

**LEGISLATIVE COUNCIL****THURSDAY, 7th NOVEMBER, 1946.**

The Council met at 2 p.m., His Excellency the Officer Administering the Government, Mr. W. L. Heape, C.M.G., President, in the Chair.

**PRESENT**

The President, His Excellency the Officer Administering the Government, Mr. W. L. Heape, C.M.G.

The Hon. the Colonial Secretary, Mr. D. J. Parkinson (acting).

The Hon. the Attorney-General, Mr. F. W. Holder.

The Hon. the Colonial Treasurer, Mr. W. O. Fraser (acting).

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

The Hon. H. N. Critchlow (Nominated).

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

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

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

The Hon. V. Roth (Nominated).

The Hon. T. T. Thompson (Nominated).

The Hon. W. J. Raatgever (Nominated).

The Hon. G. A. C. Farnum (Nominated).

The Hon. H. Rahaman (Nominated).

The Hon. J. A. Veerasawmy (Nominated).

The Clerk read prayers.

**OATH OF ALLEGIANCE**

The President administered the Oath of Allegiance to Mr. D. J. Parkinson, Acting Colonial Secretary, who then took his seat.

The PRESIDENT: I should like to extend a welcome to Mr. Parkinson on his joining this Council.

**MINUTES**

Minutes of the meeting of the Council

held on the 6th November, 1946, as printed and circulated, were taken as read and confirmed

**ANNOUNCEMENTS****TELEGRAM FROM SIR GORDON LETHEM**

The PRESIDENT: I have an announcement to make. Last night I received a telegram from Sir Gordon Lethem, and I will read it to hon. Members and suggest that it be recorded in the Minutes. The telegram reads:—

"I find it difficult to express adequately "how deeply I have felt the warmth of "my farewell ceremony with you yesterday "which is the culmination of the constant "consideration shown me by you over five "years. To the Acting Governor, the "Honourable Deputy President and my colleagues and friends my deepest thanks".

That is the telegram which Sir Gordon has asked me to convey to the Members of the Legislative Council today, and I suggest that it be recorded in the Minutes of this meeting.

**THE NEW GOVERNOR**

I have received a telegram from the Secretary of State saying that Sir Charles Woolley would not be leaving England until March 17. In the meanwhile, I hope hon. Members would help me to get through a lot of the legislation that is coming up, because I would like to start the Estimates for 1947, as early as possible in December. I am afraid it will be a very heavy burden on hon. Members, but you probably agree that we should, if possible, clear the decks for the new Council and the new Governor, and if we can pass some of the big and heavy legislation this month we shall be doing the Colony a very useful service. I refer to the Factories, the Landlord and Tenant, and the Workmen's Compensation Bills. Then, of course, there are some other short but very important Bills, such as the Bill for the amendment of the franchise to make provision for the Municipal elections, the Auditors' Bill, the Bill for the continuation of the Sugar Duty and the Spirit Shops Bill. If hon. Members would co-operate I think we shall be able to get through if not all, a good many of

these Bills. But, it would mean hard work—it would mean a good many meetings.

#### PAPERS LAID

The COLONIAL SECRETARY laid on the table the following documents :—

Report of the West Indian Conference at St. Thomas, Virgin Islands. (Second Session).

Report of the Joint Colonial Fund for the year ended 31st December, 1945.

#### NOTICE OF QUESTIONS

##### VILLAGE ADMINISTRATION

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

1. What is the number of voters in the Pouderoyen Village District and Stanleystown Village District?
2. What is the cost to each village aforementioned for the election of Councillors whether contested or not, i.e. of printing Voters' Lists and Ballot Papers, each separately?
3. When was the last appraisalment of the Local Authority of Bagotstown done and who were the appraisers?
4. By whom were these appraisers appointed and what was their remuneration, each separately?
5. Is any of the appointees related by marriage to the Chairman of the said Local Authority?
6. Will Government state what is the appraised value of the property of SHIVGOLAM SINGH, S $\frac{1}{2}$  of Lot 7 in 1945, Bagotstown, East Bank Demerara, and at the present time?
7. How many buildings were existing on the above lots in the year 1945 and also how many buildings are there at the present time when the re-appraisalment was made in January, 1946?
8. Will Government state whether the owner of the property made any application for re-appraisalment as required by the Law?

#### SIR GRAEME THOMSON & LABOUR DISPUTE

The PRESIDENT: Before proceeding with the Order of the Day, the hon. Nominated Member, Mr. Critchlow, desires an opportunity to make a statement.

Mr. CRITCHLOW: Sir, I must thank you for giving me this opportunity to correct a statement I made yesterday in connection with the late Sir Graeme Thomson. I did not have sufficient time to explain the whole matter. Sir Graeme sent to call me after a strike and when I got to Government House he advised me to tell the men to go back to work as he would look after the increase in their wages and would like to see it dated back, but the employers refused to grant such an increase. I went back to him and he appointed a Committee to inquire into the matter, and it was only a minority report that recommended the increase. In making the statement that he did not give the increase, I was not quite accurate. It was recommended in a minority instead of a majority report, but I think that as Governor he could have seen that the employers gave it to us. Before it makes any wrong impression in the mind of anybody, I desire to correct the statement I made yesterday.

#### ORDER OF THE DAY

##### TRANSPORT & HARBOURS (AMENDMENT) BILL, 1946.

The ATTORNEY-GENERAL: I beg to move the second reading of a Bill intituled—

“An Ordinance to amend the Transport and Harbours Ordinance, 1931, with respect to the management of the Transport and Harbours Department”.

It would be within the recollection of hon. Members that there was a Bill before this Council in the month of April this year, the second reading of which was moved by me on April 22, and after considerable discussion it was withdrawn with the permission of His Excellency the Governor, Sir Gordon Lethem. There were certain comments and strictures on the Bill as then presented and, as a result, as hon. Members are aware, a Bill dealing with the Motor Vehicles and Road Traffic Ordinance came before this Council and was eventually passed some weeks ago. There were certain other criticisms, one of which was the

question of the title proposed to be given to the Manager under the Bill, and that was the title of "Director of Transport and Harbours". In addition to that, there was also the question of the composition of the proposed Advisory Council.

This Bill which now comes before the Council, as would be seen from the Objects and Reasons which accompany it, "seeks to improve the efficiency of the Transport and Harbours Department by imposing on the General Manager the responsibility for the running of the Department, by providing that the General Manager shall, in every respect, be subject to the special or general directions of the Governor, and by providing for the appointment of an Advisory Council to advise the General Manager and the Governor".

I pause here to emphasize the second paragraph of these Objects and Reasons which says:—

"2. The first members of the Advisory Council (other than the Chairman) will be those persons who are now appointed members of the Board of Commissioners. It is proposed that the Chairman of the Council should be the General Manager."

