



VIEW OF THE BOSTON WORK HORSE PARADE—AGE COUNTS FOR, NOT AGAINST, THESE ENTRIES.

WORK HORSES ON PARADE.

Boston Method of Securing Better Treatment of Them.

Boston, May 26.—One of the most interesting annual shows held in this city is the Boston work horse parade, which will be held this year on May 30 by the Boston Work Horse Parade Association, an organization which includes some of the leading citizens of the Hub. All work horses (except hack and cab horses) that are not docktailed, sick, lame, out of condition or otherwise unfit for work may be entered for prizes. The horses are classified according to the business in which they are used, prizes being awarded for condition and manners and for comfortable harnessing. Age counts in favor of the horse instead of against him, and, other things being equal, to the elder horse is awarded the prize.

The underlying motive is to foster intelligent and humane treatment of work horses. The number of prizes is in proportion to the number of entries. At the last two parades at least half the exhibitors received prizes, and at the coming parade this proportion will be increased. These prizes consist of a sum of money for the driver, a ribbon for the horse and a diploma for the owner.

The prizes are primarily for good hard-working condition, docile and gentle manners, showing that the horses have been kindly treated, and for comfortable harnessing. Harness that is light but strong enough to do the work required of it is preferred to heavier harness. This rule is observed especially in respect to bridles and other parts in which great strength is not required. The value or newness of the harness does not count, and the vehicle is not considered, except that a vehicle too heavy or otherwise unfit for the horse disqualifies the entry.

A notable feature of the parade is the old horse class, open to horses now in active service that have been owned and used by the person making the entry or by his predecessor in the business for not less than fifteen years prior to the entry.

Another interesting class is the veteran driver class, in which the Humane Education Society offers a \$10 silver medal to the driver in the parade who has been the longest continuous time in the service of his present employer or predecessor of that employer. In addition a bronze medal is given to every other driver in this class who has seen twenty years or more of service with the same employer.

The first parade of the association was held on Memorial Day, 1903, and was an experiment in this country. It was, however, an immense success. There were 450 exhibitors, making a parade more than three miles long. Last year there were 800 entries. Moreover, according to the testimony of surgeons, owners, drivers, horse-shoers and other persons in different parts of the city, the good effects of the parade have been lasting. Horses are better groomed, harnesses are kept cleaner, and in general teamsters take more interest in their work. The example set by Boston has already been followed in Kansas City, and a similar parade is projected in Baltimore.

ON A SOUTHERN RAILROAD.

Marshall P. Wilder, at a dinner in St. Louis, was telling railroad stories.

"One bright afternoon I was riding on a Southern train," he said. "It was a hot, bright afternoon. The car was full of sunshine and dust, and the air that swept through the open door was warm and gritty and unrefreshing. Everybody was uncomfortable, and a little boy who sat in front of me had his head poked out of the window all the time in search of coolness. Now and then, with some loud remark, he drew, in his head, all coated with dust and soot, and made a few white streaks over its dark surface by dabbing it with a handkerchief. The boy's remarks were amusing, and we all

fell into the habit of waiting for them. In the heat and dust and glaring sunshine they seemed to afford us a little relief.

"The train after a time struck a serpentine stretch of track, and began to rock from side to side. Now we were hurled to the right, now, we were flung violently to the left. On we went with this crazy, rocking motion, and in the dis-

money recently through the failure of a trust company.

In Santa Barbara one day he was introduced to an interesting young man from New-York.

"What does that young man do?" Mr. White asked on the stranger's departure.

"He is attached to the Commercial Bank," was the reply.

OWNS HIS OWN PLANTS.

Senator Clark Gets Ahead of Contractors on His House.

Senator William A. Clark, of Montana, whose new home at 5th-ave. and 77th-st. has been in process of construction since 1898, and is not finished yet, has been driven to an extremely unusual though apparently effective course, both to protect himself against extortions of mechanics and to insure the completion of his house with reasonable speed. One after another Mr. Clark has purchased in quick succession six big plants producing material used in the work on his house. These purchases include a big granite quarry at North Jay, Me., a stone finishing plant at Bangor, Me., a marble working plant, a woodworking factory and a decorative plaster plant at Ravenswood, Long Island, and the Henry-Bonnard bronze foundry in Manhattan.

Senator Clark's eyes were opened to what he might expect in the construction of his house when a granite company, with whom a \$200,000 contract had previously been signed, raised its figures to \$650,000, on the ground that alterations in the plans entailed greater expense to the quarry. Senator Clark had anticipated some such move, and before the astonished contractors fairly realized what had happened he had purchased a white marble quarry of his own.

