

NEXT WEEK'S COMPLETE NOVEL IN THE EVENING WORLD

THE BEST MAN By Grace L. H. Lutz

WILL BEGIN MONDAY

The Story of a Secret Service Agent Whom Fate Tosses Into a "June Wedding" Complication

and the stewards served coffee and other refreshments. While the passengers exhibited a carefree attitude, it was noticed that only five of them returned to their berths. The rest remained up talking about the collision and reciting their experiences. The New York proceeded cautiously, sounding her whistle at regular intervals.

Probably the coolest passenger on the ship was Mrs. Ben S. Allen, who left her children asleep in her cabin while she came on deck after the collision to discover what had happened. When she found that the New York was not badly damaged, she concluded that she would not wake the little ones and they knew nothing of the collision until they were aroused for breakfast at 7 o'clock.

Augustus Barrett, a musical director; Guy Hoppe, an actor, and the Rev. Francis E. Clark rendered great aid to the officers and crew in calming the women who rushed on deck as the New York settled back to an even keel after the collision. Arthur A. Miller, a grandson of William Harris, the New York theatrical manager, was one of the first on deck. He remarked that his time had not come, as did that of his relative, Henry B. Harris, who lost his life on the Titanic.

It was said that the Pretoria was out of her course and that she should have been miles away from the New York at the time of the collision.

Captain's Story of the Collision; Some of Those on Steamships

The American liner New York, bound for this port from Southampton with 600 passengers, and the Hamburg-American liner Pretoria, bound from New York for Boulogne and Hamburg, with 750 passengers, collided in a dense fog at a point about 200 miles east of Nantucket at 3 o'clock this morning.

The only news of the collision, except from The Evening World's correspondent on board, has come from Capt. Roberts of the New York, who reports that his vessel was slightly damaged and no one was injured. The New York will reach port early to-morrow morning on schedule time.

Capt. Roberts' despatch to the liner's offices in New York was as follows: "The steamship Pretoria collided with the New York. None injured. Damage slight. Fog."

A crew of 80 men handles the New York. The Pretoria carries a crew of about 100. The fog must have been very dense through the night to allow of the two vessels to get so close to each other, as the paths of the east-bound and west-bound liners at the point where the collision occurred are miles apart.

There is considerable ice floating southward at this season. The presence of ice in the vicinity of the steamship lane means fog. In the latitude in which the collision occurred, it is almost daylight at 3:30 o'clock in the morning at this time of year.

Among the passengers on the New York are William Burrows, Mr. and Mrs. W. F. Bowler, the Rev. Francis E. Clark and Mrs. Clark, John H. Cook, George Carteret, Mrs. Emma Elliott and Master Arthur Elliott. Mrs. Elmer B. Lane, Mr. and Mrs. C. J. Merritt, Mr. and Mrs. Henry H. Moore, Mr. and Mrs. Edward Maudslayi, Mr. and Mrs. Rowell C. Farber, W. E. C. Pinkham and the Rev. E. A. Thompson and wife.

The Pretoria's passengers include Dr. Walter Snooker, Mr. and Mrs. H. V. Betton, Mr. and Mrs. W. H. Bryan, Mr. and Mrs. Carl Berg, Rev. Paul B. Clark, Rev. C. T. Caldwell, Dr. and Mrs. J. A. Dill, and J. J. Wecker.

The New York of the American Line was one of the oldest transatlantic liners in the world. She was built on the Clyde in 1888 and when first put into service with her sister ship, the St. Louis, St. Paul and the City of Paris—now the Philadelphia.

The Pretoria is a vessel of 15,500 tons, 443 feet long and 48 feet beam. Except for her built-up cabin amidships she is of about the size and general line of the New York. She was built in 1897.

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In a ten-mile race Shamrock IV, was 7 minutes ahead of the older boat when the latter bore away short of the mark. The challenger's time over the ten miles was 54 minutes. In an eight-mile run she was 3 minutes 16 seconds ahead, but on a free race the old Shamrock came nearer holding her own than on the other tests.

SHADMAN ON LINER STABS 25 PASSENGERS

Runs Amuck in the Steerage Just Before Canopic Reaches Azores.

