

Among these corporations are numbered some of the largest in Great Britain. Among them are numbered corporations which have gone into municipal trading on an extensive scale. Outside of Glasgow no British city has been more prominent in the variety and extent of its municipal schemes than Halifax. Bradford, Liverpool, Leeds, Leicester, Southport, Huddersfield, Sheffield and others have municipalized their tramways. The great majority of these towns have municipal electric light plants. None of them rejected the proposal to municipalize the telephone business because they are opposed to municipalization, though some of them did because they were of the opinion that they had gone as far as advisable in this direction. The main reason for discountenancing the idea was generally that of Bristol, which secured a report from Sir William Preece to the effect that the cost of establishing and operating a municipal system would be such that the municipality could not afford to make a lower tariff than that which obtained for the company's service in Bristol. In Bristol the National Telephone Company's charge for an unlimited service is £10 per annum or considerably more than the average price for such a service charged in any Canadian city.

Another contributing cause was undoubtedly the very important fact that the number of people who stood to be benefited by any reduction in rates that might be brought about through the establishment of a municipal service was very small, while the whole body of ratepayers was liable to taxation. Regarding other public utilities which have been municipalized this objection is not so strong as in the case of the telephone, for statistics show that not more than five per cent. of the population of a city are subscribers to the telephone