely refrained from doing so, except in the one case which particularly concerned me. I want to endorse what has been said about the constitution of the Board. I do not share the view some hon. Members have expressed that the Board is not properly constituted. My view is that the Board is very soundly constituted. You have only to look and see who comprise its personnel and arrive at that conclusion.

I also want to say that I did not make my observations in view of the 1940 General Elections. I am not accustomed to jump fences before reaching them. I always content myself with the view that sufficient for the day is the evil thereof. I think I can well take care of that when the time comes, so that I need not make any further remarks on that score.

I want to correct an impression in the mind of the hon. Colonial Secretary that I have suggested that Government should give out the maintenance of the Bartica-Potaro Road by contract. If I am asked to give an opinion, I would never advise that; but what I do say and earnestly suggest is, that consideration be given to throw open the road for private enterprise to traffic on it instead of the Department operating the Bartica-Potaro Service. I pointed out that the Service is going to be operated at a loss. It was my view that if the road is thrown open to private enterprise and a toll is collected, sufficient money may be made to maintain the road properly. I then went on to the question of the import duty on gasoline, etc., which concerns Government and not the Department. I welcome the request made by the hon. Colonial Secretary that hon. Members

should make representation personally. That is my complaint. The one and only time I had to approach the Department in a matter of public interest is the one I referred to, and that is the thanks I got. That is why I complain. In matters of detail I approach the Department and always get the best attention, but in this particular instance I represented the matter personally to the Head of the Department and he gave me the best attention at the time. But what happened subsequently? One of his officers' action is what I am complaining about. I do submit that in view of all the circumstances it was not the proper thing to do. It was a tactless error on the part of the officer concerned and, unless it is brought forcibly to the attention of Government, one is likely to have a repetition of it. I would not like to see a repetition of the incident I have referred to.

I regret that I have heard nothing from the hon. Colonial Secretary in regard to the suggestion put forward by me in connection with the Bartica-Potaro Road. Perhaps it is too early to expect a pronouncement on that score, but I repeat it again for consideration. If Government feels that the suggestion is one which cannot be adopted, then there is no more I can say on the subject, but I do repeat that in my view it is a matter that calls for an enquiry not by the Government as a whole but by the Department itself. I would ask the hon. Colonial Secretary, who is the Chairman of the Board, to bring the matter up on the Board in the light of what I have stated and cause an enquiry to be made. I am not asking for a public enquiry, but I am asking that the Department itself should make the enquiry as regards this Service in all its aspects—I exclude none—the question of expenditure, the question of revenue, the question of personnel, the question of supplies, and the question of maintenance.

Mr. McDAVID (Colonial Treasurer) I have risen to remind the hon. Member, who has just sat down, that as recently as 1938 a Committee under the chairmanship of the late hon. Mr. J. Mullin went fully into the economics of the Transport and Harbours Department and produced a valuable report of something like 100 pages. That investigation

covered a tremendously wide field. Mr. Mullin, as we all know, was a very careful investigator. He traversed each service, both railway and steamer, and produced a wealth of information. I must admit, however, that very little came out of that Report for the very reason that there was very little that could have come out of it. Hon. Members seem to forget that these Services are public utility services, and many of them are run deliberately at a loss for the convenience of the public.

Treated as a matter which can be separated from public convenience, we know that the railways before the Transport and Harbours Department took them over were subsidized. We know that the steamers were run under contract before Government took over the Services. The only question to be considered is the precise degree of subsidy that is necessary to give to these Services. In these days the degree of subsidization may be much higher than before, as circumstances may have changed. I do not want to prolong the argument, but I think hon. Members may keep those facts before their minds when referring to the question of the figures of the Department. These Services are run as public utility services and should be subsidized.

Mr. DE AGUIAR: I have not excluded from consideration those facts. I have taken them all into consideration. As regards the Report mentioned, I was glad that the hon. Colonial Treasurer said very little came out of it. I would like to add to that. Quite a lot has occurred since 1936, it will be agreed, and I venture to think that even if consideration was given to that Report it would be found that, perhaps, a number of the recommendations could not be adopted to-day. Quite a lot has happened in regard to the Services as a whole since that time.

THE COLONIAL SECRETARY: I was not aware of that report that the hon. Colonial Treasurer has referred to, and I would like to have time to read it and see what further investigation is necessary to deal with the point raised by the hon. Member. I cannot say anything more on the point until I see that Report.

THE CHAIRMAN: Before I put item 1—Net Deficiency, \$156,568—I would just

like to say that we have had a very useful debate on this Department, and I am sure Unofficial Members would appreciate the statement of the hon. Colonial Secretary that he proposes to have the Hansard Report of the debate placed before the Commissioners so that they can consider any of the points which have been brought up.

