

reversionary clauses be brought into line in such a way that potential difficulties are eliminated, and this could be achieved by ensuring that all acts are worded so that the bridges revert to Canada. The Federal Government is then in a position to establish bridge authorities along the lines of the Blue Water Bridge Authority in accordance with the 1962 guidelines, or perhaps to create an overall authority as sought by Ontario.

Legislation covering the Prescott/Ogdensburg and Sault Ste Marie Bridges contains a clause to the effect that reversion is dependent not only on the retirement of bonds but also on the redemption of stock. Since such redemption is not a normal procedure, it must be assumed that some process exists whereby the stock could be retired.

At the present time, the probable reversion dates of the bridges and one tunnel are as follows: Thousand Islands Bridge 1976; Detroit/Windsor Tunnel 1990; Peace Bridge 1992; Lewiston/Queenston, Whirlpool, Rainbow, Prescott, Beaudette and Sault Ste Marie Bridges 2000. The Ambassador Bridge is, of course, wholly owned by a private corporation and there is at the present time no provision for reversion.

5. Lack of clear indication of responsibility in the event of traffic declines and reduced bridge revenues.

In the case of the Seaway International Bridge, it appears that the net income is insufficient to pay debt interest, but since the bridge is wholly owned by the Federal Government, it can be directly subsidized. On several occasions, there has been a falling off in traffic volume across the Prescott/Ogdensburg Bridge, with apparent inability to amortize outstanding bonds, and the same situation could arise with the Rainy River/Beaudette Bridge. Several bridges have needed refinancing in the past and Canada always