MUNICIPAL STREET RAILWAYS

Municipal ownership and operation of all trolley cars in New York City was based on the advantage to the community, resulting in safety, economy, and comfort for the employees, and the less political control over the New York street railway companies. The New York City street railway companies were in large cities sufficient to pay all expenses and still leave a profit to the community. These companies provided public service, depression and interest on the investments. The New York Recorder says: "Every one who visits the new street railway carriages is impressed with the comfort and convenience they afford to passengers. The cars are large, commodious, and well appointed, and the seats are soft and comfortable. There is ample room for the passengers to stretch their legs and sit up straight." The cars are driven by skilled and experienced drivers, who have a thorough knowledge of the routes and the time required to complete each journey.

The service of the New York City street railways is extended to all parts of the city, with the exception of the rural areas. The cars run every half-hour during the day and every hour at night. The fares are fixed at a moderate rate, and are collected at the stations by the attendants. The passengers are furnished with tickets, which are valid for any number of journeys during the day.

The street railway companies are managed by boards of directors, who are elected by the stockholders. The directors are responsible for the management of the company and are accountable to the stockholders for the way they manage the property and the conduct of the business. The directors are elected for a term of three years, and are eligible for re-election.

The street railway companies are subject to the supervision of the New York City Department of Transportation, which is charged with the duty of enforcing the laws and regulations relating to the operation of the street railways.

The New York City street railways are a great public utility, and are a great benefit to the community. They are a means of transportation, and are a means of recreation. They are a means of employment, and are a means of education. They are a means of comfort, and are a means of convenience. They are a means of progress, and are a means of progress.

The street railway companies are a source of revenue to the city, and are a means of support to the city. They are a means of education to the citizens, and are a means of recreation to the citizens. They are a means of comfort to the citizens, and are a means of convenience to the citizens. They are a means of progress to the citizens, and are a means of progress to the citizens.

There are many arguments in favor of street railways. They are a means of transportation, and are a means of recreation. They are a means of employment, and are a means of education. They are a means of comfort, and are a means of convenience. They are a means of progress, and are a means of progress.

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MUNICIPAL GAS

Nearly all of the cities of Europe own and operate their gas plants, 260 of these plants being in London alone. The operation of such gas plants is a very important industry, involving capital outlays of millions of dollars. In the United States, under municipal ownership, 106 such plants are in operation.

It works much cheaper under public ownership than under private ownership. During ten years from 1897 to 1907, Philadelphia, with a gas consumption of 8,000,000,000 cubic feet, had a rate of $1.17 per thousand cubic feet. The same rate in New York, where the gas consumption is 10,000,000,000 cubic feet, is $1.40 per thousand cubic feet. Under the present system in New York, the gas companies charge from $1.50 to $2.50 per thousand cubic feet, and in many cases much more of the cost.

The most successful venture in municipal gas was that of New York City in 1899, when it began operation.
MUNICIPAL ELECTRIC LIGHTS

The rapid growth of urban population, the demand for more light, and the immense power and light are rapidly growing. It has been observed that the demand for electric lights is now so acute that the supply is insufficient. The electric light industry is now in a position to meet the demand, but it would be impossible to supply the demand with present facilities. The problem of the day is to supply the demand with present facilities. The means of supplying the demand is the establishment of municipal electric light systems. The progress of these systems is amazing, and it is evident that the demand for electric light is on the increase.

The first municipal electric light system was established in New York City in 1882. Since then, many others have been established in various parts of the country. The first system was a small one, serving a few hundred people, but the demand for electric light has increased so rapidly that the systems have grown in size and scope. The power generated by these systems is used to light streets, parks, schools, and other public buildings. The systems are also used to supply power for street cars and other purposes. The municipal electric light systems are becoming more and more important as the demand for electric light continues to increase.

The municipal electric light systems are owned and operated by the cities. The cost of operating these systems is met by the charges made for the use of the light and power. The charges are based on the cost of the power generated and the cost of the labor and materials used in the operation of the systems.

The municipal electric light systems are managed by boards of commissioners appointed by the city councils. The boards are responsible for the safe and efficient operation of the systems. They are also responsible for the collection of charges and the payment of expenses.

The municipal electric light systems are an important factor in the development of the cities. They provide a means of illumination and power that is essential for the growth and progress of the cities. The systems are also a source of revenue for the cities, as the charges made for the use of the light and power help to meet the expenses of the cities.

In conclusion, the municipal electric light systems are an essential part of the urban landscape. They provide a means of illumination and power that is essential for the growth and progress of the cities. The systems are also a source of revenue for the cities, as the charges made for the use of the light and power help to meet the expenses of the cities.