THE COLONIAL SECRETARY: I have an amendment to propose and that is, that the item be reduced to read \$155,218. If hon. Members turn to page 8 of Appendix A they will see there under Head II.—Extraordinary Expenditure on Renewals and Replacements—at item 1, “10 Goods’ Wagons’ \$7,500.” Some of the work had to be done this year and therefore only a vote of \$6,000 is required—a reduction of \$1,500. If hon. Members turn to page 6 of the said Appendix A they will see under Head VI.—Bartica-Potaro Road Service—item 8B, “Rates and Taxes, \$50.” That amount I wish to have increased to \$200 for the reason that the Bartica Village Council up to 1938 assessed the Department’s property at a very small figure, \$2,095, and the rate of assessment then payable was 1½ per cent. The Department paid something like \$26. In 1938 the properties were re-appraised at a larger figure, about \$11,000, and the rate of assessment was also slightly higher. Instead of \$50 being required now, \$200 will be required as the Department’s contribution to the Bartica Village Council.

Mr. DE AGUIAR: May I crave the indulgence to deal with the proposed reduction in order to make an observation. I accept the assurance that the number of wagons will remain at 10 next year, but I desire to draw Government’s attention to this fact that even the increased number of wagons was considered insufficient. As a matter of fact these wagons are long overdue in the Service. They had been short of wagons for a long time, and I happen to know it was the result of a little representation not very long ago that the matter came to a head. I am pleased to know that the work has already started. I wonder if the figures could not be allowed to remain the same. If Government can afford to allow the extra \$1,500 to remain in order to add another wagon or two next year, I think, Government would be doing useful service not so much to the public as

to the Department, as traffic is being delayed as the result of the shortage of wagons.

THE COLONIAL SECRETARY: It is proposed to build two wagons this year and eight next year. There are on the Board one or two members who are concerned with the transportation of goods, and at the last meeting of the Board we were given to understand that they were satisfied with the temporary arrangement which has been made. If the ten wagons are provided next year they would be satisfied, in view of this I do not think it is necessary to ask for more now.

Question put, and agreed to, and the item carried out at \$155,218.

TREASURY.

Mr. C. V. WIGHT: May I ask the hon. Colonial Treasurer if he would give consideration to Section 19 of Chapter 38, viz., that the deductions allowable under that section be not allowed for the very simple reason that the deductions given there are those in the case of non-resident British subjects? In the case of residents the money upon which deductions are allowable is spent here, and Government really recovers a portion of that in the form of indirect taxation. I do not think it can be advanced that the same objects are achieved by the deductions if allowable under Section 19.

Mr. McDAVID: I am afraid I have been quite unable to appreciate the point the hon. Member is making. I realize he is talking about Income Tax, and I can promise the hon. Member that he will have an opportunity to speak on the question of Income Tax when the Bill with respect to increases in Income Tax comes before this Council very shortly. I suggest that, because the question he is raising is difficult to make clear as it appears to me. He should see me beforehand.

Mr. C. V. WIGHT: I do not think there is much difficulty in it. The wording of the section seems perfectly clear, taken in conjunction with Sections 14, 15, 16, 17 and 18. It is desired that the deductions given in the case of non-residents be entirely deleted.

POST OFFICE—EXTRAORDINARY.

Mr. JACOB: I would like Government to give consideration to the question of house-to-house delivery on the various plantations in the same way as there is house-to-house delivery in the towns and villages. Complaints have been made from time to time, and I feel that the time has arrived when the residents on plantations should get the same service as the residents in the towns and villages. I realize that it may cost a little bit more to Government, but I do not think that any set of taxpayers should be at a disadvantage when compared with another set. I think the introduction would lead to improvement in many directions. The object is to educate these people and, therefore, they should be given every facility to receive their letters in a far better way than they do at present. The Associations, I have the honour to represent, have found it very difficult to transmit letters, magazines and papers to these people and to get replies from them, I do not think it is asking too much that the usual postal facilities be extended throughout the Colony.

THE COLONIAL SECRETARY: On that point, I think, the hon. Member has been informed by Government that consideration has been given to it. Government informed the person to whom the letter was addressed, that on many of these estates there are several East Indians with the same name and the delivery would take a considerable time and, no doubt, there would be a large number of returned letters. By delivering the letters at the central office on the estate, the Estate Authorities soon get to know whom the letters are for and where they can be found very quickly for delivery. As far as the Estate Authorities are concerned, they would naturally welcome the change because it would give them less work.

I have been told by the Postmaster General that he has never received any complaints from residents on the estates, asking that Government introduce the system of house-to-house delivery on the estates. I am not sure that the employees on the estates will be better served by the hon. Member's suggestion.

