

## TWO STEAMBOATS IN CRASH.

The Nassau Opens the Rosedale's Side, Near Rockaway Point.

As the steamboat Rosedale, of the People's line, steaming away from Rockaway Beach toward Manhattan, reached the entrance of Rockaway Channel, between Rockaway Point and Orienta Point, shortly after noon yesterday, her Captain, Harry Smith, standing at the wheel, saw the steamboat Nassau, newly chartered by the People's Line that day, steaming in his direction toward the opposite end of the channel.

For ships of even moderate draught the channel at its broadest points is only seventy feet wide, and although tiny craft can navigate for a mile or more on either side, it is impracticable for steamboats to pass, even in mid-channel. Capt. Smith, whose boat was nearer the channel than was the Nassau at the time, sounded one long and four short blasts, signal to the Captain of the Nassau that the Rosedale was going to continue her course through the channel, and for the Nassau to slow down.

Either the blasts were not heard by the Captain of the Nassau, however, or he disregarded them, for his boat steamed unconcernedly ahead into the narrow channel, and neither boat could turn back.

There were only seven passengers on the big Rosedale at that hour, but the Nassau was carrying nearly 700 from New York's heat to the beaches. All of these saw the crash coming, as the Nassau steamed head-on toward the bigger boat. They darted back from the railing near the stern, just as the crash came. With a crunching, rending sound, the bow of the Nassau struck the Rosedale on her port side, about twenty feet from the bow, plowing her way for ten feet or more into the bigger boat.

Immediately after the crash, Capt. Jacob Rowe of the Nassau backed his boat away, but so narrow is the channel at the point, that even in turning back the Nassau ran stern-on into the sand.

Capt. Smith, on the Rosedale, had meanwhile sent Chief Engineer Von Volkenbergh and First Mate Oliver into the hold to ascertain the extent of the damage. They reported that the boat was shipping a little water. Thereupon determined to take no chances, Capt. Smith ran his boat to one side and beached her.

A great gash ten feet deep had been driven into her side by the steel bow of the Nassau, which cut clean as a knife through timbers a foot square. The blow had smashed the outer steel plates from a point just below the water line almost up to the deck for a width of about five feet. Her lower deck, too, had been torn up for several feet where the Nassau hit her. Into this wound the water trickled slowly.

The Nassau, for all her speed, was scarcely damaged at all, barely showing a few scratches on her painted nose. Almost immediately she managed to tear herself off the sandbar and continued on her way to Rockaway. The Rosedale, however, seemed in more serious danger, and her Captain ordered her few passengers to disembark to the Nettie, one of the first launches that had steamed alongside. On her they were transferred ashore.

Five hours later, when the flood tide came in, the Rosedale was lifted off the bar, and was able under her own steam to proceed to New York. She will be put into drydock at Hoboken, where it is believed her injuries can be repaired in three or four days.

## HETTY GREEN BAPTIZED.

Her Son Witnessed Ceremony in Holy Cross Church, Jersey City.

Mrs. Hetty Green, now in her seventy-eighth year, has been baptized in the Episcopal faith recently, it was learned yesterday, and will eventually be confirmed as a member of this church. The Rev. Augustine Elmendorf, rector of Holy Cross Episcopal Church, Arlington and Claremont Avenues, Jersey City, and a distant relative of Mrs. Green, performed the ceremony in the presence of Col. Edward Howland Robinson Green, on whose shoulders have fallen many of his mother's great business responsibilities.

For five or six years, it is said, the Rev. Dr. Elmendorf has been trying to get Mrs. Green attuned to a spiritual life. He kept his secret to himself and labored diligently in his rôle of missionary by writing letters to her or carrying the message to her office in person.

On Saturday he went to the Trinity Building, where Mrs. Green has her office. Although the great majority of workers in the financial district had taken advantage of the holiday, Mrs. Green was still busy, but as soon as she had straightened everything out she said she was ready to go with the minister. Col. Green had his car in readiness, and the trio crossed the river to Jersey City on their spiritual mission.

Several persons noticed Mrs. Green as she alighted from the car and entered the rectory, but nobody recognized her. Even the sexton of the church was kept in ignorance. The baptismal ceremony was conducted in the church. Owing to the advanced age of Mrs. Green sponsors were not required, according to the Church laws, and Col. Green acted merely as a witness. The Greens returned to New York after the ceremony.

## Hamburg-American Appointments.

The Hamburg-American Line announced yesterday that Privy Councilor Karl Buenz, who for many years was German Consul General at New York, had entered the management of the Hamburg-American Line, and would come to New York as the company's general representative. Julius P. Meyer and W. G. Sickel, who have been connected with the company's American branch for many years, have been appointed Acting Directors.