Yesterday was the last day of

THE TRADE SALE.—Yesterday was the last day of the trade sale. It has continued for seven days, with sales said to average from $10,000 to $14,000 daily, or $100,000 for the whole time. The sale has proved a disappointment. It was believed that prices would be very low and the sales very light, but this expectation has not been realized. Not that the prices have been high either, but the result greatly surpassed what was looked for, and it was regarded as a highly satisfactory sale. From Philadelphia no very extensive invoices were received, the publishers there possibly having got a little frightened. The Boston folks, however, did not seem to think that the bottom of everything had fallen out, and their contributions exceeded those from the Quaker City. Of course, the traders were from the North, East, and West principally. The catalogue contained 400 pages. Some of the lines were largely duplicated—as high as 5,000 copies sometimes being sold, when but 25 were printed. Eight sets of the Encyclopedia Britannica (21 vols. in a set) were sold for $1,000. One set of the British Poets (115 vols.) was offered, while five were taken by a single buyer, and several sets beside were disposed of.

About the best selling book is Irving's Life of Washington, indeed, all of Irving's works are in steady demand. Bancroft's History was largely duplicated, particularly the eighth volume, just out. The same is true of Macaulays fifth volume. Of Longfellow's poems some six hundred sets of popular blue and gold edition were disposed of, while Tennyson's were called for to the amount of about half as many—which is the usual ratio as regards the demand for the works of these two poets. In the line of fiction, Dickens outstrips all others; then come Scott and Maryatt. Of the works of American female writers there is a good demand for those of Miss C. Le Hentz and Mrs. Southworth (of the interminable prefixes). At the sale a year ago, some 16,000 volumes of the works of these two lady writers were sold. This large demand, however, was partly on account of the advertising they received through several gift concerns which put them into their lists. The sales made by gift establishments have for the last three or four years formed no unimportant item in the bookselling business.

The Philadelphia trade sale is advertised to commence on the 19th inst. The catalogue embraces 170 pages, which is 230 less than that of the New-York sale just closed.

STREET CLEANING.—Mr. Hackley, our Street Cleaning Contractor, has been experimenting with several street-sweeping machines, this week. Among these machines is one called an "improved English machine," composed of an endless chain of brooms, sweeping up an inclined plane into a dirt box; in fact, the same, or nearly the same as the machines introduced into this city a few years ago by Smith, Seckel & Co., and which were discarded as failures. Another is a machine, invented by a Mr. St. John, in one of our inland counties. This apparatus runs on three wheels, and has a pair of brooms, sweeping back and forth, by a reciprocatory motion.

Yesterday afternoon the renowned Fifth avenue, near Twentieth street, was disturbed by a trial of these, with the machines patented by R. A. Smith. This demonstration entirely satisfied Mr. Hackley of the superior merits of the latter machines over all others he has examined, in sweeping Belgian as well as cobble-stone pavements, and we understand he designs making arrangements at once with Mr. Smith for their use.

The Second Avenue Railroad Company have declared a quarterly dividend of 2 ℘ cent, payable on and after the 16th inst., at the office of Messrs. William and John O'Brien, No. 29 Wall street.

FALSE ALARMS.—The alarms given by the City Hall and other bells last night, proved to be false. Some excitement was caused by the burning out of a sooty chimney in Delmonico's.

WOOD ON HAY BALES.—There is no subject that needs legislation more than a law to prevent the outrageous swindling that is practiced in putting up bale hay. Bale hay, wood-bound, will average fifteen per cent of wood, and in no instance is tare allowed. In many cases a bale weighing three hundred pounds will have forty-five pounds of green oak wood strapped around it, that will not even burn. A bill has been introduced in our Legislature to prevent this sort of swindling; and if the Legislature adjourns without making it a law of the State, it will be because the majority of members are willing to be thought to have more sympathy with thieves than with honest men. There is not one iota of necessity for a stick of wood upon a hay bale, and it should be positively prohibited. Nothing but a bit of pine shingle to mark the name should be allowed under any circumstances. Make no provision for allowing tare, but prohibit wood altogether, except one piece of not over half a pound weight.