Mr. JACOB: I am disappointed to think that the Postmaster General has

made such a statement, and I wonder if he wanted a couple hundred persons to write him about it. I think the representations have been made to him in a proper way. I have had correspondence with the Postmaster General on the subject, maybe not the present holder of the office, and, I speak subject to correction, it was said that there should be some change in the system. I am surprised that he does not recommend it at the present time. If the Post Office Department takes the trouble to co-operate with the Estate Authorities the difficulty of names would be overcome. I notice when it comes to increasing salaries and improving status that is going on particularly regularly. I was not here yesterday when the Post Office vote was taken, but I thought the designation of the Assistant Postmaster General should have been "Deputy Postmaster General." You have increased the status of the officer and increased his salary but, I would like, there should be increased work as well. I would urge the reconsideration of the matter. From Government's point of view the matter has been going on for years, but the question had been raised several times before and it should be brought to a head now before conditions get a little worse. It is necessary to keep these people educated and that correspondence to them and from them should not be delayed. Government should view it from that point of view.

Mr. C. V. WIGHT: I notice there is an omission here in respect of improvement of telephonic communication, referred to by me yesterday relative to the Essequibo area. I do not know whether Government has ever had it under consideration to improve the service there, if not I would be glad for some intimation from Government on the point, because as I said yesterday the service there is in an appalling condition. I think, the Postmaster General himself can subscribe to that view.

Mr. WALCOTT: One question I would like to ask, and that is in regard to the installation of a new line at Belfield. Can Government say when that is likely to take place?

THE COLONIAL SECRETARY: I think hon. Members are aware that it is now intended to put it in.

Mr. WALCOTT: I am not.

THE COLONIAL SECRETARY: I am here to represent the Postmaster General, I may be wrong, but I am under the impression that what I said was his view. I gather from the hon. Member for North Western District (Mr. Jacob) that he expressed different views. I shall certainly find out from him what he has to say on that point.

Mr. AUSTIN: It has been pointed out to the hon. Member for North Western District that it is practically impossible to carry out the scheme suggested by him. On the estates the streets or dams where the people reside are not named nor the houses numbered. I feel certain that those persons expecting letters or papers will not get them unless they pass through the central offices of the estates, which are usually the estates' pay offices. On some estates they send the letters and papers to the individuals, but in more cases than not the individuals call at the pay-offices nearly every day and certainly on pay-day when they are told by the book-keeper if there is a letter or other communication there for them. I do not think it is practicable to have the postmen delivering letters on the estates, as many of the people will never get them.

Mr. JACOB: I admit it will be difficult, but I do not think the difficulty is insurmountable. Representations have been made from time to time to the East Indians and the Man Power Citizens' Associations to raise this question. Difficulties, I know, are there, but if an opportunity is given us to show how those difficulties can be obviated, I think, we may be able to help Government in the matter. I think, if these people are educated in the way of putting proper address on their correspondence it would be quite an easy matter. It is not usual for one always to expect when a letter or telegram is coming. As a matter of fact a case was brought to my notice in which a man received a telegram that his son was ill the day after his son had died. I think some improvement may be made in the postal service in this direction. I again urge on Government to consider that aspect of the matter.

PUBLIC WORKS—EXTRAORDINARY.

Dr. SINGH: Under this Head I would like to pursue what I mentioned yesterday

in respect of a pure water supply for certain villages on the West Coast Demerara. I had mentioned that a sample of water used by the people there was brought to me; it was so bad that it was patent it contained water-borne diseases. Government has already laid the main pipes for a pure water supply along the road, and just a few pipes to lead from the main pipe to these places will mean that the people will be able to get a pure water supply easily and not be obliged to go long distances to obtain same. The areas affected are Windsor Forest, Uitvlugt and Tuschen.

THE COLONIAL SECRETARY: It is proposed to insert in item 28 on page 84 a further sum of \$20,000 for the purpose of sinking new wells and reconditioning old ones. The amount to be provided in the Estimates is \$24,400. With regard to the locality referred to, I do not want the hon. Member to understand that that locality would be dealt with, as I am not aware of the programme. \$20,000 is going to be moved in and I am going to move the reduction of certain other items totalling that amount.

Mr. DE AGUIAR: It is not customary for me to make remarks under this Head, but I have risen to-day because I have examined the various items and am a little bit disturbed about them, as we think the amount is too high the Government generally returns and says money is not sufficient. I know that there is one thing which is put down on estimates of this kind that always needs careful enquiry, and that is "Mr. Extras." That may mean anything. Some people in preparing estimates call it "Contingencies". I would prefer to refer to it as "Mr. Extras." I do ask the Head of this Department, who I know is a very busy official, if he can spare the time to give them some attention especially in these special items. Under this Head there is an open vote like \$50,000 for Roads and Bridges on page 84, and \$30,000 for Drainage and other works.—

THE CHAIRMAN: It is not an open vote. If the hon. Member turns to page 40, Appendix F, he will find the details there shown.