In the old Bill the proposed members of the Council were, in addition to the General Manager as Chairman, two Government Officers, three Members of the Legislative Council and one other member. Now, the position contemplated is that the members who now form the Board of Commissioners will form the Advisory Council. I think that meets the approval of those Members who had raised objections to the old Bill.

Mr. JACOB: May I ask for the names of the present members of Board?

The ATTORNEY-GENERAL: I think that information would be furnished during the course of the day.

Mr. JACOB: Very well.

The ATTORNEY-GENERAL: If hon. Members look at the Bill it would be seen that clause 4 (1) states:—

"(1) The Governor shall appoint a General Manager of the Department

(hereinafter in this Ordinance referred to as "the General Manager").

Then, sub clause (2) which is very important says:—

"(2) The General Manager shall act subject to any general or special directions which may from time to time be given to him by the Governor, and, without prejudice to the generality of the foregoing provision, where the General Manager proposes to do, or does any act or thing in relation to his powers, functions and duties, the Governor may, if he considers that such act or thing should not be done or should not have been done, direct the General Manager not to do such act or thing or disallow the act or thing, as the case may be, and the General Manager shall comply with such direction or disallowance."

From that it would be seen that provision is made for the Governor—and that has been specifically put into the Bill—to give directions with regard to the General Manager, in any respect as he (the Governor) thinks fit.

Reference to clause 3B would show how it is proposed to deal with the establishment and powers of the Advisory Council. It says:—

"3B. There shall be established an Advisory Council (hereinafter in this Ordinance referred to as "the Council"), and the powers, duties and functions of the Council shall be—

- (a) to advise the General Manager with reference to the estimates of revenue and expenditure of the Department, the declaration of pilotage districts, and the making of Regulations;
- (b) to advise the Governor or the General Manager on any aspect of the policy of the Department which in the opinion of the Council requires attention;....."

In other words, the Council itself, if it does not agree, can bring up matters relating to the general policy or any other aspect of the policy of the Department, for discussion and determination. Then, paragraph (c) says:—

"(c) to advise the General Manager on any question as to the policy of the Department, where the Gen-

eral Manager submits such question to the Council for its opinion;"

Therefore, the General Manager himself can place before the Council any point in connection with the general policy of the Department, with regard to which he wishes advice.

Then, paragraph (d) states :—

"(d) to advise the Governor on any question as to the policy in relation to the railway, the Government vessels, the harbours or pilotage, where the Governor refers any such question to the Council".

Therefore, the Advisory Council would have an opportunity to advise on any question of general policy which in their view requires consideration, or in case any other point relating to general policy is submitted to them by the General Manager they would advise, or in any other matter which is submitted to them by the Governor for their advice.

The provisions so far as the financial aspect is concerned, are preserved, except in place of "Board" read "General Manager", and that appears in clause 7 (2). In other words, in Ordinance No. 25 of 1932—An Ordinance to make provision for the management of the Transport and Harbours Department—where you have the whole Department charged with responsibility for looking after these financial matters, they would now be dealt with by the General Manager under the provisions of this Bill, subject of course to clause 3B where the Advisory Council has power to advise the General Manager with reference to the estimates of revenue and expenditure.

Clause 8 deals with the First Advisory Council and its constitution. As I have already pointed out, the Board as at present constituted will function as the first Advisory Council. In other words, the proposal is to keep the Board as at present constituted, with the exception of the Colonial Secretary, in whose place, under the provisions of Regulation 31 of 1943, Mr. P. W. King was specifically appointed Chairman of the Board. This first Advisory Council, as I have already pointed out, would be of a purely advisory char-

acter. Clause 8 which deals with the matter states :—

"8. (1) The members of the first Advisory Council to be established under section three B of the Principal Ordinance, as enacted by section four of this Ordinance, shall be—

- (a) the General Manager;
- (b) all those persons who at the commencement of this Ordinance hold office as appointed Commissioners under section four of the Principal Ordinance."

Section 4 of the Principal Ordinance says :—

- "4.—(1) The Board shall consist of—
- (a) the Colonial Secretary, and
  - (b) the following persons appointed by the Governor,
    - (i) three Elected Members of the Legislative Council;
    - (ii) two persons chosen by the Governor from a panel submitted by the Chamber of Commerce of the City of Georgetown; and
    - (iii) not more than four other persons.

(2) Appointed Commissioners, subject to the provisions of this section, shall hold office for three years".

Therefore, it can be seen that this Bill does not disturb the arrangement so far as the appointment of the members of the Board is concerned, but switches them over from an executive body to an advisory body, with the exception of the Colonial Secretary in whose place, as I have already pointed out, Mr. P. W. King was specifically appointed to act.

Provision is made for the continuance under clause 10—which is a Savings clause—of any act or thing done by the Board of Commissioners before this Bill comes into effect. These are provisions which are necessary for the conduct of business which the Transport Board is to undertake. Then follows the First Schedule and hon. Members will see there "Additional Powers, Duties and Functions of the General Manager," subject to such Departmental

Orders as may from time to time be made by the Governor. I pause here to emphasize that because some question has been asked with regard to 1 (a) which says:—

“(a) to appoint persons as employees of the Department to posts which are not on the permanent pensionable establishment of the Colony, and to dismiss persons so appointed;”

Any action taken would be subject to such Departmental Orders as may from time to time be made by the Governor, and I would inform this Council that on March 8, 1945, Departmental Orders were made and that Chapter 2 of those Orders deals with the question of disciplinary measures and makes provision for the investigation of any charge of misconduct against an employee and also provides that particulars of the case be communicated to the employee, along with any comments on the facts and any notes made by the head of the said Department in relation to the inquiry. Then, there is provision whereby the Board, if it thinks fit, may dismiss an employee found guilty of misconduct or in matters relating to dereliction of duty and so on.

I pause here to state that we cannot put into any Ordinance or Regulation any arrangement or procedure relating to matters such as dismissals. Those, as I have been pointing out, are matters for Departmental Orders and, in fact, Departmental Orders exist in relation to the question of the procedure in cases of dismissal. If it becomes necessary—in view of the fact that the Board goes out from the point of view of executive functions—to make any further provision in the matter of procedure governing dismissals, that would have to be dealt with in Departmental Orders. I hope hon. Members appreciate that aspect of the matter. I have had to explain it to a certain gentleman who came to see me in that connection.

