

interest by a government agency, and the C.T.C. regulatory function would be eliminated. This control over rates would perhaps be best achieved by an overall authority along the lines proposed by Ontario.

- g) Arrangements must be made for appropriate sharing in the construction of the bridge, the use of materials and the employment of labour.

In general, this is a laudable principle, but is often difficult to apply and the use of "appropriate" as a qualifying word is, of course, a tacit recognition of the fact that in certain circumstances suitable labour and material might not be available. The effectiveness of this guideline would obviously depend on direct negotiation to ensure maximum Canadian participation. A Canadian public authority would, of course, be in a good position to enforce this guideline.

- h) The provisions of the Navigable Waters Protection Act shall apply in all cases.

No comment is required on this guideline, since the Act has general application, and this reference was presumably included to emphasize the federal role in international bridge matters.