Mr. De AGUIAR: I just want to make the point that the Head of this Depart-

ment should examine these estimates a little more carefully so as to avoid criticism which is so often levelled at the Department in connection with these estimates. I see \$16,000 is put down for completing the Maternity Wing, Public Hospital, Georgetown. All I would say is that I hope that amount would be sufficient.

Mr. C. V. WIGHT: I am rising to make a few remarks under this Head really because of the remarks made by the hon. Colonial Secretary. I must thank Government (and perhaps on behalf of the hon. Member for Central Demerara and other hon. Members who are interested in the Pure Water Supply Scheme) for making provision for an additional amount to be used on that scheme so that the hon. Director of Public Works can give some consideration to such outlying districts that are really in need of a pure water supply. The outlying areas will be intimated to him at some other period when I can discuss the position fully with him.

With regard to the hospital, which I asked the hon. Director of Medical Services should be erected at Charity and which he has agreed is really of some necessity, I would ask the hon. Director of Public Works to consider whether he could not exchange item 16, "Demolition of building used as quarters by Warrant Officers and construction of a cottage on old site to accommodate one Warrant Officer, Eve Leary Compound, Georgetown," for that very necessary and humane work of providing a Cottage Hospital at Charity. We may be able to persuade you to allow that work at Eve Leary to remain in abeyance for a year in order to enable the sanction of the erection of the hospital at Charity, which the Director of Medical Services has said is one of necessity and which will relieve the congestion at Suddie Hospital and also the wear and tear on the ambulance in Essequibo. Why I suggest the exchange is because during the period that this building is being erected at Eve Leary the officer concerned will have to find quarters elsewhere, and I do not know how long the erection will take. There are also other items which can be deleted. I understood the hon. Director of Medical Services to say it is only a matter of \$3,000 that is required and, perhaps, something can be done next year in connection with this desirable and necessary project.

Mr. LEE: With regard to the reconditioning of old wells, I am asking Government that the work be so carried out that pipe lines can be laid from them.

The Committee adjourned for the luncheon recess until 2 p.m.

2 p.m.—

The Committee resumed.

Mr. Woolford, Mr. Gonsalves and Mr. King were present.

Item 7—Medical Department—Public Hospital, Georgetown.

THE COLONIAL SECRETARY: I move that item 7 (c)—Provision of an Out-Patients Department, \$7,370—be deleted. That amount will go towards the money to be spent on the Pure Water Supply Scheme.

Item deleted.

Item 8—Mental Hospital, Berbice—Reconstruction, repairing and re-furnishing main kitchen and bakery, \$6,000.

THE COLONIAL SECRETARY: I move a reduction of this item to \$3,000. It will be possible to effect the necessary repairs for that amount, and Government is particularly anxious to have \$3,000 to add to the small vote included this year for expenditure on the East Bank road.

Item as amended agreed to.

Item 16—Eve Leary compound, Georgetown—Demolition of building used as quarters by Warrant Officers and construction of a cottage on old site to accommodate one Warrant Officer, \$5,000.

THE COLONIAL SECRETARY: The hon. Member for Western Essequibo (Mr. C. V. Wight) suggested that this item might be deleted and the money used for another purpose. The building referred to has been condemned as unsafe. At present it is housing a Warrant Officer, and Government is anxious to erect a cottage for him and demolish the present building.

Item agreed to.

Item 23—Public Buildings—Construc-

tion of a rest house or Annexe to Colony House, Suddie, Essequibo, \$6,500.

Mr. AUSTIN : Couldn't this item be deferred until a little later, possibly until 1942? This money will not be spent on labour but on building material. If it were a labour matter I would support it heartily, but I think it is one of those new items which should be left over.

Mr. C. V. WIGHT : Perhaps the hon. Nominated Member is unaware of the reason for the construction of this Annexe, and the considerable amount of difficulty which the lack of accommodation at Colony House, Suddie, has created in the past, and no doubt will create in the future. In view of the fact that the vote for " Travelling of Court " has been increased I presume that the Court will continue to travel to Essequibo, and the necessity for accommodation at Suddie seems to be a paramount necessity, especially in the administration of justice.

Mr. SEAFORD : I quite appreciate that at a time like this we must make all the saving we possibly can. I asked the Director of Public Works if this item could possibly be eliminated, because we have done without an Annexe to Colony House for a good many years. He tells me that the Judges are much stricter now than they used to be, with the result that it is difficult for persons who are not in their *entourage* to obtain accommodation at Colony House. I do not know what are the exact conditions there.