FUNTA DELGADO, Azores, June 15.—Twenty-five steerage passengers on board the White Star steamship Canopic were stabbed by an Italian fellow-passenger who suddenly went mad and ran amuck while on the voyage from Boston.

HOW THE PRETORIA HIT THE NEW YORK



The Hamburg American liner struck the American liner about 50 feet aft of the prow on the port or left side tearing a hole 43 feet long by 11 feet deep just above the water. Then the Pretoria scraped along the New York for 100 feet before she sheered off.

CHAMPIONSHIP POLO GAME DRAWS CROWD OF 35,000

America's. The play was nearly all in American territory. HOT WORK AGAIN IN SECOND PERIOD.

Second Period—La Montague and Larry Waterbury took the ball down the field twice and each time missed the goal shot by a foot or two. Monty Waterbury had a third chance and again missed. The ball rolled up and down the field and Larry Waterbury twice stopped Capt. Cheape's long drives. England had another chance to score a goal and failed.

Working with a great deal more pep, Milburn brought the ball down directly in front of the English goal. Here the flying hoof of an English pony spoiled the shot and the ball went back and forth in front of the goal post for ten seconds. Larry Waterbury placed the ball in front of the goal posts and Monty Waterbury coming through with a rush, drove it through. Score, America, 1; England, 1.

35,000 Crowd Stands When the Game Begins

MEADOW BROOK, L. I. POLO FIELD, June 13.—The first game of the great international polo match here to-day had an even more spectacular setting than in former years. With the new stand, at the south end, the field is nearly enclosed.

At noon the scene was much like that at the English Derby. All around the fields were hundreds of wagons fitted up as refreshment stands. Everything from circus lemonade to the Hempstead brand of huckleberry pie was displayed. Some of the wagons were double-deckers with a small grandstand built on top, seats half a dollar, the seat holders having a distant view of the field over the heads of those lined up ten deep against the outer fence.

The first special train came in at 3 o'clock. At that time the stands were vacant, yet hundreds jumped from the cars before the train stopped and ran at top speed to the gates, through them and on along the lanes that led to the stands.

Here, hours before game time, those who held no seat coupons lined up along the fences, jealousy guarding their places against later comers who tried to elbow them along.

The grounds never were in better condition. The great infield lay like a broad plain of velvet green. The grass had been mown in stripes, giving the field a striped appearance. In the center was a small white-washed square. The only other break in the flat level plain was furnished by a number of small shifting spots of red and brown, where robins hopped about looking for the belated worm.

LIVELY SCENE THE COUNTRY ROUND. Flags were everywhere. They fluttered in the breeze all along the crests of east and west stands. American and British alternating.

Once started, the crowd grew amazingly. Where the huge stands had stood flat, tinted in lead color, spots of white, purple, violet, orange and carmine appeared. Scattered at first, they began to group and bunch together. The leaden hue disappeared and instead the field was surrounded by banks of varied colors like those of a Pasadena flower garden.

The local fire department, in dark blue and with impressive pomp, marched across the polo field. Red capped ushers bobbed up and down in the stands. The flags snapped in the strong south breeze. The blazing sun was hidden behind banked purple clouds and over the field and the wide stands swept a low lying haze of yellow dust raised by thousands of automobiles that came toward the club across the fields in endless lines.

No oiled roads could keep that dust down. It sifted in everywhere. All around the stands there was a ceaseless din of rumbling engines, squeaking, hoarse cries of ice-cream vendors and programme boys. Only one gentle voice was missing—that of the highest speaker.

ALL SOCIETY A MARK FOR CAMERA MEN. All along the approach to the clubhouse the crowd was in a jam. Here society with a capital S came sweeping

BASEBALL NATIONAL LEAGUE

AT BOSTON. PITTSBURGH—0 0 0 1 1 0 0 1 0—3 BOSTON—0 0 0 1 2 0 0 1—4 Batteries—Coyne and Gibson; Tyler and Gowdy. Umpire—Egan and Emale.

AT PHILADELPHIA. CINCINNATI—0 2 1 0 0 0 1 0 0— PHILADELPHIA—3 0 0 0 0 0 0 1 0— Batteries—Benton and Clark; Oeschger and Killifer. Umpire—Quigley and Eason.

