TELEGRAPHIC.

LEFT IN THE DEEP.

A Sailor Falls Overboard in a Terrible Gale

AND PERISHES IN THE WAVES.

Notwithstanding All Efforts to Rescue Him From the Roaring Sea.

NEW YORK, Dec. 21.—The British Enterprise, one of the first of the iron fleet that drove the sakers Yankee clippers from the sea, arrived from Liverpool with a vessel little in her forecastle. She left Liverpool on October 29 with a ships company of fifty men, and was ten days battling against adverse gales in the Irish sea and St. George's channel. She was flying light with a small cargo of salt as ballast, and her great iron board retarded her progress. When she was within about four hundred miles of this port, before dawn on December 13, a fresh gale came out of the west and lashed the sea with yeasty whitecaps. All hands were sent aloft to shorten sail. Reefs were made in the foresail and the upper mizzen top sail was hauled down. A heavy squall sprang up at 1 p.m. and the crew were sent up again to reef the upper mizzen top sail and the fore top sail. His mate stationed up the rigging of the fore mast. Among them was William Williamson, a young fellow about whose history his shipmates knew nothing except that he had a mother in Liverpool. Williamson was out on the weather yardarm of the foretop sail. The mate at the wheel had lowered the ship right up into the eye of the wind and the top sail began to flutter and flap thunderously. A fold of the heavy canvas struck Hedley—he was only twenty—and whipped him off the yardarm as if he had been struck by a giant flail. The sea was growing under the inky sky like snow. Captain Hendricks saw Williamson as he fell, turning several somersaults and striking a few yards from the port side of the ship. He came up and struck out bravely. Mate Murray threw life lines to him. They fell short. The skipper threw a lifebuoy over and sent Seaman Thomas Ferguson to the fore top gallant with orders to keep the luckless sailor in view. The skipper prepared as best ship—a perilous undertaking in the gale that was blowing—and make an effort to save Williamson, whose whereabouts the lookout indicated by frequent shouts.

Meanwhile a mate and six seamen made ready to launch the lifeboat which was on the port side, aft. They kicked the slide from under it just as the ship got into the rough sea. In the heavy rolling that followed, the boat was stove in. Others of the crew had cut the lifeboat lashings and stood ready to launch. The cooper hip and strove out bravely. Mate Murray threw two lines to him. They fell short. The skipper threw a lifebuoy over and sent Seaman Thomas Ferguson to the fore top gallant with orders to keep the luckless sailor in view. The skipper prepared as best ship—a perilous undertaking in the gale that was blowing—and make an effort to save Williamson, whose whereabouts the lookout indicated by frequent shouts.

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