Mr. KING : I think this is a case in which Government should economize and not incur expenditure at this time. The amount of criminal work that has been done in Essequibo during the last five years does not warrant the expenditure of this large sum. If it is merely a matter of the accommodation of witnesses and jurors they could be well accommodated in Georgetown, as the Governor has the power to change the venue of the Court in Essequibo to another County. With the advice of the hon. Attorney-General the Governor might consider the advisability of having all criminal cases for trial in Essequibo taken in Georgetown. Witnesses and jurors in Essequibo may be glad to come to Georgetown.

THE COLONIAL SECRETARY : I do not know if the hon. Attorney-General has been here long enough to be able to speak on this item. I feel that this is not the time to insert an item of this sort. There have been two sessions in Essequibo since I came here, and it has been my unfortunate lot to have to find accommodation for certain witnesses. Three or four of them had to go there at the same time, and I had the very unpleasant task of having to ask very junior officers to house witnesses who were appearing for the prosecution. If that difficulty could be overcome I would be perfectly willing to move the deletion of the item, but if it is to be laid down that witnesses are not to be housed in the same building with the trial Judge then it is essential that this item should be included.

Mr. LEE : I had the misfortune to be present at one of the sessions of the Court in Essequibo and to see the house in which the jurors were accommodated, and the manner in which they were housed. At the next sitting of this Council I asked Government whether better accommodation could not be provided for jurors. The hon. Attorney-General visited the place and made the necessary arrangements for the housing of the jurors and witnesses coming from Wakenaam and other islands who had nowhere to sleep. If Government insists on holding criminal sessions in Essequibo it is absolutely necessary that a building should be erected.

Mr. KING : I agree that if Government decides that criminal sessions should continue to be held in Essequibo better accommodation should be provided for jurors and witnesses. I know there is great inconvenience, but I think that rather than incur this large expenditure Government should refer cases for trial in Essequibo to Georgetown. It would save the Colony a great deal of money and would create no hardship on the witnesses. Government should not incur the expenditure of such a large sum at this time when there is an alternative way out of the difficulty.

THE CHAIRMAN : It seems to me that it is the general opinion of Members of the Council that this Annexe is required if the sessions are to be held in Essequibo. The point raised by the hon.

Member for Demerara River (Mr. King) will require some consideration, and I would suggest to hon. Members that the best course to take would be to leave the item as it stands, and if it is decided to follow the course he suggests then the money would not be spent.

Item agreed to.

Item 24—Public Works Department.—Re-condition cottage at Belfield, East Coast, Demerara, formerly office of County Supt. of Police, attach kitchen to building and instal Septic tank and modern sanitary fittings, \$1,050.

Mr. PERCY C. WIGHT: I would like to get a reply to the question, which was promised to be answered on the last occasion, as to the cost of the removal of the buildings from Belfield to Cove and John. A sum of \$10,000 was voted, but I understand that the amount spent was very much in excess of that sum. We were told that Belfield was unhealthy, but in that unhealthy place Government proposes to put a junior officer and spend \$1,050.

THE COLONIAL SECRETARY: I was not here when it was decided to remove the buildings, but I understand that most of them were in a very dilapidated condition, and only the other day they were put up at auction, except this cottage which was in fairly good repair. Government was looking about for a building in which to house an officer of the District Administration. It was decided to re-condition this building so that it would be available for junior officers. On the question whether it is a healthy site or not I am afraid I am not in position to answer that. I understand that the Director of Medical Services is dealing with that matter. I suggest that the item should remain, and that the Health Authorities be asked to report on the site. If they decide that it is unhealthy the money will not be spent.

Mr. PERCY C. WIGHT: It was emphatically stated on the last occasion that the site was unhealthy, and Government wanted to remove the police station from Belfield. I would like to know the cost of removal. If current rumour is correct it is much in excess of the sum voted.

THE CHAIRMAN: The hon. Member

may be right in saying that it was unhealthy, but my recollection is that it was stated that the new site was more healthy than the other one. (laughter).

THE COLONIAL SECRETARY: A fairly large supplementary vote was taken in connection with the removal of the building, but I am unable to give the exact figure to-day. I will obtain the information for the hon. Member.

Mr. WIGHT: I am satisfied if the Colonial Secretary will let me know the amount of the excess when he can.

Item agreed to.

Item 25—Complete improvements to Stelling, Corentyne, Berbice, \$3,500.

THE COLONIAL SECRETARY: I move that this item be reduced by half to \$1,750. Instead of spending the whole amount next year it will be possible to spend half and complete the improvements in the following year. That would render available a sum of \$1,750 to go towards the Pure Water Supply Scheme. I therefore move the deletion of the word "Complete."