In the Second Schedule there are shown the amendments (of the Transport and Harbours Ordinance, 1931) which have been published in the *Gazette*. Those are the salient and essential features of the Bill. In the Second Schedule are set

out the necessary changes and adaptations to bring the Bill into line with the principles which I have already put before hon. Members. It will be noticed that it is proposed to amend subclause (4) (2) by the substitution of the words “General Manager” for the words “Colonial Secretary”. That is in regard to the chairmanship of the Board. All the other amendments which are before hon. Members are to give effect to those principles which I have endeavoured to put before you as appearing in the Bill. I hope hon. Members will realize that this Bill seeks to meet the comments and criticisms which were made in the course of the debate which took place in April of this year, and I say to hon. Members that a Bill of this nature is necessary if we are to go on improving our transport system. There can be no doubt that the gentleman, who is the General Manager, has done a great deal of work and is endeavouring in every way possible to bring the Department to the highest state of efficiency, and I am sure hon. Members of this Council will do everything possible to assist the General Manager who is a capable and energetic officer. Without any further observation I beg to move that this Bill be read a second time.

Mr. VEERASAWMY: Before the hon. the Attorney-General finishes may I refer him to the title of the original Bill? If the original Bill is amended I do think the title should be attended to. The original Bill reads: “An Ordinance to amend the Transport and Harbours Ordinance, 1931, by abolishing the Board of Commissioners constituted thereunder and vesting in the General Manager all the powers now exercised by the Board”. If we are abolishing the Board, I think, the title should be changed as well.

The PRESIDENT: The hon. Member is really out of order. The motion has not been seconded and he is making observations on the Bill. The hon. Member will not be able to do so until the motion is seconded.

Mr. VEERASAWMY: I am not making an observation. I am asking that attention be directed to the title.

The PRESIDENT: The hon. Member will have a further opportunity to do that. I would like to answer the hon.

Member for North-Western District (Mr. Jacob). The present constitution of the Board is Mr. Percy King, Chairman; the Hon. J. I. de Aguiar, the Hon. T. Lee, the Hon. Peer Bacchus—all Elected Members of this Council appointed in accordance with Section 4 (b) (1) of the Principal Ordinance — Mr. Walker and Mr. Henry Seaford, as members representing the Chamber of Commerce, selected in accordance with Section 4 (2) (b) which says “two persons chosen by the Governor from a panel submitted by the Chamber of Commerce”. The other four members selected by the Governor are the Hon. E. G. Woolford, the Hon. Percy C. Wight, Mr. Evan Wong and Mr. John Fernandes. The term of office of all those members expires in accordance with their appointment on the same day, the 25th March, 1947. I hope that it will be of some use to Members to know how the present Board is constituted, as they know how the Board is appointed—the Governor appoints the members for three years in accordance with the prescribed authority under the Ordinance.

I would like to say further that it was on my suggestion that the present Bill provides that the existing Board should be turned from an Executive Board into an Advisory Council. I made that suggestion to the Governor who entirely agreed with it, largely because when the Bill first came up in its original form the hon. Member for Georgetown Central (Mr. Percy C. Wight), who is at present a Member of the Transport Board—he can correct me if I am wrong—said Government would have a much easier passage if we just turn the existing Board of Commissioners into an Advisory Board. That stuck in my mind. It seems to be a very good method, because this Council knows an Advisory Board will always be tied to this Council by law. The Governor has power to select whom he likes, but he has to select three Elected Members of this Council, and commerce which is vitally interested will be represented by two members selected from a panel put forward by the Chamber of Commerce. Then the Governor has power to select four other persons, either additional Members of this Council or other competent people in this Colony, whose advice will help. This Board of Commissioners

has been existing for some years; I do not know how many. If you are going to turn this Board into an Advisory Board, it seems you have a foundation to work on.

The only real change that you want to be actually realistic in this Bill is to give more power to the General Manager, and the reason why we want this Council to agree to that is because the General Manager has to run the railway services and the steamers as a business concern. No business can tie the hands of its executive, and the present law ties the hands of the General Manager. That is what the Government feels, and I hope hon. Members will agree. One Member of this Council who is not here, I am sorry to say, and is a great critic, said to me in another place: “Whatever people may say about the General Manager I have never met a Civil Servant with such keen business acumen.” In other words, this Member was telling me what Government feels. Here you have a man who has a natural executive and business sense, and I think if you combine (1) his technical ability on engineering which is undoubtedly high, (2) good brains and (3) business ability, you have the right man running the railways and steamers. If you have the right man running the railways and steamers, you should, I hope, agree to giving him sufficient power to do so with an Advisory Council to help him on policy. But do not forget that with all his powers which this Bill is asking you to agree to, the Governor still controls him. If he does not do what the Advisory Board asks him to do, the Advisory Board can go to the Governor and say “This man will not follow our advice” and so place the whole burden on the shoulders of the Governor, and the Governor can then make up his mind what to do. So do not think we are trying to make the General Manager a Dictator. We are merely trying to give him sufficient power to run his organisation in a business-like way. I am sorry to detain you. I think it is advisable for you to know what is in the mind of Government.

Mr. PERCY C. WIGHT: As you have mentioned my name in connection with this matter, I desire to say that I do not think you are quite correct in regard to

your statement. I was responsible a good deal for the change, because when I got on the Board I found the Colonial Secretary as Chairman and I brought it up in this Council pointing out that it was simply ridiculous that as Chairman of the Board he had to account to himself as Colonial Secretary, which made the thing complicated. That was long before your time, sir. That was the object of the change. Mr. Owen was Colonial Secretary at the time and, as we all know, he was afraid of his own shadow and had very great difficulty in conducting the affairs of the railway. I quite agree with you that we have a very capable person in Colonel Teare as General Manager at the present moment. I was not responsible for anything more than that.

The PRESIDENT: The hon. Member has misunderstood me. In Council the other day the hon. Member said to me: "If you want to change the general policy of the Board turn it into an Advisory Council".

Mr. PERCY C. WIGHT: That may be so. I was speaking of the original Bill.

Mr. JACOB: There can be no doubt that the Transport and Harbours Department should be improved and be efficiently managed. The Objects and Reasons of this Bill are quite non-controversial, but I am afraid I cannot agree to this Bill if it is to give the General Manager practically sole control of the Department so that the Department can be efficiently managed and run. I would first of all like to give the figures of the Department provided on the Estimates for the last three years. The actual Net Deficiency for 1944 according to the 1946 Draft Estimates was \$648,539, and for 1945 the Approved Estimates show the Net Deficiency as \$760,584. I do not think that figure is absolutely correct. The estimated deficiency for 1946 was \$929,745, but with certain other charges, as detailed on page 84 of the 1946 Draft Estimates, the figure is very much larger. That is, in 1944 the actual deficiency was \$731,953, in 1945 it was \$873,084 and for 1946 it is estimated to be \$997,045. So I think every Member of this Council will agree that it is necessary and the time is long overdue when this Department should be efficiently managed.

