

HOUSES AND VACANT LOTS AND BUSINESS PROPERTY FOR SALE BY W. H. MOTTER.

211 S. 15th St., Over Schroter & Conrad's Drug Store

Houses and Lots.

A good full lot, large house of 8 rooms, and one house of 4 rooms, S. 20th street...

Vacant Lots.

2 lots in Hillside, \$1,400 each. 4 lots in Kirkwood, \$500 each. 9 lots in Okaloma, \$500 each.

Business Property.

22 feet on Farnam street. 132x132 near cor. 9th and Leavenworth, plenty of truckage front, \$12,000, or will divide.

This is only a partial list of the many bargains I have and if you can't find what you want in this list, call and see me and I will show other property that may please you.

MORSE & BRUNNER, REAL ESTATE BROKERS

Rooms 12 and 13, Paxton Building, Cor. 15th and Farnam.

Largest list of property of all characters, City and Suburban, Farms and Lands for sale throughout the state: Telephone 779.

BUSINESS PROPERTY—No. 123—A fine lot 60x132 on Jackson-st., near 13th, very cheap at \$11,000.

RESIDENCE LOTS.—No. 15—choice lots on Sherman ave., from \$2,500 to \$3,000.

MONOPOLY'S MIGHTY MAW.

The Concentration of Wealth and Power an Evil of Dire Dimensions. THE CLASSES AND THE MASSES.

Empires of Domain Parceled Out to Individuals Who Combine to Skin Their Benefactors and Defy the Law.

John C. Welch in the Popular Science Monthly for July.

Most of the great fortunes of the United States—those that are unduly great—are ascribed to the rapid development of the means of transportation and the facility with which those means have been entered in comparatively few hands.

These administrative emoluments, in the case of railroads, according to a few, may be briefly summarized as follows: 1. The gratuitous distribution of stock to promoters and the construction of the railroad from the sale of mortgage bonds, and by defaulted bills for merchandise and labor.

ACRE PROPERTY.—No. 493—10 acres near Tuttle's subdivision, \$3,500.

enough from what is legitimate to make it the startling and pronounced feature of American commercial life for the past twenty-five years.

We find the ideas of equality and simplicity of which the government was founded stultified in the house of their friends.

We find a class that exceeds any class of officers in the government in the immensity of its resources and its power—immensity in imperium.

We find the individual less assertive than a generation ago of his independence, and the typical, prosperous citizen eats the bread of dependence upon a corporation, or controls one or more.

We find a public sentiment alarmed at this situation, but almost despairing how to act helpfully.

We find threats to deal with the matter summarily, and with present results the unexpected that happens, with knowledge of the destroying power in human society of the abolition of collected human passion, it is not the part of wisdom to inquire into the causes of these inquiries than in the line of suppression of causes that have made those fortunes possible.

The civil war was latterly an affair of sections of the country, but the sentiment that led to it rested largely upon the question of local or general control of national government, and many have hoped that no serious point would ever rise again in this controversy.

From the view that transportation on the colossal scale on which we have railroad transportation in this country, in some respects a more advanced government, it is plain now, and seems as though it might have been plain at any time, that it is too wide in its scope to be treated successfully by the local government.

Applying this to railroads, the interpretation commonly made is that where a railroad company's chief means of transportation, that is its tracks, extend from one state to another, such a company comes constitutionally under the regulation of congress.

The large salaries paid high railroad officials is to a great degree only a legalized method of giving them an important part of the emoluments received.

The profit on the investment through rise in the value of the property, and dividends to those who give valuable considerations for stocks and bonds.

The indirect benefit that will accrue to the public, and the public convenience and advantage that will be derived from the operations of the company.

There is here a question of expediency in particular cases, but there has been swerving

of the men representing the smaller interests, and by the concentration of power in the hands of a few, who by their superiority over his associates or competitors, or by something fortuitous, become the representative of the combined interests.

The public mind does not grudge extraordinary rewards and power to genius and great public service, but it is galled to see such thrown by the hand of circumstances into the hands of men of unattained personal aims.

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THE INTERESTING HISTORY OF OMAHA

Shows up in its peculiar, romantic light is well worth of being familiar to everybody, and a brief outline may interest those who have not time to read through the whole description of a historical record.

Improved Property.—North 4 of lot 4, block 12, E. V. Smith's add., with an elegant 7 room house, well, cistern, buggy shed, wagon shed, barn, cistern, fruit trees, etc., \$3,250; \$1,000 cash, balance to suit.

It will pay you to invest your money with us as we do not indulge in speculative schemes, but carry on a strict commission business. We invite you to call on us, and assure you a careful attention and honest treatment.

J. A. LOVGREN, Real Estate and Loan Broker 1504 Farnam st. up-stairs. Telephone, 753,

The Legal Interest of Matrimony.—One of George Lewis' young men, when escorting home a fair damsel, asked her what sort of "money" she most preferred.

Purify your blood, tone up the system, and regulate the digestive organs by taking Hood's Sarsaparilla. Sold by all druggists.