

# THE DEMOCRAT

FOR ST. KITTS

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SATURDAY, MAY 9 1970

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## Poor Show Of Solidarity!

IT MUST have been quite disappointing and embarrassing to Bradshaw and his clique to see that after they held some sixteen meetings throughout the island and had reached much of the thirty-eight thousand population, their march through Basseterre last Monday (Labour Day) was comprised of a mere few hundred grown-ups followed by children who were obviously attracted by trumpet music.

Some labourites in the demonstration observing the poor show of solidarity behind their leaders, were heard bitterly denouncing the residents of certain areas for not being in attendance. The Labour Party, in an effort to procure the support of the masses at its march, had at these meetings enumerated all that it had done over the years and all it hopes to accomplish; yet all of this proved of little avail.

Absent in the procession too, was the customary banner of the so-called St. Kitts-Nevis-Anguilla Labour Party and the Premier's effigy once carried aloft. If this could be interpreted as an indication of the Government's unpopularity it was certainly in order, for this regime has still to convince many of our people and, indeed, the outside world, that it possesses the ability to govern, to repair its tarnished image, get back Anguilla, and to establish a strong political standing in the three islands — especially in Nevis and Anguilla.

Bradshaw and his henchmen will continue to try every scheme to remain in power, pretend to identify themselves with the masses and to have their welfare at heart. However, one thing is certain: the political influence of the Labour Party is fast dying and it will not be long before the Government shall either be removed at the polls or be come cankerous in its own internal workings and eventually fall from power.

## PAM's Fair Attracts Large Crowd

The second May Fair held at Pam International, headquarters of the Opposition People's Action Movement, attracted a large crowd on Monday afternoon despite the inclemency of the weather. It was opened by Mrs. Gloria Simmonds, wife of Dr. Simmonds.

The welcome remarks were made by Mrs. Lucille Schouten, President of the Women's Group which sponsored the fair. She said the Pamsters and Pamites had put in "a lot of hard work" in the function and with their help it was made a success. Mrs. Schouten praised the audience for "braving the elements" to be in attendance and acknowledged contributions from overseas.

Opening the fair, Mrs. Simmonds congratulated the Women's Group and said that the united efforts of all concerned with the function, was an indication that in keeping with the Party's Motto the people were "clasping hands and striving for progress." She felt that with such an approach greater things will be achieved with "rebounding success". At the end of her brief talk, she was presented with a bouquet of roses by Esra Riley.

Dressed in holiday fashion, the audience then left and congregated around selling

stalls both inside the spacious hall of the building and outside on the grounds.

On sale were many items including needle work, locally made clothing, ornament shells and, not the least, food—a variety of West Indian dishes, cakes and other delicacies.

Several games provided much fun for participants and onlookers alike. Also providing entertainment was the Sugar Pop Steel Orchestra from Ottley's Village.

The FAIR was followed by a DANCE later that evening. Music was supplied by the Silver Rhythm Combo and Coca Cola Steel Orchestra.

## Forbes Leaves For Antigua

TRINIDADIAN Mr. Urias Forbes, Tutor in Public Administration in the Department of Government, University of the West Indies, leaves Nevis tomorrow (Sunday) to return to his base in Antigua after acquainting himself with the operation of the Local Council in that part of the State.

Mr. Forbes, who went to Nevis yesterday (Friday), was in St. Kitts for two weeks having arrived on April 26.

He was attached to the University's Department of Government at Mona, Jamaica, from 1965 and is responsible for lecturing in Public Administration in the Leeward Islands and Dominica.

During his stay here,

he had been conducting the third of a four session programme in Public Administration comprising lectures and assignments.

This session dealt in Middle Management for taking in personnel in executive grades of the Public Service; and Mr.

