

MINUTES of the Proceedings of the Fourth Legislative Council
of the Colony of British Guiana at its Fourth Session,
1951-1952, held at the Public Buildings, Georgetown, Demerara,
on
THURSDAY, 3RD JULY, 1952,

AT 2 P.M.

PRESENT:

The President, His Excellency the Governor, Sir Charles
Campbell Woolley, K.C.M.G., O.B.E., M.C.
The Honourable the Acting Colonial Secretary,
Mr. J.L. Fletcher, O.B.E., T.D.
" " the Attorney General, Mr. F.W. Holder, Q.C.
" " the Financial Secretary and Treasurer,
Mr. E.F. McDavid, C.M.G., C.B.E.
" " C.V. Wight, C.B.E. (Western Essequibo)
" " Dr. J.B. Singh, O.B.E. (Demerara-Essequibo)
" " Dr. J.A. Nicholson (Georgetown North)
" " T. Lee (Essequibo River)
" " V. Roth, O.B.E. (Nominated)
" " J.P. Coghlan (Demerara River)
" " D.P. Debidin (Eastern Demerara)
" " J. Fernandes (Georgetown Central)
" " Dr. G.M. Gonsalves (Eastern Berbice)
" " Dr. C. Jagan (Central Demerara)
" " W.O.R. Kendall (New Amsterdam)
" " A.T. Peters (Western Berbice)
" " W.A. Phang (North Western District)
" " G.H. Smellie (Nominated)
" " J. Carter (Georgetown South)
" " W.A. Macnie, C.M.G., O.B.E. (Nominated).

The Clerk read prayers.

CONFIRMATION OF MINUTES

The Minutes of the Meeting held on Friday, the 27th of
June, 1952, as printed and circulated, were taken as read and
confirmed.

PRESENTATION OF REPORTS AND DOCUMENTS

✓ The Colonial Secretary laid on the table the following:-

The Report of the Trustees on the Account and
Administration of the Mitchell Trust Fund
for the year 1951.

(M.P. 35/18/16/3 II).

NOTICE OF QUESTIONS

✓ Mr. Roth gave notice of the following questions:-

1. What steps, if any, is Government taking to implement
the motion passed by Legislative Council on 14th March,
1952, by a 17-4 majority, recommending the introduction
of legislation prohibiting the entry of literature
subversive or contrary to public interest?
2. If Government is preparing the said legislation when
is it likely to come before Council for consideration?

✓ MOTIONS - Withdrawal

Leave was granted to Mr. Fernandes to withdraw the following motions tabled on the 16th of May, 1952:-

- ✓ (i) Recommending the decontrol of galvanised sheets;
- (ii) Recommending an increase by £400 in the value of Guiana Scholarships to those winners whose approved courses require a study period of 4 years or more.

ORDER OF THE DAY

REPLIES TO QUESTIONS

Dr. Jagan on behalf of Mr. Lee asked the Colonial Secretary the following questions:-

1. Will Government state how many Engineering Scholarships were awarded for the last five years, and to whom, names and dates of awards to be given separately?
2. Will Government give the names of the Scholars who have returned to British Guiana and the degrees obtained?
3. Will Government state which of these scholars were appointed as Engineers and at what salary, and as Engineer's Assistant and at what salary, and when they were appointed?
4. Is it a fact that the said scholars have to give two years practical work before they can sit for the degree of A.M.I.C.E.?
5. Is it a fact that there are scholars who have not been appointed as Engineers, and that there is great dissatisfaction amongst them? Will Government state when will they be appointed?
6. Will Government undertake to give these scholars, after their two years practical work, study leave in order that they may acquire the necessary qualifications?

With the consent of Council, the following replies by the Colonial Secretary which were printed and laid were taken as read:-

1. Five Engineering (Victory) Scholarships have been awarded during the past five years. The names and years of award are as follows:-

Name		Year of Award
(i) William A. Phang	...	1948
(ii) Shiv Sahai Naraine	...	1948
(iii) P.A.D. Allsopp	...	1949
(iv) F. Debidin	...	1950
(v) D.G. Small	...	1951.

Places could not be found in an engineering school of the University of London for any scholars until 1948 in which year two places were obtained. Consequently, two awards were made in that year.