AMERICAN LEAGUE. AT DETROIT. BOSTON—2 0 0 0 0— DETROIT—0 0 0 3 1— Batteries—Bedient and Carrigan; Carver and Stange. Umpire—Dibson and Connelly.

AT CLEVELAND. ATHLETICS—1 1 0 0 1 6— CLEVELAND—1 0 1 0 1 2— Batteries—Shawkey and Lapp; Hagerman and O'Neill. Umpire—Chill and Sheridan.

FEDERAL LEAGUE. AT ST. LOUIS. BUFFALO—0 0 0 0 0 0 4 0—4 ST. LOUIS—1 4 2 0 0 0 0 0—7 Batteries—Moran and Blair; Kruger and Chapman. Umpire—Gooden and Cross.

AT INDIANAPOLIS. PITTSBURGH—0 0 0 0 1— INDIANAPOLIS—1 0 0 0 8— Batteries—Camnitz and Berry; Biliard and Harlan. Umpire—Van Sickle and Anderson.

INTERNATIONAL LEAGUE. AT PROVIDENCE. JERSEY CITY—0 0 0 0 0 0 1 0 0—1 PROVIDENCE—1 0 0 0 1 0 0 0—2 Batteries—Williams and Tyler; Comstock and Koehner.

AT MONTREAL. FIRST GAME. TORONTO—0 0 2 0 0 0 0 0—2 MONTREAL—2 2 0 0 0 0 2 0—6 Batteries—Johnson and Kelly; Mason and Howland.

SECOND GAME. TORONTO—1 0 0 1— BALTIMORE—0 0 0 0 0— Batteries—Hearne and Ball; Miller and Madden.

AT ROCHESTER. FIRST GAME. BUFFALO—0 1 0 2 6 2 0 0—15 ROCHESTER—1 3 0 3 1 1 0 0—9 Batteries—Fullenwider and Krinkel; Herche and Williams.

AT BALTIMORE. FIRST GAME. NEWARK—0 0 0 0 0 0 1 1 0—2 BALTIMORE—0 1 1 0 0 1 0 0—3 Batteries—Ball and Heckinger; Ruth and Egan.

SECOND GAME. NEWARK—0 0 BALTIMORE—2 0 Batteries—Lee and Heckinger; Cottrell and McAvoy.

COLLEGE GAMES. At Princeton—Princeton—0 0 1 0 1 0 1 0 0—3 Yale—0 0 0 0 0 0 0 0 0—0 3 Batteries—Gile and Huntington; Deyo and Wall. Umpire—Wood and Salmon.

Pennsylvania—0 0 0 5 0 0 0 Harvard—0 0 0 3 0 2 0 0 Batteries—Bayre and Shevart; Mahan and Waterman. Umpire—Liscolan and O'Reilly.

Weekly Newspaper Bankruptcy. A voluntary petition in bankruptcy was filed to-day by the Social Reform Press, Bird S. Coler, treasurer, publisher of a weekly newspaper, called The Live Issue, at No. 314 Fourth avenue. The liabilities are \$11,875, the assets \$1,117. Judge Charles H. Hough appointed Thomas J. Kavanaugh receiver.

Antwerp Wants Olympic Games. PARIS, June 12.—A request that the Olympic games in 1920 be held at Antwerp was to-day presented to the Olympic Games Committee by a delegation of sixteen representatives of the city of Antwerp and Count d'Aschoe who came on behalf of King Albert. The request is to be considered by the committee.

Fielder Names Justice. TRENTON, N. J., June 12.—Gov. Fielder to-day appointed Judge Charles C. Black of the Circuit Court of Jersey City as an Associate Justice of the New Jersey Supreme Court to fill the vacancy caused by the death of Justice Willard Voorhees.

SUBWAY CONTRACT FOR ADVERTISING DISCOURAGES BIDS

Auto Sales Co. Tells Public Service Commission Conditions Are Unreasonable.