I remember in April last when the original Bill was put before this Council I spoke against it and I was glad it was withdrawn. The Bill has come back in a different form, but with practically the same objects and reasons. I think all hon. Members of this Council agreed that this Council should have greater responsibility in the administration of the affairs of this Colony. But this Bill does not give this Council an opportunity to help Government control the finances. Your Excellency stated just now that you were advised by a certain Member of this Council in another place that the present General Manager is a very keen businessman. If that advice is taken I would recommend very strongly that you abolish that section in the principal Ordinance providing that two persons be chosen by the Governor from a panel submitted by the Chamber of Commerce of the City of Georgetown.

I am definitely against the Chamber of Commerce, or any organisation for that matter, meddling with the administration of this Colony. The Sugar Producers' Association should not meddle with the administration of the affairs of this Colony. The Nominated system is sufficient guarantee to give those people representation, and their chosen representatives in this Council should be sufficient for those bodies. That has been the trouble with this Colony for too long a time. I opposed strenuously in the past, and I shall continue to do so in the future, members of any organisation being asked to assist Government in the administration of anything, especially the Transport and Harbours Department. This Department is run in such a way as to be definitely a bankrupt concern. That Government should take a strong hand and should want someone to control it, I agree, but I think what Government ought to do is to appoint a majority of Members of this Council, whether they will be here permanently or not is another matter, who have direct responsibility to the people.

The PRESIDENT: Can I interrupt the hon. Member? I do not want Members to feel that the constitution of the Transport Board, as provided by this Bill, is necessary. I am only asking you to

agree that this Board, instead of being executive should be an advisory one.

Mr. JACOB : I would be agreeable to that at this stage. The majority of the Members of this Council should sit as an advisory body. It is not practicable at the present time in the state that we are in for Members of the Council to devote a good deal of their time in the administration of the affairs of this Colony. I hope some better opportunity will be given us to assist in a different way. I quite agree that just as you have an Education Advisory Committee, a Public Works Advisory Committee, an Agricultural Advisory Committee, you should also have an Advisory Committee for the Transport and Harbours Department. Then we come back to the point that it must be comprised purely of Members of this Council. That was the gravamen of my complaint in April last. You have adopted a system here which only yesterday Sir Gordon made reference to and thought it excellent, but rather than pursue that system which from Government's point of view is very good, you turn off to something else. Let us pursue the same system and appoint an advisory committee of Members of this Council. You have the Sugar Producers' Association represented here, the Chamber of Commerce, Village interests and Labour represented here, and the Elected Members, some of whom claim to represent everybody.

Mr. RAATGEVER : The Chamber of Commerce is not represented in this Council.

Mr. JACOB : My hon. Friend may say that. I am not going to quibble about it. I am certain if the hon. Member who has just interrupted me had not been President of the Chamber of Commerce he would never have been nominated to be a Member of this Council. Mr. H. G. Seaford when he was appointed on this Council was President of the Georgetown Chamber of Commerce. I am not going to have any argument over that point. I am merely stating that so far as I can see, figuratively speaking, this Council represents the whole Colony by the Elected and Nominated system. If it is not, immediately an opportunity arises you should have someone who would represent an in-

terest not represented in the Council. When the West India Royal Commission visited this Colony in 1938-9 they made it perfectly clear what was the intention of the Imperial Government. In paragraph 26 of their Recommendations, at page 25, they say under Constitutional and Closer Union :

".....More, and not less, participation by the people in the work of Government is a real necessity for lasting social advancement. At the present stage, we attach more importance to the truly representative character of Legislative Councils than to any drastic change in their functions."

I agree entirely with that quotation. I am in favour that as soon as the opportunity presents itself there should be self-government in this Colony. I do not agree that we are ripe at the moment for it. The people have not been given a chance to learn. We are ignorant of the technique of administration, and this Government will not give us an opportunity to learn that technique. The Government itself is not so competent in it. Constituted as we are now, is this Government competent to administer this Colony efficiently? I hesitate to give the answer myself.

The PRESIDENT : I can give the answer. It is "Yes".

Mr. JACOB : I am not answering the question. Yet the West India Royal Commission recommended—

"That care should be taken to ensure that all important sections and interests of the community receive adequate representation in the Executive Councils;"

That is a matter entirely in the hands of the Governor. The Government is to secure the services of the people who represent the whole country on its Executive Council, and the Governor has the opportunity to draw from this Council for his Executive Council, but if the Governor fails to do that the responsibility cannot be placed on this Council but must be placed somewhere else. Paragraph 28 of the Report of the West India Royal Commissioners says :

"(b) That consideration should be given to the adoption of a Committee System on an advisory basis



to give elected representatives an insight into the practical details of government;"

As regards the word "elected", Sir Gordon Lethem has interpreted that to mean "Elected and Nominated Unofficial Members of this Council". We have no quarrel about that. I have nothing to say about that and, in fact, I believe that some of the Nominated Members of this Council are far better qualified than some of the Elected Members to represent the people, but I, as an Elected Member who wants to give the people every opportunity to select the best persons to represent them in this Council, cannot support the idea of nomination. But after this Council is constituted by election then it is the duty of the Governor to nominate other persons to represent other interests. I think the Governor has done very well indeed in his selection by nomination, though I am not going to say that the Governor has satisfied me 100 per cent. I can concede that the system of nomination is working fairly well. You have some of the best brains nominated on this Council, better than some of the elected brains we have here, and so I have no objection to the interpretation that "elected" means "elected and nominated".

I urge Government to follow the principle recommended by Lord Moyne when Secretary of State for the Colonies, that no single individual should have the right to be a Nominated Member of this Council perpetually; if he has served one or two terms that should be quite sufficient. The Elected Member can only serve more than one term if he is fortunate to be re-elected. When the Governor has nominated a person to a seat on this Council, I do not see why he should be here for more than two terms at the most. I urge on Government to follow the Circular Despatch of the Secretary of State for the Colonies and, I hope, I will not have the necessity to repeat these questions over and over.

I urge that this Bill be amended to carry out the principles that you have already adopted in the Colony in regard to Agriculture, Education and Public Works and to improve on it by strengthening these committees. Let us be certain that the people's representatives or the people

as a whole in this Colony will have through elected or nominated representation the opportunity to advise the Government in respect of the administration and in regard to matters of this kind. When it comes to the question of Education and Agriculture, there is not so much money to be expended, and so I urge that in matters of this kind you should have a very wide selection of persons who will be paying attention to the administration of this Department in an advisory capacity. I have complained over and over in this Council about the Transport and Harbours Department, and I am satisfied that if that Department had been better managed these huge deficiencies would have never occurred. I cast no reflection on the members of the Board. I do not know how often they meet and what they do, but I think if the Department is managed like a limited liability company with its Board of Directors, different figures would appear in its financial statements. As I say, it is not practical to do that at the present time, but if Government approves of the idea, this Bill should be referred back to the Law Officers so as to give Members of this Council an opportunity to advise in the management of the Department. Then, I think, there would be improvement and efficiency.