2. The Engineering Scholars who have so far returned are Messrs. S.S. Narain and W.A. Phang, both of whom obtained the B.Sc. degree in engineering with second class honours.
3. Mr. S.S. Naraine (a former Engineer Apprentice) was appointed a District Engineer with effect from 20th November, 1951, on two years' probation with salary in the scale ASS 4 - \$3,000 - \$4,800 per annum.

Mr. W.A. Phang was appointed Engineer Assistant on twelve months' probation with effect from 30th November, 1951 - salary \$2,400 per annum in scale ASS 8 - \$1,800 - \$2,640 per annum.

4. The practical training and experience required of every candidate for election into the class of Associate Member of the Institute of Civil Engineers is set out in the By-Laws of the Institute. A candidate for election must be more than twenty-five years of age, and the normal period for practical training and experience is a minimum of three years.
5. One scholar has not been appointed an Engineer as he has not completed the requirements for appointment, i.e., he has not yet had two years practical experience.

If there is any dissatisfaction amongst the scholars, there is no justification therefor.

Appointment to the Engineer Grade will be given consideration when the scholars have completed their technical and practical training.

6. Study leave in order to acquire practical training is not necessary as the Diploma of the Institute of Civil Engineers can be taken in the Colony.

(A.P. 102/5/3/14).

* Dr. Jagan asked the Colonial Secretary the following questions-

- (1) will Government state on what grounds Jamaica-born British subjects William Strachan and Ferdinand Smith were deemed as "undesirable" visitors to British Guiana?

- (ii) 1. Will Government state reasons why the width of the Corentyne road has been reduced from 22 ft. to 18 ft.? What is the present estimated cost of the Corentyne road as compared to the original estimate?
2. Is it a fact that the original specifications were as follows:-
- (a) A stone filled base course of 4" thickness,
 - (b) A 3" to 4" wearing carpet, thereby giving an asphalt carpet of approximately 7 to 8 inches?
3. If answer to question 2 is in the affirmative, will Government state reasons why original specifications were discarded in favour of a 4" sand filled base course with a $\frac{3}{4}$ " surface dressing? Will Government also state
- (a) whether adoption of this new method is responsible for the cracking and cartwheel depressions occurring daily at various points,
 - (b) what is the present cost per square yard as compared with the original estimate?
4. Is it a fact that the original uniform thickness of burnt earth calculated to serve as a foundation to receive the bituminous carpet was 9 to 12 inches? If so, why has this been reduced? Is the reduction responsible for the cracking of the road pavement at the sides?
5. Is Government aware of the fact that the United Kingdom has a Road Research Laboratory which is placed at the disposal of Colonial Governments? If so, was advantage taken of this facility to obtain technical advice?
6. Is the present officer in charge of laying burnt earth foundations conversant with this type of material?
7. Is it true that an Engineer who attended the Road Research Laboratory is now engaged in the construction of the East Coast Road without major items of road equipment? What is the difference in construction and relative costs between the Corentyne road with its modern equipment and the East Coast Road?
8. Is it true that the Resident Engineer of the Corentyne Road Programme gave Government the assurance that given all the equipment he now possesses labour costs would be within 2%? Can Government say what proportion of costs represent labour?
9. Before road construction was undertaken, were the following facts obtained:-
- (a) Water tables in the dry season.
 - (b) Water tables in the wet season.

If the answer is in the negative, why has this not been done especially since Government has a modern laboratory at the Road Programme?

