

would be charged following reversion. The prime example is the Blue Water Bridge in which case Ontario declined to accept reversion, which was then accepted by Canada. Federal transportation policy favours tolls and the Federal government was not a party to the Ontario agreement, and consequently tolls were levied over U.S. protests. These events showed that the solution is for Canada to do whatever it considers desirable, since it cannot be bound by agreements to which it is not a party. The possibility of the problem being repeated in future may have receded as a result of changes in the U.S. Federal highway policy.

10. Problems of a minor nature.

Many of the problems encountered over the years have been of an administrative nature and are best solved by joint action of Canadian and U.S. authorities. These problems are probably lessened by the existence of a single bridge authority, and may therefore be expected to increase as bridges revert to Canada. Such problems would relate to the setting of speed limits, bridge signs and roadway marking, traffic control and the handling of accidents, and police jurisdiction in general. Other problems have occurred at single bridge locations, and are basically the concern of other federal departments. An example of this would be the matter of Indian rights at the Seaway International Bridge, where some friction has arisen because of differences between Indian policy in Canada and the U.S.A.