

The obvious solution would appear to be to pass federal legislation giving legal recognition to the bridges, authorizing their operation and maintenance, and establishing the basis for reversion to Canada. Separate acts would not be required if blanket international bridge legislation were to be introduced.

It seems to be felt in some quarters that Canadian legislation must parallel U.S. legislation on the grounds that it follows from an international agreement, and attempts to introduce retroactive legislation were apparently turned back in 1959 on the basis that there were defects in the U.S. legislation. It should, however, be pointed out that any agreements relating to these bridges were between Ontario and the State of New York, and the Canadian Government is not bound by them. There appears to be no good reason why Canada should not pass legislation in this case.

2. Disappearance of the Canadian Company initially concerned with the construction and operation of a bridge and the assumption of control of the complete operation by U.S. interests.

Examples of this are the Thousand Islands, Sault Ste Marie and Peace Bridges where all powers have been assigned to the U.S. company. In the case of the Prescott-Ogdensburg Bridge, there is no record of an official assignment but all references to a Canadian Company have disappeared and the U.S. bridge authority runs the whole operation, apparently on the basis of a de facto transfer. In the case of the three bridges which have no legislative basis, there is no corporate structure in Canada and the entire bridges are operated by a purely U.S. entity. The Ambassador Bridge and the Detroit/Windsor Tunnel are examples of Canadian corporate entities which continue to exist but as wholly owned subsidiaries, they do not play any significant management role.