

refer to what may be considered by those more knowledgeable than I on legal matters as being essentially juridical matters. Therefore, although I suggest that the bill should be referred to committee, I am unclear as to which committee it should be referred to. Quite naturally I thought at first that it should be the committee that deals with transport and communications, but the more I looked at the bill I realized that it could easily go to the Committee on Legal and Constitutional Affairs.

That really is all I have to say on the matter. I believe the Senate is very much the appropriate place to look more thoroughly at the impact of this bill.

Hon. Finlay MacDonald: Honourable senators—

The Hon. the Acting Speaker: I must inform honourable senators that if the Honourable Senator MacDonald (Halifax) speaks now, his speech will have the effect of closing the debate on the motion for second reading of this bill, in accordance with rules 28, 29 and 30.

Senator MacDonald: Honourable senators, I thank Senator Stollery for his thoughtful remarks. I was trying to anticipate what his concerns might be. As I looked back over the evidence that was taken in the other place, I thought that we might get into the matter of environmental concerns, or matters involving air safety. The question of birds seemed to be the common theme, whether certain parklands were going to be protected or whether or not the birds would be a hazard to aviation. Therefore, I was trying to anticipate what the honourable senator's concerns might be on a matter that arose in 1983 and which seemed to receive an enormous amount of consideration by all parties, including the City of Toronto, the Harbour Commissioners, the federal government and so on.

Since obviously there is a disposition to refer the matter to committee, I would have assumed automatically that it would be referred to the Standing Senate Committee on Transport and Communications. I sent a letter today to the chairman of that committee asking for a reference of the Canada Shipping Act in connection with that committee. The matter is now becoming a point of concern to us. I would be inclined to suggest that we refer the matter to the Standing Senate Committee on Transport and Communications, if that would suit the honourable senator.

Senator Stollery: Honourable senators, for the record, I checked with the other place, but I cannot say which committee it was referred to there. I would leave it to the experts in this chamber to decide as to whether or not it comes under the terms of reference of the Standing Senate Committee on Legal and Constitutional Affairs to which under rule 67(1)(j)(iv) "all essentially juridical matters" should be referred. My instant reaction was to refer it to the Committee on Transport and Communications. Whichever committee is decided on will be agreeable to me.

Motion agreed to and bill read second time.

REFERRED TO COMMITTEE

The Hon. the Acting Speaker: Honourable senators, when shall this bill be read the third time?

[Senator Stollery.]

On motion of Senator MacDonald (*Halifax*), bill referred to the Standing Senate Committee on Transport and Communications.

● (1550)

THE HONOURABLE RICHARD B. HATFIELD

FIFTEENTH ANNIVERSARY OF BECOMING PREMIER OF NEW BRUNSWICK—DEBATE CONCLUDED

On the Order:

Resuming the debate on the inquiry of the Honourable Senator Simard calling the attention of the Senate to the Honourable Richard Hatfield's Fifteenth Anniversary as Premier of New Brunswick.—*Honourable Senator McElman*.

Hon. Charles McElman: Honourable senators, I adjourned this debate yesterday primarily to ensure that the Honourable Senator Simard, who initiated the debate, would have the opportunity to close it if he should so desire. Before deferring to him, I would like to say a few words in the debate myself.

In 1970 the electors of New Brunswick reposed their confidence in the Honourable Richard Bennett Hatfield and in a majority of the members of the legislature who were supporters of Mr. Hatfield. That confidence was renewed by the electors in 1974, in 1978 and in 1982. Now, in 1986, Premier Hatfield has achieved an unequalled record for longevity in office in the province of New Brunswick—15 years plus. It is quite an exceptional record. No previous Conservative premier has ever won more than two elections in our province and no other premier of either political stripe has ever served as long in office as has Premier Hatfield.

Honourable senators, it is quite appropriate that the Honourable Senator Simard, a long-time colleague and faithful supporter of Premier Hatfield, should draw to the attention of the Senate the fifteenth anniversary in office of the premier.

During those years the premier and his government achieved many measures that deserved and received the approbation and support of a majority of New Brunswickers of all political persuasions, and Senator Simard has referred to many of those measures. During that same period, they have also been responsible, as has any government, for acts of commission and omission that have brought upon them the disapproval of many electors and citizens of New Brunswick of all political persuasions. Both the attributes and liabilities of Premier Hatfield have been weighed on the scales of public opinion, and the result has been confirmation of his government in 1974, 1978 and 1982. Nobody can argue with the decisions of the electorate.

However, in May of last year the electors in what could probably be referred to as the safest Conservative anglophone constituency in New Brunswick returned, with a landslide vote, a Liberal. Again this week, in what could probably be described as the safest Conservative francophone seat in New Brunswick, the electors returned, with a landslide majority, a Liberal. So, as in most things in life, the scales tip back and forth, and it appears that the scales in the politics of New