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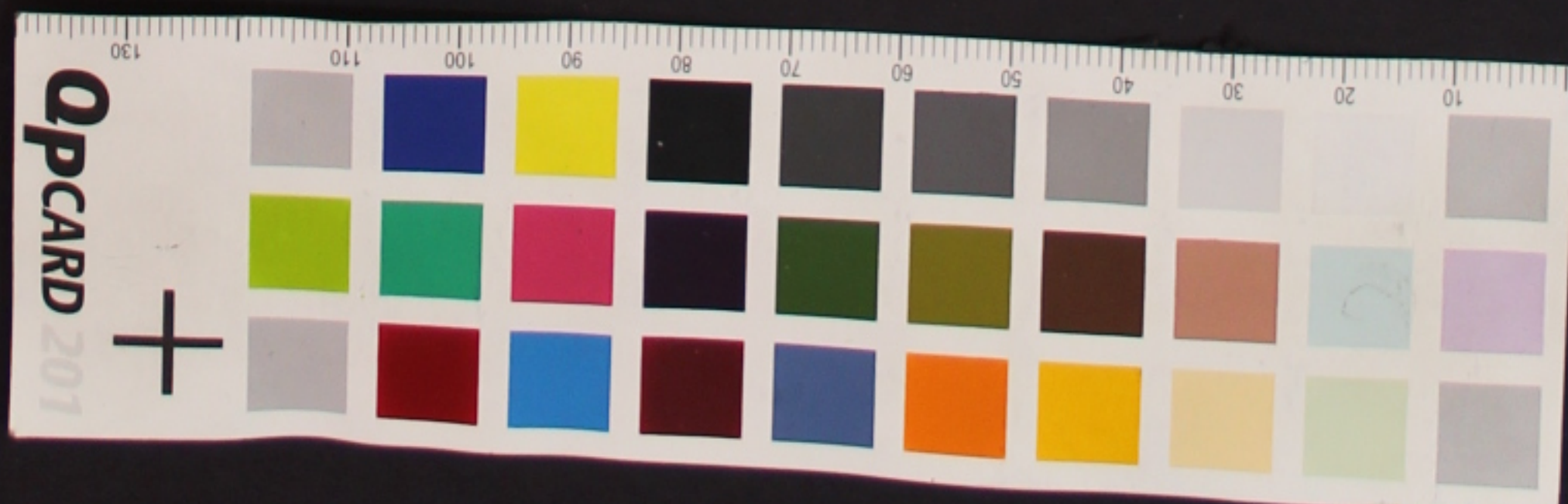
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# Extracts from The Beacon (Anguilla)

Extract From:

## 'VIA Port Of New York'

SAT. MAY 2, 1970

### Anguilla Budget

The Anguilla Budget for 1970 with a total expenditure of \$703,108, has been approved by the Secretary of State for Foreign and Commonwealth Affairs on April 14th 1970. The budget prepared by H.M. Commissioner and the Anguilla Council, allows for grant-in-aid of \$209,952 which was also approved by the Secretary of State. Anguilla balanced her budget last year with a total of \$34,588 surplus on December 31st 1969.

The total expenditure for 1970 is recurrent and does not include development projects being carried on by the Royal Engineers, Ministry of Overseas Development in London through its Caribbean office in Barbados and H.M. Commissioner's Office. We hope to give more details in next week's issue.

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### Engineers to build Airport Tower for Wallblake Airport

Included in the many projects under British aid for Anguilla, is the plan for a new Airport Tower with funds provided through H.M. Commissioner's Office and the Anguilla Council. Work will commence on the new tower almost immediately.

The new Wall Blake Airport Tower is being planned to accommodate new radio equipment for the arrival and departure of Aircraft, and it is understood that training courses will be provided this year for Air Traffic Controllers.

A major report on the future of the Airport for Anguilla is awaited and this will no doubt lead to a re-appraisal of the long term plan for the use of Wall Blake Airport.

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### EDITORIAL

### A Pat On The Back

Any Anguillian travel-

ling about the island these days can only be impressed by the new scenes of activity on the part of our visiting Royal Engineers who seem to be busier than any previous group. Road-building machinery, stone crushers, cement mixers, sand lorries, vans and trucks are everywhere. Work for the future of Anguilla and Anguillans is being carried out at a dozen sites.

But are we a nation of ingrates? It has been reported that while the engineers get on with the building and construction, some members of the younger community have been heard calling rude and sometimes nasty remarks to the young men who have come here to help and are only doing their job for us. God forbid that we should permit the slightest semblance of Black Power (Racial Discrimination) on this beautiful island where peace and increasing prosperity is now and can be forever our lot.

The young men from Britain who are helping us now are non-political; they have no wish to take sides in whatever local or Caribbean problems we may have. They are merely here to 'do a job, and we should be grateful that they are getting on with it so well.