Item as amended agreed to.

Item 28—Re-conditioning old wells, \$2,400.

THE COLONIAL SECRETARY: I move that this item be amended to read:—"Drilling new and re-conditioning old wells," and carried out at \$22,400.

Item as amended agreed to.

Item 29 (b)—Alterations to existing concrete culverts owned by the Mayor and Town Council, Berbice, \$1,440.

THE COLONIAL SECRETARY: I move that this item be deleted. That does not mean that the work will not be carried out, but I understand from the Director of Public Works that it will be possible to meet the expenditure from other sources.

Item deleted.

Mr. CASE (Director of Public Works and Sea Defences): I move the

insertion of a new item 31—Bartica Village—River defences, \$3,350, for the continuation of the construction of river defences at Bartica. The Council has approved of the recommendation contained in Message No. 13. It was arranged that \$23,500 should be spent this year and \$3,500 in each succeeding year for a period of 10 years.

Item agreed to.

Item 33—Roads and Bridges, \$50,000.

THE COLONIAL SECRETARY: I move that this item be reduced to \$32,250. If hon. Members will turn to page 40, Appendix F, item 12, they will see a sum of \$17,750 for sheeting one mile of roadway from Ruimveldt, East Bank, Demerara. It is proposed to delete that sum. I have already explained that instead of spending that large sum on the sheeting of the roadway it is proposed to spend a smaller amount, and the whole mile of roadway will be put into the best condition possible. By deleting the item it is possible to reduce the item, Roads and Bridges, to \$32,250.

Item as amended agreed to.

CENSUS.

Item 1—Miscellaneous, \$500.

Mr. AUSTIN: This is a forerunner of a sum of about \$17,000 to be spent in 1941. I understand that in 1931 the financial position of Barbados was not very healthy, and the Government of that Colony appealed to the Secretary of State to allow its census to be postponed until 1941, and that permission was given. In view of the fact that our financial position is not as happy as it might be I think we might ask for the same concession to allow our census to be postponed until 1951. Such figures as we may require with regard to births and deaths can be obtained from the Registrar General's Office. Travellers who come to the Colony and remain here are few and far between.

Mr. C. V. WIGHT: In supporting the hon. Member's suggestion I think this is a matter which might be postponed because, if a considerable sum of money is to be voted at some future period, it seems to me that the necessary preliminary

arrangements need not be started in 1940; they could be begun in 1941. Perhaps we might be given some information as to how long the census will take.

Mr. DE AGUIAR: I am also supporting the suggestion of a postponement of the census for the reason that I observe that we are going to start with \$500 and provide a further sum in 1941, but we may not even end there, judging from what is stated in the explanatory note. As regards when the census should be taken it might be considered that 10 years is too long a period, but we can review the position in two or three years' time, because I think that at some time or another it is desirable that we should have a proper census taken. We certainly cannot afford it now. If the Secretary of State agrees we should postpone it, but I do not know that he has anything to do with it.

THE CHAIRMAN: Barbados regrets very bitterly now not having had its census taken in 1931. When the Royal Commissioners were there and it was desired that they should be given figures in regard to population, the estimates that were made of population varied by about 15 per cent., and it was extremely difficult to find out what the population was.

Mr. SEAFORD: Do they keep health statistics in Barbados? I do not think we will have another Royal Commission within 10 or 20 years. I do not think it makes very much difference to the Colony whether we know that we have 365,000 or 368,000 people. I agree that it is an excellent thing to have a census taken, but the point is whether we can afford to spend the money.

THE CHAIRMAN: As hon. Members know, a census is taken throughout the Empire at stated periods. If it is not taken here in 1941 it will not be taken until 1951. I spent many hours in Barbados trying to work out the population from very complete health statistics and immigration statistics, and I found that one could arrive at very different figures by just starting at a different point. I do not think that calculations of population by such methods are at all accurate.

Mr. WOOLFORD: Sir, I do not know if you have ever met a Mr. Racker who

was a very important figure in the public life of Barbados, but I can tell you of a personal interview with him. He was a Parochial Treasurer which is a more important office than that of the Governor. They keep statistics in Barbados but they do not publish them, and in the days of which I speak it was well they did not, because if it had been disclosed that there were malaria swamps they would not have had so many visitors. As the hon. Member on my left (Mr. Austin) has said, I do not think it matters much whether the ensuing census discloses that we have increased our population by 1,000 or 2,000. I do not think it would attract a single individual to the Colony. The only use to which I can see the census would be put is to disclose how many uncomfortable people have disappeared. A large number of people who are ill would be included in the census, and long before the publication of the census report they would have disappeared. I do not think any useful purpose would be served by our being able to compare our population with that of Cyprus or Malaya. I shall oppose the item.