A FORGING BARON.—In December last Messrs. Stanton & Co., brokers, at No. 83 Canal street, were honored with a visit from a Prussian gentleman, who introduced himself as the Baron de Vellinghoff. He offered to negotiate certain drafts purporting to be signed by Messrs. Hanbro & Son, bankers, of London, drawn on a bank in Berlin. Messrs. Stanton & Co. were induced to purchase $1,250 worth of these drafts, subsequently sending them to Messrs. Oppenheim & Warfenhauer, brokers, at Konigsberg, for collection. This latter firm soon afterward informed Messrs. Stanton & Co. that the signature attached to the drafts were forgeries. The police of this city were immediately notified of the transaction, and Detectives Eustace and Farley were detailed to find the felonious Baron. They succeeded in arresting him yesterday, and on taking him before Justice Welsh he was committed to the Tombs for examination on a charge of forgery. It now appears that the prisoner is only a Baron in his own imagination, but that he was formerly a clerk in the employ of Messrs. Oppenheim & Warfenhauer. He is alleged to have become altogether too familiar with the signature of his employers, and found it convenient to resign his situation and flee his country to avoid a prosecution for forgery. His real name is said to be G. H. Wanghoefer, although he still keeps up his assumption of Baron, and was exceedingly indignant on being committed to prison. It is said that he succeeded in victimizing several other persons, who will appear against him.

CRUSHED TO DEATH.—On Wednesday evening, a number of children were playing about a quantity of blocks of marble which were standing on the sidewalk in Little Twelfth street, when Teresa Woods, aged two years, while running between the blocks, was crushed to death by one of them falling upon her. The parents of the child live at No. 26 Little Twelfth street, where Coroner Jackman yesterday held an inquest on the body. The jury rendered a verdict of accidental death, but censured Messrs. Bacon & Co. for leaving their marble so insecurely piled up, and recommended the city authorities to remove all such obstructions from the streets.

NEW-JERSEY ITEMS.

REPUBLICAN CITY NOMINATIONS.—The delegates to the Republican City Convention held an adjourned meeting last night at Franklin Hall, Jersey City, for the purpose of completing the city nominations for the coming election. Mr. W. J. Stitt presided. The following nominations were made:

For Water Commissioners—Long term, D. S. Gregory; short term, A. S. Mybiting.
Collector—Thomas Howe.
Assessors—First and Second Wards, W. Stone; Third to Sixth Ward, F. P. Buttden.
School Superintendent—M. R. Case.

A committee of one from each ward was appointed to fill vacancies should any of the above nominees decline.

The following named gentlemen were appointed an Executive Committee for the ensuing year: J. Davenport, A. Jenkins, J. Hutton, S. Quilief, J. Houston, F. R. Hill and Wm. H. Bumsted.

A discussion arose as to the propriety of making a nomination for the office of Recorder, and a motion to go into ballot was declared lost by the Chairman, by a tie vote, and the Convention adjourned. It afterward appearing that the Chairman had made a mistake in the tally, the Convention was again called to order, and a second ballot resulted in 14 votes in favor of a nomination against 10 opposed.

The second ballot for Recorder was as follows: Wm. L. Dickinson, principal of Public School No 3, 15 votes; Dr. H. D. Holt, 7; blank, 2. Mr. Dickinson was accordingly declared the nominee. The Convention then adjourned.

A portion of the delegates were opposed to the nomination of a Recorder, as there are already two in the field, the present incumbent, Mr. Tildon, who will be strongly supported by the temperance men, and Mr. Martindale, who will receive the support of the anti-temperance party.

NEW-YORK LEGISLATURE.

SENATE....ALBANY, April 4, 1861.