10. If the answer to 9 is in the affirmative, has any provision been made for the effect of capillary attraction on the road?
11. Has Government taken samples and kept records of soil tests on the Corentyne Road for future reference in the construction of other roads? If not, why?
12. Is it a fact that the estimate for the construction of the Lodge Village Road was exceeded by \$13,000 and this excess was met from the Corentyne Road funds? Does this indicate that the Lodge Village Road was an experimental strip prior to the construction of the Corentyne Road? And is the Corentyne Road an experiment prior to the construction of other future roads?
13. What is the cost of each piece of the following now lying in the stores and purchased from Messrs. Wreford & Co. in New Amsterdam -
(a) motor scythe, (b) Turner diesel engine, (c) Victor diesel engine. Why have these expensive purchases and spares amounting to several thousand dollars been made? Has this equipment been used on the road programme?
14. Is it a fact that the Road Programme has discharged crafts free of charge for Messrs. Wreford & Co. If so, why?
15. What is the total value of purchases made from various firms in New Amsterdam for the Corentyne Road Programme?
16. Is it a fact that the gateman now residing in the Resident Engineer's Compound has been allowed to purchase empty drums at 24¢ each for resale, while other employees pay 40¢ per drum? Is the house the gateman occupies owned by Government? If so, what rental is charged, if any? Was permission obtained from Government for the construction of this house? Did the Central Board of Health grant approval for the construction of this house? If not, has the Central Board of Health taken any action?
17. Is it a fact that a tug-hand, Mr. J. Joseph, who was previously employed at the Road Programme refused to draw wages, although a payroll was made out in his favour? If so, why?
18. What are the amounts paid to Government by the Resident Engineer for any repairs done to his car No. 8329? Is it a fact that these repairs are made with Government materials at no cost to the officer-in-charge?
19. Is it a fact that contractors have been advanced materials from Government stocks, and no collection has been made from those contractors in respect of these supplies?

20. Has Government given the Resident Engineer authority to give to certain officers free of charge any stores or supplies? If not, have any officers received any stores or supplies free of charge? If so, will Government give the names of the officers who received articles and state what were the quantities and their total values?
21. What method of accounting was used in 1951 in arriving at an accurate analysis of costs in relation to expenditure as against the works done?

With Council's consent, the following replies by the Colonial Secretary which were printed and laid were taken as read:-

- (i) Government has nothing to add to the answer given the Honourable Member in reply to his question No. 7 of the 19th of June. (M.F. S. G.H. 13/49).

- (ii) 1. The original width of the embankment was not sufficient to receive a 22 foot bituminous carpet without one edge being supported by new fill. If this width was to be laid, then it would have been necessary to wait several years until the widened portion of the embankment had had sufficient time to consolidate. The recommendation to reduce from 22 feet to 18 feet was approved by Executive Council in 1951. The original estimate for a 22 foot roadway was \$4,480,000 and the revised estimate for an 18 foot roadway is \$4,024,000.
2. No.
3. See answer to question 2.
- (a) The present method of surfacing has not been responsible for the cracking that has occurred on the sections where the bituminous surface has been laid on widened portions of the embankment. Any sand/bitumen, stone-filled/sand bitumen or asphaltic concrete will mark immediately after laying until the percentage of voids has been reduced by traffic and volatile oils in the case of asphaltic cement have dispersed. Road authorities do not recommend iron-tired vehicles using unsurfaced sand/bitumen carpets until six months have elapsed. This is impossible in the case of the Corentyne Road. After the armour course of $\frac{3}{4}$ " chips and binder has been laid there are no signs of any markings.
- (b) The original estimated cost was \$2.95 per square yard. The present cost is \$1.93 per square yard.

4. It was estimated before detailed soil tests were made that 9" to 10" of burnt earth was necessary.

After the soil survey was made there were some areas where this thickness was not considered necessary. These areas were mainly through the sand reefs. In most of the other areas it was found that 9" of burnt earth was sufficient to distribute the load safely over the sub-base. In areas such as deviations, burnt earth to a greater thickness has had to be used.

In the areas where 9" was not found to be necessary there has been no cracking at the sides whatsoever.

5. Yes. Advantage has been taken of the Road Research Laboratory.

6. Yes.

7. Yes.

The construction of the Corentyne Road consists of 3½" sand/bitumen base with a ½" binder chips armour course which costs \$1.93 per square yard.

The construction referred to on the East Coast road is 1½" penetration carpet without a seal coat which costs \$1.26 per square yard.

The labour costs are approximately 20% to 25% of the total cost of the work.

10. It is not considered necessary to take steps to retard capillary action which is small. The moisture content at a depth of 24" to 36" remains almost constant throughout the wet and dry seasons and is not excessive.