Possessing a quarry, the ownership of a finishing plant became necessary, and an excellent one was quickly purchased. It is estimated that the quarry and this plant have saved Senator Clark nearly \$500,000. The operation of the decorative marble, wood and plaster factories at Ravenswood, Long Island, has also resulted in a great saving.

The recent purchase of the Henry-Bonnard bronze factory in this city was undertaken by Senator Clark more as a means of expediting work upon the house than for any other reason. The bronze work is to be a feature of the house when completed, including as it does many of the largest pieces ever constructed in this city. Because a press of other work made it impossible for the foundry to turn out the work as rapidly as Senator Clark wished it, the purchase of the entire plant was decided upon by him so that it could be exclusively devoted to his work.

The fact that Senator Clark has, by the purchase of these different plants, held down the expense attending the building of his house must not be allowed to convey any misleading ideas as to its cost. The term economy in its generally accepted use is a misnomer when applied to the Clark house. Not even Mr. Hull, of the firm of Lord, Hewlett & Hull, designers of the house, dares fix with any degree of confidence the date of its completion, and its total cost is a matter yet in the realm of speculation. The estimated cost when work was begun six years ago was \$1,500,000. Now the actual cost will probably soar to the \$3,000,000 mark, if not higher. Just what figure will be reached is not yet known.

When done, the house will include many interesting and unusual appointments. There will be a swimming pool, a statuary hall and a picture gallery having a movable stage so arranged that it can be raised or lowered by electric power, converting the gallery when desired into a private theatre.

ONE OF LIFE'S LITTLE IRONIES.

The musical instrument seller had succeeded at last in working off a cheap fiddle on a customer at four times its value.

"Where shall I send it?" he inquired.

"To 914 — st. My flat is on the third floor."

The fiddle dealer's face fell. He had moved, with his family, the day before, to the flat on the second floor of No. 914 — st., on a three years' agreement.—(TIT-BITS.)



THIS HORSE, BILLY, IS FORTY YEARS OLD.

George H. Blodgett, his owner, is driving.

tance a tunnel appeared. As, always swaying violently, we drew near the tunnel, the boy in front drew in his dust grimed head quickly, and in wild excitement shouted:

"By George, I believe we'll miss the hole!"

'TWERE BETTER SO.

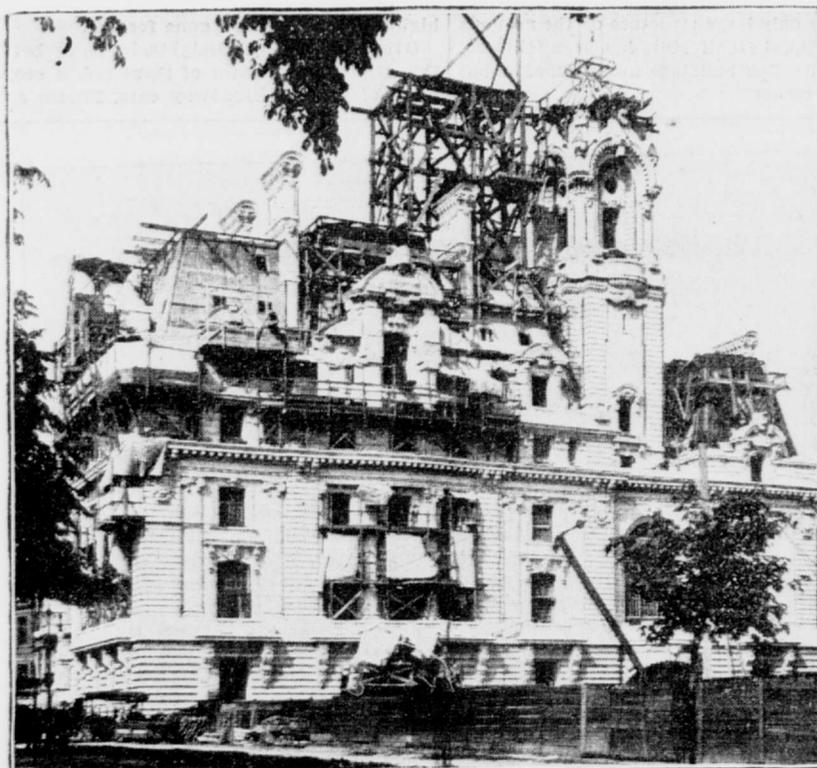
Stewart Edward White, the author, lost some

"Ah," said Mr. White, "so they attach them now, do they? It's not a bad idea."

ELIGIBILITY.

Ethel—I know he is rich, but isn't he too old to be considered eligible?

Edith—On the other hand, he is too eligible to be considered old.—(Puck.)



THE 5TH-AVE. HOME OF SENATOR CLARK.

It has been building since 1898 and is not yet finished. In order to expedite matters the Senator has bought outright six plants producing material used in the work.