

most cases at no direct cost to Canada. However, this argument ignores the fact that whether or not the so-called problems have material effects, they are offensive to current concepts of Canadian sovereignty and therefore require solutions. This was clearly the view of the Federal Cabinet when on January 26, 1962, it approved guidelines for Canadian international bridges (see Appendix I). These were confirmed in a Cabinet decision of 1963 concerning the Blue Water Bridge. There is little doubt that the consistent application of the guidelines would prevent a repetition of most of the difficulties experienced in the past, particularly in those cases where reversion is involved, but it should be noted that they provide very little guidance in certain important aspects. It should also be mentioned that the guidelines may have a stifling effect on enterprise in the international bridge field, to the extent that they eliminate private activity without clearly accepting public responsibility.

The guidelines refer specifically to new bridges but by extension, this has been taken to include any existing bridge over which the Canadian Government acquires effective control. For example, when the Blue Water Bridge reverted to Canada, the guidelines were brought into play and formed the basis for the establishment of the Blue Water Bridge Authority. Unfortunately, there has been no opportunity to test the effectiveness of the guidelines in relation to a new bridge, since the only bridge in this category has been the Pigeon River Bridge, built and maintained by the Government of Ontario on a toll-free basis. It may be argued, particularly if one believes that the difficulties of the past have been exaggerated, that the guidelines were a mistake and should be eliminated so that the initiative in the international bridge field could be left to private bodies which have, in general, performed satisfactorily as far as the provision of service is concerned. There are undoubtedly defects in the guidelines, particularly to the extent that responsibility for taking the initiative in bridge matters has been blurred, but it