

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 Oklahoma, \$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.

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,

MONOPOLY'S MIGHTY MAW.

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

Empires of Domain Parcelled 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 summed up 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. No. 315—Acre lot in Park Place with 6 room house, \$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 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.

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 railroad 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.

Electric gas and other companies represent branches of transportation, of which railroads are the great representatives, and much is true of these companies that is true of the railroad companies.

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.

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

From the view that transportation on the colossal scale on which we have railroad transportation in this country, in some respects a matter of 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.

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