The CHAIRMAN: I do not feel that I can agree that this item should be deleted. Statistics which are dependent on a census are of great importance to the country, and I cannot take the responsibility at the present moment of saying that a census will not be held in 1941. From Government's point of view I cannot, therefore, agree to the deletion of this item.

Mr. SEAFORD: I think the hon. Nominated Member (Mr. Austin) suggested that we might get the permission of the Secretary of State for the postponement of the census. If this item is passed now it would not be binding on the Council to pass a further sum next year. I do not think the voting of \$500 now would make any difference.

Mr. AUSTIN: That was my idea. I know we had to submit the matter to the Secretary of State who has the last say.

The CHAIRMAN: The easiest way to express that would be for me to put the item to the vote, and if I find that the Unofficial Members as a whole are opposed to it I shall certainly represent the matter to the Secretary of State.

The Committee divided and there voted:—

For: Mr. Jackson, Mr. Walcott, Mr. Macnie, Mr. Wood, Mr. Crease, Mr. Case, Dr. Maclellan, Mr. D'Andrade, Professor Dash, The Attorney-General, Colonial Secretary, Chairman—Casting—12.

Against: Mr. C. V. Wight, Mr. King, Mr. Jacob, Mr. Peer Bacchus, Mr. DeAguiar, Mr. Gonsalves, Mr. Percy C. Wight, Mr. Austin, Mr. Seaford, Mr. Woolford, Mr. Dias—11.

THE CHAIRMAN: The item remains in by the casting vote of the Chairman. (laughter).

COLONIAL DEVELOPMENT FUND SCHEMES.

THE COLONIAL SECRETARY: I move the insertion of a new item of \$48,260 for the Yellow Fever Campaign. A similar sum is shown in the revenue estimates.

Mr. SEAFORD: Is it possible to use another term instead of yellow fever?

Dr. MACLENNAN: The feeling is that everybody knows that we have yellow fever in the hinterland of this country, and the Director of the campaign prefers that name. If hon. Members are definitely against that name we can refer to it as the Anti-Aedes Campaign.

Item as amended agreed to.

THE COLONIAL SECRETARY: That completes the heads of expenditure. The estimates of expenditure as printed amounted to \$6,254,616. The approximate expenditure as revised in Committee amounts to \$6,325,459, the additional amount being \$70,843. I move that the Council resume.

Council resumed.

THE COLONIAL SECRETARY: I move that my original motion be amended to read:—

That, this Council approves of the Estimates of Expenditure to be defrayed from Revenue during the year ending 31st December, 1940, as amended in Committee.

Mr. DIAS seconded.

Motion carried.

ABORIGINAL INDIAN PROTECTION (AMENDMENT) BILL.

THE COLONIAL SECRETARY: I move that "A Bill intituled an Ordinance to amend the Aboriginal Indian Protection Ordinance, Chapter 262, by abolishing the minimum penalty for harbouring Aboriginal Indians and female half-castes" be read a second time. The object of the Bill is to remove the minimum penalty of \$50 prescribed by section 22 (1) of the Aboriginal Indian Protection Ordinance, Chapter 262. This will give the Court wider discretion. There have been very hard cases in which the Magistrate has had to impose the minimum fine of \$50, and it is felt that he should have greater latitude in such matters. It is therefore proposed to delete the minimum penalty. I move that the Bill be read a second time.

Mr. DIAS seconded.

Question put, and agreed to.

Bill read a second time.

The Council resolved itself into Committee and considered the Bill clause by clause without discussion.

Notice was given that at the next or subsequent meeting it would be moved that the Bill be read a third time and passed (The Colonial Secretary).

SURTAX ON TONNAGE AND LIGHT DUES.

THE COLONIAL SECRETARY: I move:—

That, with reference to the Acting Governor's Message No. 1 of the 7th of October, 1939, this Council approves of a surtax of fifteen per centum being levied on the amount of Tonnage and Light Dues which shall be collected during the year 1940 under section eighteen of the Transport and Harbours Ordinance, 1931.

It is still impossible to discontinue the imposition of this surtax; in fact it is rendered more necessary in view of the necessity to find revenue to meet the expenditure in the present circumstances. The estimated amount to be collected is \$20,000, and the estimates have been prepared on the assumption that this motion will be passed.

Mr. DE AGUIAR: I appreciate the

necessity for re-imposing this m taxation. I have not risen to oppose the motion but merely to draw Government's attention to the replies to questions which have been laid on the table in connection with the revenue collected under section 18 of the Transport and Harbours Ordinance, with a view to the relevant section being re-examined in the light of the information disclosed in the answers given. It will be remembered that as a result of one of the questions it was shown that the value of the exemptions granted amounted to \$7,876.94. I asked other questions at the time and I think it will be generally agreed that the answers given to those questions call for a re-examination of the particular section of the Ordinance. I would ask that the whole matter be referred to the Transport Board for re-examination.