The Senate was occupied the whole day in the consideration of the Annual Appropriation bill.

The Committee of the Whole adopted the amendment raising the tax on salt to two cents.

The Senate at 3 p. m. resumed the consideration of the Annual Appropriation bill.

Mr. SPINOLA moved an amendment appropriating $5,000 to the Roman Catholic Orphan Asylum. It was carried, and the bill was ordered to a third reading at once, and passed.

ASSEMBLY.

Messrs. WATERBURY, SAXE, KENNEY and FAXON asked that their request be recorded as desirous of voting in the affirmative for the expulsion of Jay Gibbons from the Assembly.

Mr. WEBSTER desired to be recorded in the negative on the same question.

Mr. EMERICK endeavored to get in a resolution forming a Sub-Committee of the Whole, consisting of 24 members to consider local and private bills, at 3½ each day, the same as the Committee of the Whole, but objections were made and the resolution was lost.

Unfinished business on general orders was then taken up.

The Assembly remained in session until nearly 5 o'clock, having got entangled in a warm debate on the Metropolitan Health District bill.

Messrs. HARDY, COZANS, ARCULARIUS, VARIAN, and other New-York members, made a strong appeal against it. The amendment giving the appointment of all officers under the bill to the Supervisors of the several counties was once adopted, but subsequently reconsidered and lost.

The friends of the bill under the lead of Mr. Robinson pressed it steadily to an issue, until, at half-past four o'clock, under the pressure of the previous question, it was recommitted to the Committee on Cities and Villages with power to report complete. This was the only motion that could be made by the friends of the bill to put a stop to the debate, but since this action has been taken some doubts are expressed as to the friendliness of the Committee to the bill.

The House then took a recess till 7 p. m.

At the evening session, on motion of Mr. L. C. ANDRUS, a large number of Brooklyn bills, comprising the bills to amend the Public Park act, the Third-street improvement, the Atlantic-avenue Widening and Improvement act, the Fourth-avenue Improvement act, and the Bushwick avenue; the bills to open Franklin street, for the benefit of property-owners in Mount Prospect square, and relative to local improvements in Brooklyn, were referred in a body to the Brooklyn delegation to report complete, unanimous consent having been obtained after several attempts. The passage of these bills is thus pretty well secured.

Mr BENEDICT moved to amend by devoting the balance of the session to the Brooklyn bills, but the motion was lost.

Several other attempts were made to obtain consent to move bills forward, but without success.

The Chenango Canal Extension bill was taken up in the Committee of the Whole, and laid on the table.

From Our Own Correspondent.

ALBANY, Thursday, April 4, 1861.

SWILL MILK.

On the motion of Mr. Rice, the bill to prevent the sale of swill milk in New-York and Brooklyn was referred to the Committee of the Whole—Yeas 69, Nays 33—and the bill was subsequently taken up in Committee of the Whole, when Mr. Rice forcibly explained its objects and the urgent necessity for its passage. He said truly that not less than five thousand infants die annually in the City of New-York from the poisonous influences of this distillery milk, drawn from cows inoculated with disease. The bill was opposed by Messrs. Provost, who represents some of the big distilleries of Brooklyn, Smith of Chautauqua, Calahan of New-York, and Townsend of Queens.

The gentleman occupying the chair was inexperienced in the business of a presiding officer, and had a voice so weak that he could hardly be heard above the buz and din on the floor, and the scene of disorder and confusion which prevailed during the discussion was not at all creditable to the House. Motions upon motions were piled up indefinitely, and points of order were raised upon points of order, and a general system of filibusterism was instituted by the friends of the still-worms and stump-tails which baffles description. The purpose of those who created all this confusion was evidently not to remove any objectionable features of the bill by amendments, but to embarrass, and if possible prevent its passage. The confusion was so great as to become a nuisance, and the friends of the bill, prominent among whom were Messrs. Rice and Dutcher, finally took it out of Committee by reporting progress to the House, when Mr. Rice moved to discharge the Committee from the further consideration of the bill, and that it be ordered to a third reading. Mr. Provost again came to the rescue of the stump-tails, by moving to recommit, with instructions to strike out the enacting clause, which was lost, 30 to 71. Mr. Rice's motion to order the bill to a third reading then prevailed (64 to 37), as follows:

