

terms. You have been with the company for some time, Mr. Torinus. Under similar mergers you have gone through, what has been the experience?

Mr. TORINUS: In what respect?

Senator CROLL: As to collective agreements.

Mr. TORINUS: In the United States, in the event of a merger, the Interstate Commerce Commission passes upon whether or not the merger is in the public interest, and as a part of its duty, under the Interstate Commerce Act in the United States, it must consider the effect upon employees. It imposes in its orders for improving mergers in the United States certain provisions for the protection of employees. It has quite a long history of merger decisions which impose those conditions.

That matter was considered extensively in the merger proceedings here involved, and the examiner has recommended the imposition of protective conditions for the benefit of employees. These are embodied in the examiner's proposed report and are in accordance with the decisions which the Interstate Commerce Commission has made in earlier merger cases.

Senator CROLL: May I just add, Mr. Finlayson, that there is not a long history of mergers in Canada of a similar nature. Does our Board of Transport Commissioners look upon that item as of importance in mergers in Canada?

Mr. FINLAYSON: My problem is the same as yours, senator. There does not seem to be much of a history there to look for it. All I can say is that it is certainly the intention of the merger company to respect the collective bargaining agreements in all contractual relationships with the employees; and if for some reason the Board of Transport Commissioners are not satisfied on that point, I assume that in the public interest they would not recommend the merger.

Senator McCUTCHEON: If you did not recognize the collective bargaining agreement, you would not be running many trains from Vancouver to Blaine.

The CHAIRMAN: Any further questions? Are you ready to consider the bill?

Hon. SENATORS: Agreed.

The CHAIRMAN: Section 1, "Authority to merge and amalgamate in respect of assets and undertaking in Canada of Great Northern Railway," contains the provision that the merger and amalgamation shall not become effective in Canada until the Board of Transport Commission has approved. Shall the section carry?

Hon. SENATORS: Carried.

The CHAIRMAN: Section 2 provides "Authority of Great Northern Pacific & Burlington Lines Incorporated to acquire assets of Great Northern and shares of Midland." That is, the assets in Canada, I take it, Mr. Finlayson?

Mr. FINLAYSON: That is so.

The CHAIRMAN: Shall section 2 carry?

Hon. SENATORS: Carried.

The CHAIRMAN: Section 3 deals with the powers of the Great Northern. They will continue to have the powers vested in the Canadian companies. Shall section 3 carry?

Hon. SENATORS: Carried.

The CHAIRMAN: Section 4—"Agreements with other companies subject to Railway Act." Shall section 4 carry?

Hon. SENATORS: Carried.

The CHAIRMAN: Section 5?