Council for the Auto Sales Company, the concern competing with the Ward & Gow Company for the slot machine, newsstand, station and car advertising privileges in the entire subway system of New York, has sent a letter to the Public Service Commission contending that the conditions of the contract are "so unreasonable as to preclude my clients from making any bids for the privileges, and, as a matter of fact, we doubt whether any responsible person or corporation can be induced or procured to make such a bid."

The Ward & Gow Company was to be given the privileges mentioned for terms running from five to fifteen years, for which it was to pay about \$1,000,000. The contract between Ward & Gow and the Interborough Rapid Transit Company, the present operators of the subway, was about to be let without competitive bidding when attention was called to the fact by The World. It was understood that the Public Service Commission had enough votes to approve the contract when The World story was printed.

Commissioner Mattheis led a fight against permitting the award without competitive bidding, because, as he explained, there were concerns which might make far more advantageous offers than Ward & Gow. It was finally decided to refer the matter of open bidding to counsel for the commission. Now while it is pending comes the announcement from the Auto Sales concern declaring that the terms of the contract are such that an outsider hasn't a look-in. It is claimed the successful bidder will be obliged to pay \$2,000,000 for the right to obtain the present Ward & Gow privileges.

"About the time Mr. Ward made his first offer," says counsel for the Auto Sales people, "the board of directors of the city of New York, wholly disregarding of, in fact, an act of defiance to the interest of the stockholders of the Company and the welfare of the city during the greater portion of the term thereof."

It is further charged that if the conditions demanded by the Interborough for the slot machine, car advertising and station privileges are not changed, competitive bidding will be impossible.

Many national and State banks have written to the Treasury Department offering the use of their safes and office equipment toward the permanent equipment of the new Federal reserve bank quarters. The organization of the new Federal reserve banks will also mean the liquidation of the Federal reserve bank.

The commercial paper—paper of the sort ordinarily used in industrial, agricultural and commercial enterprises—will be discontinued by the Federal reserve banks from their members. The Federal reserve banks will also mean the liquidation of the Federal reserve bank.

SCHNEETZKY, N. Y., June 12.—R. F. Frisbie, former Assistant Attorney General, was to-day sentenced to a term of not less than five years or more than ten in Dannemora Prison.

How to See New York THE secret of seeing a live, moving city is to become part of the life and movement. On a Fifth Ave. Bus—Business men snatch a breath of fresh air on their way up or downtown—Shoppers, a refreshing moment on their tours—Pleasure seekers make it a part of their outing.

The wise sight-seer joins them, passes through the great arteries of the city, the fashion centers, the residence sections, by park and public buildings—truly sees the city. And the bus makes him part of it all—Fifth Ave. Coach Co.

Leading Woman, Actor and Camera Man Caught in Flames at Cliffside. In taking a movie film of the fire scene in "Jane Eyre" an outside studio of the Whitman Feature Company at Cliffside, N. J., was destroyed to-day and Miss Alberta Roy, an actress, Martin J. Faust, another member of the cast, and Jake Dada-rack, a camera operator, were slightly injured.

Diffusion curtains hung over the stage setting to make the glare of the sun less pronounced caught fire when the artificial flames spread faster than had been intended. Thousands of Feet of Reels Destroyed in Philadelphia. (Special to The Evening World.) PHILADELPHIA, Pa., June 12.—A boy was fatally hurt and moving picture films valued at \$200,000 were destroyed and a block of houses was burned to the ground to-day as a result of an explosion which wrecked a one-story brick building, used as a storage vault for films at the Lubin moving picture plant at Twelfth street and Adams avenue. One side of the brick structure was blown out. Thousands of reels of films rolled within the ruins of the two houses, facing the brick building, soon caught fire, their occupants fleeing in panic.

Roy Diddo was enveloped by flames when his home, No. 281 North Garnett street, was set ablaze by the explosion. He was so terribly burned that he will die. Two hundred girls in a gym from the Lubin plant and many fainted.

HELP WANTED—MALE. \$57—Wanted, high ambition boy, city to learn graphic printing. Apply to W. E. S. Co., 100 Broadway.

ALL real estate and building contracts listed in The World's Real Estate Bureau, Fuller Building, 100 West 42nd St., New York City. Duplicates Office, 200 West 42nd St., New York City.