

the arguments which can be used in favour of an overall authority but the difficulties could be eliminated by some form of accelerated reversion process which would ensure that all international bridges could be assigned to the Authority within a relatively small space of time.

These two basic courses can now be examined in greater detail:

- 1) The operation of bridges as separate entities is, to a large extent, the present arrangement and could remain so if each bridge reverting to Canada were to be set up as an independent public body along the lines of the Blue Water Bridge Authority. Such an arrangement would satisfy the guidelines as they are now written, and would <sup>not</sup> impede the establishment of joint authorities with the U.S.A. although the chances of establishing such authorities appear to be somewhat remote. The management structure under such an arrangement would tend to be simple and direct, and the governing body could include local representatives as is now the common practice to ensure that local interests are protected. This arrangement would reflect the uniqueness of each bridge, and would also ensure that each bridge would be considered separately when the question of economic viability was being examined. On the basis of experience, it can be clearly seen that the operation of bridges as separate entities is entirely feasible, and the question must therefore be whether or not there are clear advantages to be gained from placing the bridges under some form of group management. It can be argued that despite the uniqueness of individual bridges, they have many features in common and all form an integral part of the provincial, national and international highway networks, and therefore should not be managed by a group with limited perspectives. Obviously, local interests cannot be ignored and some form of local representation is desirable but decisions must be taken in the general interest. Separate bridge