It can be safely assumed that majority opinion in Anguilla favours and applauds the work of the Royal Engineers, but the odd dissenting and ungrateful voice can often upset the apple cart and spoil the effect of all that is being done. We believe that the improvements for Anguilla are our due, and that they are long overdue. But that should never give reason for rudeness or lack of appreciation of what is now being done.

The fact is that Anguillans are grateful to our visitors for their cheerful and practical help and we feel they

deserve a resounding pat on the back and even more of that inestimable local quality — our traditional and unanimous Anguillian hospitality while they are with us. Long may their good work continue!

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### Site For Island Harbour School Chosen

Yesterday the men of the Royal Engineers began the work of breaking the land for the foundations of the new school at Island Harbour.

The new school will be erected for use commencing the autumn term from British aid funds through H.M. Commissioner's Office in Anguilla and the British Development Division for the Caribbean in Barbados under the Ministry of Overseas Development.

The site chosen is a plot of land at Island Harbour north of the road near St. Andrews Anglican Church and has been donated for the project by Mr. Ronald Webster.

The school comprising of two class rooms, a teachers' block and a block of lavatories will be erected by the Royal Engineers and work is expected to start immediately. It is being financed by the British Ministry of Overseas Development through H.M. Commissioner's Office.

The new school will be modern in design and will accommodate several hundred children. Headmaster and staff have yet to be appointed.

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### British 'Official' On Visit To Anguilla

Mr. Arthur Watson, Deputy head of the Caribbean Department of the Foreign & Commonwealth Office in London arrived in An-

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Atlantic Lines is still another Steamship company which operates smaller vessels in the container/trailer trade between New York and the Caribbean area. It was Atlantic Line which pioneered direct container services to the Leeward and Windward Islands. While all of the line's break-bulk vessels operating from New York Harbour usually carry containers, the line recently placed into service three ships designed specifically for the inter-modal boxes. These freighters — *The Atlantic Shipper*, *Atlantic Forwarder* and *Atlantic Clipper* — can each carry up to 44 twenty footers plus a wide variety of other cargo. Self-sustaining, each of the 240-foot-long vessels is equipped with one 15-ton capacity boom plus two of 7½ tons capacity. The addition of these three German-built vessels allows Atlantic Line to offer shippers utilizing New York a fortnightly container service to St. Thomas and St. Croix in the Virgin Islands, and a second fortnightly container service to the Leeward and Windward Islands.

The company plans to add the Panatlantic to its New York/Virgin Islands service in late May. This will permit the line to afford shippers a sailing every 11 days to St. Thomas and St. Croix rather than the present fortnightly departure.

The "Panatlantic" closely resembles the well known L.S.T. (Landing Ship Tank) used by many of the world's navies. Like the L.S.T., the 258 foot-long, 1,000 deadweight-ton 'Panatlantic' will load and discharge through the bow. Another feature she has in common with the L.S.T. is her ability to beach. A spokesman for Atlantic Lines notes that 'Panatlantic' is unique at the Port of New York in

that she will enjoy the distinction of being the only merchant vessel in regular service at New York which has the capability of being beached for operational purposes. The company has found this feature to be advantageous in some of the shallower and less-developed harbours of the West Indies. Built in Norway, the 13 knot, roll-on, roll-off vessel will carry 36 forty foot trailers or an equivalent number of flatbed mounted forty foot containers.

Two additional new roll-on, roll-off vessels are currently on order for Atlantic Line and both are slated for the New York-to-Virgin Islands service. Each will be stern loaders capable of transporting 45 forty foot-trailers plus 38 automobiles. The vessels will be of 1,350 deadweight tons and have a speed of 16½ knots. The first will join the line in late 1970, with the second following in early 1971. The addition of the faster due to the Atlantic Line roster will enable the company to offer a full roll-on/roll-off service from New York to the Virgin Islands every nine days.

Atlantic Line vessels, which call at over 35 ports in the Caribbean, currently operate from Manhattan's Pier 2, North River. However, due to the expansion of its container/trailer capabilities, the company is moving to new and bigger facilities at Shed 291, Port Newark.

The availability at the Port of New York of these smaller container/trailer vessels once again focuses the spotlight on the flexibility and variety of services available at the port. This is a major and a most practical reason why New York continues to be the number one choice of shippers.

