

experience, subject, of course, to the approval of the Authority.

Whether the Government favours the operation of international bridges separately or as a group, it is clear that under present arrangements, the majority of bridges will not come under public ownership for many years. However, if the guidelines or an improved version of them are considered to represent an acceptable policy, then it is clearly desirable that some way should be found to apply them to all bridges before reversion. If there is no intention to set up an overall authority, then any regulation of non-government bridges would have to be handled by a government department under appropriate legislation. If on the other hand, an overall authority is favoured, the government could delegate to this body the regulatory powers over bridges outside the direct control of the government. There could be a problem in attempting to apply such regulations to the Canadian half of bridges operated entirely by a U.S. authority, particularly with regard to toll levels, and it is possible that effective regulatory control could only be achieved by requiring the re-creation of a Canadian bridge entity in each case.

The need to establish regulatory controls over non-government bridges would, of course, be obviated if steps were taken to accelerate the reversion process and bring all bridges quickly under public ownership. Reversion to public ownership is a principle in most of the legislation governing international bridges, but there is no uniformity in the various reversionary arrangements. Only one bridge (Blue Water) has so far reverted to Canada, since the possible reversion of several others was delayed as a result of approved changes in the financing arrangements. The Thousand Islands Bridge is due to revert in 1976, although this could be delayed if current moves by the bridge authority are not checked. With the exception of the Ambassador Bridge, which is a private entity with no reversionary provisions and, of course, the government-owned bridges, the remaining international bridges are not scheduled to revert to Canada until the