I am not going to suggest that the General Manager should be the Chairman of this Board or Advisory Council. I think an Elected Member nominally should be the Chairman. In the extraordinary issue of the *Official Gazette* of the 30th October, 1946, in which this Bill was published, we have the Hon. E. G. Woolford, Deputy President of this Council, mentioned as Chairman of the Motor Vehicles and Road Transport Authority. No one would object to the General Manager doing all the work. He has to do it and, if he is certain he is doing the work in the right way, which hon. Member of this Council as Chairman would object? The Board should be so composed that there would be a variety of views and opinions on the questions considered so that the community as a whole would benefit. I do not think I would say anything more at this stage. If Government suppresses all the principles I have endeavoured to enunciate

here, then when the Committee stage is reached I shall have something more to say.

Mr. ROTH: I have a great deal of sympathy for the principles enunciated by the hon. Member who has just taken his seat, with regard to the formation of an Advisory Board consisting of Members of this Council rather than an Advisory Council, but I am afraid my hon. friend is too much of an idealist and not sufficiently a realist. He should realize that there are only 21 Unofficial Members of this Council and if we are to follow his proposals in their entirety, when would these 21 Unofficial Members have time to look after their own interest and work? He does not seem to realise the amount of work these various Boards and Committees call for. I know as a matter of fact that one hon. Member sat on over thirty-five such Committees and Boards during the year. We have not yet reached a stage where we have paid Members so that they could give 24 hours a day to public duties. After all, one has to work for his own private means. Whilst I am in sympathy with the principles enunciated by the hon. Member, if followed to finality it would be found that they are not practicable at present.

Mr. GONSALVES: This Bill comes before the Council in another form, but in principle it seeks to carry out what was contained in the previous Bill. The gravamen of the complaint against that Bill was that the General Manager was going to be his own boss and would not have been under the control of anyone except the Governor. As I understand it now, this Bill provides that the Governor would have a controlling hand over him. The position otherwise, however, is the same as in the previous Bill, except that the Board is being converted into an Advisory Council. It is provided that if the advice of the Council is not accepted by the General Manager they could go to the Governor, therefore it is quite open for him to tell the Advisory Council "Thank you ever so much for your kind thoughts but I, as General Manager, think you are not quite right and I am prepared to do what I have in mind and will therefore carry out my own views." He would then carry out his views unless the Council goes to the Governor

who might find himself in the position of having to disagree with a highly technical officer—this man with the wonderful brains—and might say "I am not accepting your advice, nor would I accept that of the Council".

I understand, Your Excellency, that this gentleman is possessed of business experience, that he is a brilliant engineer and knows his business. I presume that he would have the suggestions of the Council, that is if it possesses the brains of the existing Board, so that it would be a reflection on those members of the Council if they have not got business acumen, even though it would boast of businessmen from the Chamber of Commerce and others who are supposed to have business acumen in them. If these people from the Chamber of Commerce and from Water Street would not be regarded as men of business acumen, then I think it is their business to withdraw from that Board altogether. As I have already said today, if I was a member of the Transport Board and this Ordinance was passed, I would immediately resign from it.

It has been said since this gentleman has come down that the Transport Department should be run as a business concern, but hitherto the Board of Commissioners were always being told that the Transport Service was a public utility service and not a business concern. Any time that Board attempted to suggest schemes or anything else that would tend to increase the revenue of the Department, they were told: "You cannot increase your fares or freight rates, because the people own the railway company". The purpose of this Bill, however, is to give to this gentleman such dictatorial powers that he is going to fix all fares and freight rates, but this power should be given to the Advisory Council only. I am surprised that the hon. Member for North Western District has referred so strongly to the question of the composition of the Advisory Council, because I remember that on several occasions in the past when the idea of the Advisory Council was started he was strongly opposed to it. He thought we should go forward

and try to get Administrative Boards instead of Advisory ones.

The Transport and Harbours Board was more or less administrative, subject however, to the advice of the Governor on any question submitted to him. It had more power than this one which is going to be merely advisory. I am surprised that the hon. Member for North Western District has yielded so readily to Government in this matter. As a matter of fact, during the last few days he has been yielding quite easily in several things. Maybe, he is becoming a convert to Government now, and I congratulate Government for bringing him around in two or three things recently. Maybe, he is hoping to get a Nominated seat, but I do not know.

Mr. JACOB : I must correct my hon. friend. I have given sufficient reasons to show that the previous Board which was functioning up to recently—last month—was far from satisfactory, and that is sufficient for me to agree to something different. As I said just now, I am thinking of self-government, but we must pass through the initial stages first.

Mr. GONSALVES : I was a member of this Board some years ago, and then Government felt that no one should be on it too long. I thank the hon. Member for saying that the presence on the Board of Members of this Council has not improved the business of the Department any better. Whether the business of the Department would have striven if the hon. Member was on the Board, is a matter we do not know. I know, however, that if he gets on the Board he would be pleased, and I am a believer in sticking and trying. We have been asked to believe that an Advisory Council is better than an Administrative Board, but if it is held here that we should endeavour to assist Government in an administrative way to carry on the affairs of the Colony, then I suggest that an Advisory Council cannot be a better arrangement than an Administrative Board.

The Attorney-General has stated that Mr. P. W. King was appointed Chairman of that Board under a specific Regulation, but he has not stated that this Regulation

could be revoked at any time and that it would be quite competent for some other Officer to be appointed Chairman in Mr. King's place. The Regulation could be revoked and there is no guarantee in this Bill or anything else that the fears expressed by the hon. Member for North Western District would not be realised and that the General Manager would not be appointed Chairman of the Advisory Council. I know it was suggested that the Mayor should be the Chairman of the Board and the Town Council properly refused to agree. If there is to be a Board and the Mayor is to be on it, all well and good, but they do not agree that nobody else should be the Chairman.

I do not think the hon. Member for North Western District has realised that although he has stated he does not want the General Manager to be the Chairman of the Advisory Council, there is a possibility of his becoming the Chairman. Personally, I am not concerned as to who is appointed Chairman. If this Council wants to accept this Bill in the light of what has been stated since it first came up, it can do so. So far as I am concerned, I do not feel there is any justification for what is being sought to be done in the Bill before us. I feel that if the present Board had been given the power or allowed to run the Transport Department as a business concern and with the General Manager playing a prominent part, it would have been more successful.