YEAS—Messrs. Ainsworth, L. C. Andrus, W. Andrus, Angel, Anthony, Bailey, Baldwin, Ball, Barber, Benton, Birdsall, Bolles, Bryan, Burr, Camp, Carter, Catlin, Chapman, Chittenden, Collin, Davis, Doolittle, Dutcher, Emerick, Farnum, Faxon, Ferrey, Ferris, Field, Fisher, Fullerton, Hyatt, Hyland, Kinney, Knapp, L'Amoreaux, S. R. Lewis, W. Lewis, Lord, Loughran, McFadden, May, Merritt, Montague, Moore, Norton, Philbrick, Pierce, Randall, Rice, Richardson, Roberts, Salisbury, Shaw, Sherwood, Shull, H. P. Smith, J. Smith, S. E. Smith, Speaker, Sumner, Waterbury, Wiard, Wright.

NAYS—Arcularius, Bergen, Bingham, Buckbee, Burt, Callahan, Corning, Cozens, Darcy, Finch, Fulton, Gardner, Hardy, Johnson, Kenny, Kernan, Lambrecht, Lansing, Lasher, Long, Macomber, Mekeel, Morgan, Nesbitt, Odell, Pendergast, Provost, Scovell, H. Smith, Taber, Townsend, Varian, Walsh, Wells, Wheeler, Woodruff, Young.

BUREAU OF ASSESSMENTS.

The bill to transfer the bureau of assessments from the Street Department of the City of New-York, was briefly considered in Committee of the Whole.

Mr. Hardy moved to substitute the one appointing a commission to revise and amend the charter, and submit the same to the people. Without taking the question, the Committee rose and reported progress. In the House, Mr. Shaw moved to discharge the Committee from any further consideration of the bill, and order it to a third reading. Mr. Woodruff moved to lay that motion on the table, which prevailed, and the bill is sent to sleep, where it will not be liable to be disturbed for the remainder of the session.

MADISON AVENUE.

A motion of Mr. Cozan's to refer the bill to provide for the grading of Madison avenue, New-York, to the first Committee of the Whole failed by a very decisive vote. The object of the bill, it is averred, is to prepare the avenue at the expense of the city for the rails of the Harlem Railroad Company.

ANTICIPATING THE TAXES.

The bill to authorize the Supervisors of the City and County of New-York to borrow money in anticipation of the collection of the annual taxes, was ordered to a third reading.

EQUALIZING STATE TAXES.

Mr. Robinson, from the Committee of Ways and Means, reported with amendments to amend the act to equalize the State tax among the several Counties, and the bill was ordered to a third reading.

SUPPLY OF CROTON WATER.

The bill to increase the supply of Croton water in the City of New-York was referred to the First Committee of the Whole. The bill was subsequently considered in Committee, and ordered to a third reading.

PURSUIT OF A DISTRICT-ATTORNEY UNDER DIFFICULTIES.

The Sergeant-at-Arms, Mr. Easton, was requested to report to the House why he had not arrested and brought Mr. Nelson, the Assistant District-Attorney, before the House, or what action he had taken toward enforcing the order of the House on that subject.

In reply, Mr. Easton reported as follows:

In obedience to the resolution this day adopted by the House, calling upon me for information in regard to the execution of the warrant for the arrest of John M. Nelson, I beg leave to make the following report: I received the warrant for the arrest of Mr. Nelson between 7 and 8 o'clock on Tuesday evening. I immediately proceeded to consult the Albany directory, by which it appeared that Mr. Nelson resided at No. 2 Dallius street. I proceeded at once to the place and found on inquiry that the family had removed, but to what street or number I could not ascertain. I then visited the various places of amusement and hotels of the city in search of Mr. Nelson, and continued the search until after the adjournment of the House on that evening, but could find no trace of him.