11. Yes.

12. No.

Experimental work was done in Lodge Village in connection with the Corentyne Road Programme. The Corentyne Road is not an experiment prior to the construction of other future roads, but experience gained on this road will be utilised elsewhere.

13. (a) A motor saw was purchased from Messrs. Bookers General Stores at a cost of \$639.00/

A Turner Diesel Engine was purchased from Messrs. S. Wreford and Company, Limited, at a cost of \$2,340 00.

(c) A Victor Diesel Engine was purchased from Messrs. S. Wreford and Company, Limited, at a cost of \$523,47.

The motor scythe has not been used as yet.

The Turner Diesel Engine has been used and is now in use.

The Victor Diesel Engine was purchased as a spare unit for the steam generator on the bituminous mixing plant. If the bitumen plant has to close down due to failure of the engine, the financial loss to Government would be very considerable, hence the necessity of having a stand-by power unit.

14. No.

15. These figures are being worked out but will take some time. The information will be supplied as soon as it is available.

16. The original selling price was 24 cents each for empty drums. The price was raised to 40 cents each. The gateman did purchase drums at 24 cents but this was before the price was raised. The house occupied by the gateman is owned by Government.

No rent is charged for this house as rent is already being paid by the occupier of the premises - the Resident Engineer.

This house was built originally to house materials during the construction of the Resident Engineer's quarters.

The gateman is building a house of his own and the New Amsterdam Town Council state that it is quite in order to allow him to remain there until his house is completed.

17. Yes.

The reason is not known and the money is still there for him to get when he comes for it.

18. The amount paid to Government for Car 8329 amounts to \$29.46.

The cost of repairs is for labour and materials, plus 10% for overhead charges.

19. No.

20. No.

21. A careful system of cost accounting is employed, by means of which expenditure is shown in relation to the progress of the work.

BILLS

✓ SUMMARY JURISDICTION (MAGISTRATES) (AMENDMENT) BILL, 1952 - First Reading.

On a motion by the Attorney General seconded by Mr. Wight the BILL intituled AN ORDINANCE FURTHER TO AMEND THE SUMMARY JURISDICTION (MAGISTRATES) ORDINANCE was read the first time.

✓ OPTICIANS (AMENDMENT) BILL, 1952 - First Reading

On a motion by the Attorney General seconded by Mr. Wight the BILL intituled AN ORDINANCE TO AMEND THE OPTICIANS ORDINANCE, 1953, was read the first time.

TAX (AMENDMENT) BILL, 1952 - Second and Third Readings

On motions by the Attorney General seconded by Mr. Wight the BILL intituled AN ORDINANCE TO AMEND THE TAX ORDINANCE, 1939, was read the second time and thereafter taken through its remaining stages and passed as printed.

✓ MANDATED AND TRUST TERRITORIES BILL, 1952

On motions by the Attorney General seconded by the Financial Secretary and Treasurer the BILL intituled AN ORDINANCE TO MAKE PROVISION AS TO THE APPLICATION AND MODIFICATION OF ORDINANCES IN RELATION TO MANDATES OF THE LEAGUE OF NATIONS AND THE TRUSTEESHIP SYSTEM OF THE UNITED NATIONS was read the second time and thereafter taken through its remaining stages and passed with the following amendment:

Section 3(4)

The words "enacted earlier" were substituted for the words "of earlier sessions".

* MOTION BY MR. WIGHT RECOMMENDING ESTABLISHMENT OF AN AGRICULTURAL CREDIT BANK.

Mr. Wight moved and Mr. Dabin seconded the following motion which was unanimously adopted:-

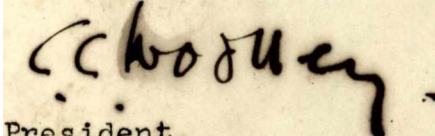
BE IT RESOLVED that this Honourable Council recommends to Government the immediate incorporation of an Agriculture Credit Bank for the purpose of making loans to residents, landowners, proprietors and farmers in the rural areas on long or short term other than and outside of loans at present made through the Co-operative Credit Banks.
(M.P. 213/14).

ADJOURNMENT

The President adjourned Council sine die.

Confirmed,

COUNCIL CHAMBER,
Public Buildings,
British Guiana.
17th July, 1952.


President.