I have left the Board some three years ago and I do not know how things are being run now. The hon. Member for Georgetown Central is still a member of the Board. I do not agree with the steps being taken now, and I think the Transport Board should be given an opportunity to run the Department with the powers now being given to the General Manager.

Mr. PERCY C. WIGHT : I have risen just to make a few comments. I take serious exception to the remark about the Department being "mismanaged". I think the hon. Member who used that word does not understand it. I can assure you sir that it would be a mistake on the part of Government to put as Chairman of this Advisory Council the General Manager of

the Transport Department. It is always recognised that the Chairman of a Board should have the scales evenly balanced so that he could see the "pros" and "cons" of any question. I have been the Chairman of several business concerns, and I can speak with authority on that question. The man sitting as Chairman must hold the scales evenly. The General Manager of the Transport Department is doing a very good job, and I think he would show at the end of the year that his work here has been very useful. He is a person who goes into every minute detail and he is conversant with the many minute details in the proposition of running a railway.

I must also state as regards the composition of the Board—leave me out of it altogether because I am only an auctioneer—Mr. Seaford is stated to be going to Jamaica, but I do not know that as a fact. I do know, however, that Mr. Walker is going away. Mr. Seaford has a wide experience with regard to shipping, while Mr. Walker who is the Manager of Messrs. Sproston Ltd., is a very capable engineer whose service proved very useful on the Board. Mr. Wong was also a very useful Commissioner.

When it comes to the question of running the railway, it has to be remembered that during the last four or five years no materials could have been got for replacements. If anyone drove on the train as I have done, they would have heard the wheels going from one place to the other. It is also within my knowledge that we had to stop running a steamer service and the railway because of lack of fuel. As regards the remarks made by the hon. Member for North Western District, his cheap kind of recrimination does not appeal to my mind. We gave our services free to the Board and we met every fortnight. Speaking for myself—I have not had an opportunity of seeing the report—I would plead with Government as we have a depleted Council this afternoon to postpone further consideration of this matter—not particularly for my convenience—and let us go into the details of the Bill. In view of what I have heard from the learned Attorney-General, I do not think I would have very much more to say, but I am certainly going to object

to the General Manager being put into the Chair of the Advisory Council. I do not think it would be right. I think we are merely somersaulting again. A Colonial Secretary was once Chairman of the Board and he was afraid of his own shadow.

As a member of the Board I feel that there is too much Government interference with the conduct of the railway service and I am attributing the deficits as being due to that cause, and also to the fact that the working expenditure has increased. I do not know if the hon. Member for North Western District is aware that nearly \$300,000 a year more is now being spent by the Department on increased wages. I do not think it is fair, but we cannot help it. I understand that the gentleman who is now filling the post of General Manager has been engaged for a period of three years, but it looks to me as if he is going to be a permanent officer. I am not against that, because if he shows his metal as I am told he is doing, it seems to me that he should be kept. Certain hon. Members have stated that he is getting \$10,000 a year, but we all know that he is not getting anything like that. We all know also that he is showing satisfactory results, and I think some Members of this Council would be dumbfounded when they hear about them. I think Your Excellency is aware that certain suggestions were submitted by the Commissioners of the Board but were vetoed by Government. I think His Excellency the Governor was quite right; they objected to the wages of the poor man being increased. I understand, sir, that you instigated this Bill, but I do not think it would be wise to rush through it today. I am not an obstructionist in the least—I think I have always stood for things being done promptly in this Council—but I do think a little more time should be given to study the details of this Bill.

The PRESIDENT: I think what I said was that I instigated the change in making the present Board of Commissioners into an Advisory Council. I did not instigate the Bill. It was the intention of Government to give more power to the

General Manager ever since he was appointed.

Mr. WIGHT: I know that we are going to have difficulty in getting materials, and that would keep us busy for some little time. I am asking—I suggest—that further consideration of this Bill be postponed. Before I was appointed to the Board what did I find? You had an engineer running the Department, and while I do not think we should say anything derogatory about him because he is not in the Colony, it was obvious that he could not run the railway service and I agreed that the sooner Government got rid of him the better it would have been. That gentleman—Mr. Goring—was a personal friend of mine, but there can be misfits. Now we have the right man and should keep him, but we should postpone further consideration of this Bill and after hearing the Attorney-General on the question of the Advisory Council we could come back and see if he would convince us in his usual way that this is the right thing to do. I cannot see the wisdom in wanting a Government Official to be Chairman of the Board. We are just going back to the old order of things.

I want to suggest that the whole railway be scrapped and everything new put down, since that, I think, is the only way to put things on a proper footing. You have got to spend money to make money. We are all aware that this is a very old railway—I think the oldest in the world—and that is certainly not a satisfactory thing to operate. It takes three or four hours to run 60 miles—from Georgetown to Rosignol. The new General Manager has been dealing with all that and certain improvements have already been made so that things are going better. Passengers and cattle are no longer put together on the steamers. I repeat that a little more time should be given for the consideration of this Bill because it deserves it. I am going to oppose it merely because I object to a Government Official sitting as Chairman of the Advisory Council. A Chairman must be a man who can hold the scales evenly, and I feel sure that the present General Manager would not be able to do that. I give him credit for a tremen-

dous amount of ability—he is a whale for work and his time is always occupied—but I do not think it would be right to make him Chairman of the Advisory Council. At present I do not think the Board is being treated by Government with the courtesy which one should expect. On one or two occasions we (the members) protested and I for one nearly resigned.

We were never told anything about the appointment of this Officer—the General Manager. I looked up the records and found nothing to show that it ever came before the Board. His salary and the conditions of his appointment were never put before us. I understand his salary is \$700 per month, but no cheques come from us to pay him. As a Commissioner I take particular exception to that kind of thing. The other day there was some talk about the purchase of a motor car for his use, and I have gone into that matter and found that it is far from satisfactory. The Officer claims that he came out here with a motor car allowance of \$40 per month, but I certainly do not think that should have been agreed upon. He should use the trains and the steamers owned by the Department and that is one of the things I resent as a Commissioner—the Board not being informed about what was taking place.

I am going to appeal to you, sir, to give this Council an opportunity to go into it. Defer consideration of this Bill for a couple of days and let us come back here with a perfectly open mind. I am not going to change my opinion, however, that no Government Official should be Chairman. I do not think it is right and honest. The Governor has every right to veto anything done by the Board. That has been done repeatedly. You, sir, are conversant with certain things dictated to us and on second thought that letter was withdrawn. I think we have had quite a respectable Board and, I say again, I hope Members will not use the word “mismanage” in respect of the Department. Nothing like that should be alleged against the Commissioners. Every man on that Board is a responsible individual. Mr. Fernandes, the last acquisition, with his knowledge of schooners has certainly pulled his weight on the Board. I appeal to you, sir, to

defer consideration of this Bill for a few days.