On Wednesday morning I procured a conveyance, and proceeded again to search for Mr. Nelson. I first went to the house of his father-in-law, at No. 810 Broadway. I inquired for Mr. Nelson, and was informed that he boarded in Lydius street. I returned, and on my way down town I ascertained that the information was false, and that Mr. Nelson boarded at No. 56 Elm street. On my way to that place I was informed that Mr. Nelson had been seen a short time before driving up Broadway, in a carriage. I immediately pursued him, and when in the upper part of that street I met a carriage containing Mr. Nelson and a lady, coming down. I directed the driver of my carriage to turn around and endeavor to overtake Nelson's carriage. He did so, and we followed him as fast as the condition of the street would permit. Nelson left Broadway and entered Pearl street. He looked out of the window of his carriage, and as he saw I was pursuing him, he leaped from his carriage at the corner of Columbia street, and ran down that street. I lost sight of him there, but left my carriage immediately, and searched the several places in the vicinity, but was unable to find any trace of Mr. Nelson. I continued my search until the House met last evening, but could find nothing of Mr. Nelson. This morning I visited his boarding-place, and inquired for Mr. Nelson. A young man at the house, who came to the door, informed me that Mr. Nelson was in. I went into the house, and his wife informed that Mr. Nelson had left half an hour previous, as she supposed, for his office. I told her I had been there, and he was not there. She made no reply, except to say that he was not in the house. I then went to Mr. Shaffer's office, and to Mr. Nelson's office again, and also to the different courts, in search of Mr. Nelson. I became convinced that Mr. Nelson was secreting himself, and that his friends were constantly watching my movements, and that it would be impossible for me to make the arrest. I have procured the assistance of another officer, who is now in search of Mr. Nelson. I called again at the office of Mr. Shaffer since the commencement of this morning's session, and again inquired for Mr. Nelson. Mr. Shaffer told me to stop my anxiety, for Mr Nelson went to New-York last evening to consult his counsel, Mr. Porter, who is there attending Court, and that he would be back this evening.

I have endeavored, in good faith, to execute the orders of the House in this matter, and regret exceedingly that my endeavors have thus far failed of success. All which is respectfully submitted.

C. D. EASTON, Sergeant-at-Arms.

Albany, April 4, 1861.

METROPOLITAN HEALTH BILL.

This bill was again pretty fully discussed to-day by Mr. Robinson, who spoke mostly in relation to the appointment of the Board, which, he contended, all past experience had shown could not safely be intrusted to the same parties in whose hands it heretofore rested; by Mr. Cozzens, whose main point is the unreliability of all bills of mortality, and who protests, continually, that the figures which are quoted here so often are not vouched for by any authority except the Sanitary Association, which he does not choose to recognize; by Mr. Arcularius, who insists that New-York is able to take care of herself, and that the gentlemen of property and standing who own the real estate, and who act as the agents of the laboring class in paying into the treasury the taxes which are really paid by the latter class, while the former know little or nothing about the real wants of the city, although they have petitioned for this bill; by Mr. Pierce, who had not intended to say anything on this question, but something that came before his notice had attracted his attention; which he heard it intimated that this bill, if passed, would injuriously affect the interests of some of our political friends, the rum-makers—that their business and interest were affected by it—he thought it time to look into this matter.

After some further debate another scene of filibustering occurred, which lasted until long after the usual hour of recess.