There is another point to which I would like to refer. While I give with one hand I also like to receive with the other. I have already spoken to the Director of Medical Services with regard to the system adopted in connection with visits to vessels by the Port Health Officer. I had occasion about a fortnight ago to await the arrival of a steamer which was anchored in the river for about an hour and a half awaiting the arrival of the Port Health Officer. It happened that the vessel was scheduled to leave the port the same evening, and it can well be imagined what the loss of an hour and a half meant, not to mention the discomfort of the passengers and those like myself who were waiting on the wharf. I am not blaming the particular officer, because it may be that something is wrong with the system. It might be the question of fees for Sunday work, or something else. I do not know what it is, but it seems to me that something is wrong somewhere. I have mentioned the matter to the Director, and I hope some attention will be given to it. It is desirable that when steamers arrive in port they should not be delayed by having to await the arrival of anybody, whether he is a Customs or a Health officer.

Mr. DIAS: If the instance referred to by the hon. Member was the occasion when I arrived, the hon. Member should alter his estimate of the delay to three quarters of an hour.

Dr. MACLENNAN: I know that the Port Health Officer endeavours on all occasions to visit a ship as early as possible, and during my regime this is the first specific instance of a complaint about delay. I think that is rather remarkable, considering that he is a fairly busy officer and cannot be immediately available on the telephone. I will take the matter up so as to avoid any delay in future.

Motion put, and agreed to.

THE PRESIDENT: There is no other business on the Order Paper to-day.

TRIBUTE TO ACTING GOVERNOR.

Mr. DIAS: Sir, I understand that this is the last occasion on which you will preside in this Council before your departure for Barbados, and I would like to take this opportunity on behalf of the Unofficial Members of the Council to express our appreciation of the services which you have rendered to the Colony during the time you have been acting as Governor. It is true that I have been away for five months, during which I did not even see newspapers from this Colony, but I have heard a lot since my return, in addition to what has been expressed by several hon. Members a few days ago. In addressing you, sir, I feel confident that you are leaving behind a very good impression on the minds of the community as a whole. Of course, we are not unacquainted with your services, because you were here some years before you left for Barbados. Therefore you were not new to us and much was expected of you. I am expressing the view of the community when I say that you have risen to their high expectations, and it is a very great regret to us that you are leaving us. In conclusion, sir, I will borrow the words of that most popular English actress, Gracie Fields, in saying that we wish you "Good luck but not goodbye."

Mr. JACKSON: Sir, I should like to be associated with the remarks made by the hon. Nominated Member, Mr. Dias. When it became necessary for Sir Wilfrid Jackson to leave the Colony on sick leave we felt a little bit concerned about his leaving us at that time, but when intima-

tion was made to us that Your Excellency would be appointed to carry on the Administration of the Colony during his absence our fears were relieved to a very great extent, because as a result of our knowledge of the performance of your duties as Colonial Secretary we felt sure that Sir Wilfrid Jackson was leaving a capable substitute who would do his best in the interest of this Colony. No one will deny the fact that you were asked to assume the reins of Government in difficult and strenuous times, and one cannot but admire the manner in which you have responded to the difficulties of the situation and performed your most delicate and onerous duties. I am sure that everyone in this community is grateful to Your Excellency for the excellent manner in which you have carried out those duties. While we are sorry to part with you at this time we trust that the experience which you have gained during the performance of your very difficult duties will stand you in good stead, and that the people of Barbados will be immensely benefited by your sojourn in this Colony during your acting term. We wish you as happy a time in Barbados as may be possible in the present circumstances, and we trust that you will continue the correct attitude that you have assumed in the Government of this Colony. We venture to assert that when the time comes for further promotion Your Excellency will be able to wear that promotion with your usual ease, grace and dignity. (applause).

THE PRESIDENT: Hon. Members of the Council, I wish to express my very warm thanks for the words which have been used by the Hon. Mr. Dias and the Hon. Mr. Jackson. This is indeed the last time I shall have the honour to occupy this chair, and I wish to give expression to the pleasure I feel in sharing again in the debates in this Council. I have received in British Guiana, not only during these last few months when I returned here, but during my previous service here, kindness of a quality which it is not easy to forget, I wish to say I have appreciated it very much, and that in expressing my thanks for that kindness and courtesy I wish to extend my very best wishes to a Colony in which it has given me much happiness to live for a number of years. The Council will now adjourn *sine die*.