The PRESIDENT: Government, as far as I can speak for it, now wants to have the issue clear before Members. I do not want any red herrings to be drawn across the trail. Question (1)—Is the General Manager to be given powers with an advisory committee? Government has no considered views as to the composition of the Committee. The last speaker made a strong point about a Government Officer not being Chairman of that Committee. I agree with Members of this Council readily on that, but it is not vital who is Chairman. I want acceptance of the principle of giving powers to the General Manager with an advisory council. What I want is an advisory council and not an executive one. A body of eight members cannot run the railways and steamers; you must have one man to do so. That is the real point. I do not think we are bound in any way to the constitution of this advisory council. I am ready to meet Members on that. All I want is acceptance on the principle that the council should be an advisory one.

Mr. PERCY C. WIGHT: When we say no Government Official should be Chairman, you must appreciate that if the General Manager is Chairman he has the right to veto discussion on any subject; he can stop discussion on anything. I do not know whether the General Manager has complained to Government about anything as regards the Board, but we have worked smoothly on that Board from the time he has been here to this day.

The PRESIDENT: There has been no complaint at all.

Mr. PERCY C. WIGHT: I am very glad to hear that. It nullifies much of what I have up my sleeve.

The PRESIDENT: I want the principle accepted this afternoon, that the Board should be an advisory one. I am quite prepared that it should be discussed, how it should be constituted or who should be Chairman. But I want this Council to let the Bill be read a second time.

Mr. C. V. WIGHT: I have always been in support of the General Manager being given powers as the other Heads

of Departments with an advisory council, the composition of which, really, is immaterial. I have never been wedded to the fact that it should be composed of this or the other body or this or the other person. We have heard from His Excellency recently that the three advisory committees, which are headed by Chairmen who happen to be in each case a Member of the Executive Council, have worked successfully. It is quite easy to criticize. There is no gainsaying the fact that those committees have done useful work. There is logic in the argument that there should be no Government Official as Chairman. Government Officials are not the Chairmen of those committees to which I have referred, and there may be logic in the argument that this advisory council should only be comprised of Members of this Council. But it seems to me that that is a mere detail. I do not think anyone is particularly wedded to the composition of an advisory council, and I do suggest—and the majority of Members will agree—that we go ahead with the second reading of this Bill giving the General Manager powers with an advisory committee.

The hon. Member who has taken his seat has already told this Council the value of this General Manager. Other Members know it from personal knowledge or from what they have heard authoritatively about the General Manager's efficiency. There can be no doubt about it, and hon. Members will be in possession of the facts some day. Government will be advised to let the public know what this gentleman has done for the Transport Service of this Colony in the short time he has been here. I say it in no derogatory manner or to decry any head of Department that you have an efficient and very capable General Manager of the Transport and Harbours Department. Let him go ahead and show his worth. Let him do what he wants with the advice of the advisory council. If it is a matter of major policy Members can bring it to this Council and have it discussed, and you will then confirm or sanction anything which will not be against the policy of this Legislature. I do think we may get ahead with the second reading of this Bill. We may agree in principle, as you have intimated, to the General

Manager being given powers with an advisory council. I am in support of that principle and have always been. The composition of the council really does not matter. I know it has been one of His Excellency's determined policies, since the General Manager has arrived in the Colony, that he should be given as much power as possible to get ahead with the job. We have heard only the other day of certain ideas which the General Manager related to us. There is no doubt he will push those services far more than what we have been getting.

I appeal to Members to support the policy of the Bill. This is one of the things His Excellency would have loved to be here to see go through. I am not concerned whether businessmen are placed on the Committee. If we have faith in the General Manager—and that has been expressed by one of the members of the Transport Board who has distinctly said that he is a very competent man—he may go ahead and run the business without the necessity of having businessmen on the advisory council. The general functions of the administration as such must be run by him. The Director of Agriculture sits on the advisory committee of his Department, and it is the same with the Director of Public Works and his advisory committee and the Director of Education and his advisory committee, and it should be the same with the Transport Department. I do not know whether it is the idea of Government that every Department will be treated similarly. I hope that at some time the Medical Service will be considered in that light and given an advisory committee.

Mr. RAATGEVER: I am in favour of the Bill and it will have my support. I think it is only right that the General Manager of the Department should be master in his own house. He is a fully qualified man and an expert in his particular job; he has to my personal knowledge been making a success of the Service since his arrival in the Colony, and I see no reason why hon. Members should be afraid to give him the necessary authority to manage the Department satisfactorily. Reference was made by several hon. Members to the composition of the Board. One Member suggested that it should be com-

prised of Members of the Legislative Council only; another Member suggested it should have two members of the Chamber of Commerce who are fully qualified men and have business ability, but they are only two out of ten members and it is not possible for those two men to sway the other eight members. Another Member said that during the war years it was impossible to get equipment and the railway needed replacement. That is very unsatisfactory. I have very great respect for that gentleman. He is one of the foremost businessmen in this Colony. He should have insisted that funds be set aside annually for replacement. I think it would be a retrograde step if this Bill is not passed by this Council. The question of the composition of the advisory council can be decided on when we get into the the Committee stage. One is only drawing a red herring across the trail by mentioning it at this stage.

Mr. PERCY WIGHT: To a point of correction! The last speaker has not quoted me correctly. I said we could not get equipment and it was not possible to do so. I am surprised at the lack of intelligence in accounting displayed in telling me that when there is a deficit you can put by something to the credit of an account for replacement.

Mr. THOMPSON: I am not prepared to oppose any progressive measure. I feel satisfied that Government does not permit itself to force anything on this Council. We have this Council fully constituted with 21 Members—14 Elected and 7 Nominated—and I regard it as not being honest to have this Bill carried through today with the majority of the people's representatives being out of their seats.

The PRESIDENT: I do not think the hon. Member should say "honest". He might say it is not tactful, but it is perfectly honest.

Mr. THOMPSON: Sitting as President of this Council and looking around this table and seeing the number of Members absent and having regard to the importance of this Bill, I am satisfied that you will not object to this Bill being deferred to a fuller Council for consideration. You cannot expect four Elected Members and seven Nominated Members to deal with it satisfactorily.

Mr. JACOB: I do not see seven Nominated Members here now.

Mr. THOMPSON: There are six Nominated Members in their seats now, but I said seven because one Member is outside in the lobby. I am moving that this Bill be deferred because I am not prepared to support it with the Council as presently constituted. There is one big mistake I have noticed here. There has been a report on this Transport and Harbours Department, and Members of this Council have not seen that report but have seen recommendations on which action has been taken. It is not fair to have us accept recommendations without knowing on what evidence they were made. We have been given recommendations and asked to accept them. A while ago I asked for certain matters to be deferred because a committee sat and we have not seen its report. Am I to understand that is the custom—a committee is appointed, a report is made and Members of this Council see nothing of it but are required to commit themselves in passing a Bill made on that report? I do not regard that as the proper course to adopt. I am not against the General Manager. I have the highest regard for his ability, but that does not mean I am going to commit myself to matters which call for full discussion. I am satisfied that for the short time he has been here he has measured up satisfactorily. I am prepared to uphold his hand and to give him every help to make the railway a paying concern as I would not like to see it scrapped, but at the same time I am not going to accept this Bill. The first one was thrown out by the Council.

The ATTORNEY-GENERAL: The Bill was not thrown out by the Council. It was withdrawn. That is quite a different thing. The circumstances are totally different!

Mr. THOMPSON: I am not prepared to accept the second reading of this Bill in the circumstances I have stated.

Mr. VEERASAWMY: After listening to the hon. Member for Georgetown Central (Mr. Percy C. Wight) I would also join in asking that this Bill be deferred for further consideration.

Mr. RAHAMAN: I have been approached by a good many persons who have said to me "Are you going to allow Colonel Teare to have his own way by allowing this Bill to pass?" After hearing from the hon. Member for North Western District (Mr. Jacob) the figures of the deficits year after year and from you, sir, that this gentleman has high technical knowledge of engineering and of transport, I think we have the right man in the right place. We have already seen the many leaks that this gentleman is stopping and what he is saving us. I heartily support the second reading of the Bill.

The PRESIDENT: I am not quite sure what the hon. Member wants. Do you want a postponement until tomorrow? As I have stated, I am not concerned with the details. I believe the hon. Member for Georgetown Central is quite prepared to support the Bill if he is sure the General Manager is not going to be Chairman of the Advisory Council. I believe the hon. Member for North Western District is prepared to support the Bill if he is sure there will be another type of advisory council. I heard the hon. Nominated Member, Mr. Raatgever, say he is in support of the Bill subject to certain details being threshed out in Committee. I am not quite sure why the hon. the Seventh Nominated Member (Mr. Veerasawmy) wants to postpone the second reading. The second reading does not do more than give the indication that this Council accepts the principle. I am prepared to meet you. I would postpone it until tomorrow, if you do not come to me again for a further postponement until next Thursday, because I have many other Bills for consideration and we must make steady progress. I am quite prepared, if hon. Members so desire, to postpone it until tomorrow.

Mr. CRITCHLOW: I believe that if you postpone it until tomorrow we may get a smaller attendance. Let us go on with it.

The PRESIDENT: Do Members agree to that?

Mr. PERCY WIGHT: To expect one to read this thing and digest it in twelve hours is to my mind ridiculous. Why not let us come tomorrow and consider this Bill? Let us do now some other important



matters you may have, and so give us until Thursday when we will have had enough breathing space to digest it.

The PRESIDENT : I am afraid I have not any important matter ready for tomorrow. It is not printed.

The ATTORNEY-GENERAL : Hon. Members have had this matter placed before them some time ago. This is not anything new. This matter, so far as the general principles of the Bill go, came before the Legislative Council in a different form in April of this year. In view of the comments then made the Bill was withdrawn, and now it comes before you in a different form. As hon. Members have heard from the Chair, the crux of the question is this : Is it agreeable to this Council that the General Manager should have more power for the purpose of carrying on the railway and the services of the Transport and Harbours Department in as efficient a manner as possible, and that he should be assisted by an advisory council to be determined as hon. Members think fit when we come to the Committee stage ? That, in effect, is the particular principle which hon. Members now have to determine. I suggest to Members that the question of whether it shall be considered this day, or next week, or this day next month, is only postponing the decision. If there are certain phases or details of the Bill such as the composition of the advisory council on which hon. Members have expressed their views, those matters are subject to changes and amendment when we get into the Committee stage, but the second reading deals with the question of the principle. The broad principle is there and it is a matter on which this Council is asked to express a decision, and I suggest to hon. Members that that can very well be done now.

As hon. Members have heard, there is a great deal of legislation to come forward and it is sincerely hoped to deal with that legislation during this present month. There are no Bills of any importance that we can bring forward in the place of this Bill today or tomorrow, and not until next week. It would be appreciated by hon. Members that we have been faced with acute printing difficulties.

That is why we have not other Bills before you. This Bill has been before you for some time—since April—and it is not novel. I suggest that a decision be reached on this matter so that the General Manager whose efficiency, energy and capability are undoubted, and of whose ability hon. Members have expressed appreciation can function fully. Let us therefore give him powers. Let him go ahead and deal with the matters of the Department, so that we can spend our money, or whatever money is to be spent, in the best possible way and get the best services having regard to the money we propose to spend.

Mr ROTH : I rise to move that the question be now put.

Mr. GONSALVES : Having heard what the hon. the Attorney-General has said, I am going to move that the Bill be deferred for three months. I will give my reasons. It has not been said in this Council that the General Manager has put up any proposals in connection with the running of the Department which the Board has turned down. If that had been done then there would have been justification for saying "Give the General Manager further and fuller powers". If that is not so, I suggest that the Bill may be deferred for three months. That will take us to the end of the year, when we will know whether the General Manager is not working harmoniously with the Board and cannot carry forward the policies he has in mind.

Mr. VEERASAWMY : I am not asking for a postponement for three months but only that we be given a little more time to consider the Bill.

The PRESIDENT : If we pass the second reading I do not propose that we meet tomorrow. I propose to wait until Thursday next before going into Committee on the Bill. That will afford hon. Members sufficient time to think and also any Member who is absent from the Colony on Government duty to be present when the Bill is being discussed. Two Members have gone to Trinidad on Rice Marketing Board business and will be back on Sunday. I want the principle accepted this afternoon. I therefore put the question that the Bill be read a second time.

Question put, the Council dividing and voting as follows :—

For : Messrs. Veerasawmy, Rahaman, Farnum, Raatgever, Roth, Jacob, Critchlow, C. V. Wight, the Colonial Treasurer, the Attorney-General and the Colonial Secretary — 11.

Against : Messrs. Thompson, Gonsalves, Percy C. Wight—3.

Motion carried.

Bill read a second time.

The PRESIDENT : There being no

more business on the Order of the Day I propose to adjourn this Council until 2 p.m. on Thursday next, but I would like to ask Members who have any suggestion to make on the Bill, to communicate between now and Thursday with the Attorney-General so that when we go into Committee we can make much progress. I hope we shall have a really full Council. At any rate, we shall have some Members who are absent now in Trinidad, and they will have full opportunity to express their points of view. The Council stands adjourned to 2 p.m. on Thursday next, 14th November.