The question finally being on the substitution of Mr. Robinson's bill as now amended, Mr. Hardy moved the charter commission bill as a substitute for the substitute. At this point the confusion became worse confounded. The decisions of the Chair on points of order were, on two occasions, appealed from, but sustained by a majority. Motions were made by the opponents of the measure to rise and report progress; but always voted down by its friends until near 4 o'clock, when the policy suddenly changed, Mr. Robinson moving to report progress, and the opponents of the bill opposing the motion, which was adopted and the Committee rose. As soon as the report was made to the House, the opponents of the bill moved to adjourn and called the yeas and nays. The vote was at last announced—yeas 40, nays 55. Mr. Robinson then moved that the bill be recommitted to the Committee on cities and villages, with power to report complete. On this, Mr. Benedict moved the previous question. This brought the House up to the vote at once, and the motion was carried.

SALT DUTY.

The Senate devoted the session to the consideration of the General Appropriation bill, which was amended by appropriating $40,000 to lay more pipe for the Onondaga salt springs, and increasing the duty on salt to 2 cents per bushel—in other words, doubling the duty.

[By Telegraph.]

ALBANY, Thursday, April 4—10 P. M.

THE BROOKLYN IMPROVEMENT BILLS.

Mr. Andrus of Kings performed a splendidly audacious feat in the House to-night. Everybody had been asking unanimous consent to put forward his little local bill, and everybody had persistently objected, when Mr. Andrus rose and remarked that he should make a large draft upon the indulgence of the House; and the result fully justified the statement, for he asked unanimous consent to refer the eight Brooklyn Improvement bills to the Kings County delegation, with power to report complete. The proposition was so cool and stunning, in view of the fact that nobody else had been able, during the day, to get a single "little bill" put forward, that the House was stupified with astonishment, and did not recover its wits in time to offer an objection. The bills are as follows: To lay out a public park and parade-ground; to widen and improve Third street; to widen Atlantic avenue, and establish a public drive and promenade therein; to widen Fourth avenue, and establish a public drive and promenade therein; to widen and improve Bushwick avenue and other streets; to open Franklin street and other streets; for the relief of owners of lands taken for opening Prospect Square; relative to local improvements in the City of Brooklyn.

Mr. Benedict moved to amend by adding that the remainder of the session be devoted to legislation for Brooklyn, which was lost, and the proposition was carried.

PORT WARDENS.

The Port Wardens nominated by the Governor yesterday were Benjamin Hutchinson and Capt. H. Brumhall of New-York, reappointed, and Minthorne Tompkins of Staten Island, vice Alonzo H. Gale of Brooklyn.

STATE ASSESSOR.

Ebenezer Bleakley of Otsego was also nominated for State Assessor, vice Thomas Clows of Rensselaer.

ALBANY AND SUSQUEHANNA RAILROAD.

The friends of the Albany and Susquehanna Railroad are very uneasy as to the probable fate of their bill, now before the Governor, but rather incline to the opinion that he will sign it.

BROOKLYN ITEMS.

PUBLIC SCHOOL CONCERT.—The scholars of Public School No. 13 gave a concert on Wednesday night at the Leo-avenue Church, for the purpose of raising funds to purchase a piano for the use of the school. About 1,600 persons were present, and nearly $400 was raised for the object designed. The performances were regarded by all present as really excellent, and reflected equal credit upon teachers and pupils.

LAUNCH OF A NEW STEAMER.—A new side-wheel steamer, for the South Pacific trade, was launched yesterday afternoon from the yard of Lawrence & Foulk, North Fifth street, E. D. She is called the "Paquete de Maule," and is the first vessel built in the United States for that trade. This vessel has been built for Mr. George K. Stevenson of Philadelphia. The engines are being built by Messrs. Bordman, Holbrook & Co. of the Neptune Iron Works.

THE MERCANTILE LIBRARY ASSOCIATION.—The annual election for officers of the Mercantile Library Association was held yesterday in Atlantic, near Clinton street. There were two tickets in the field—one termed Regular, the other Independent—and, although much interest was manifested in the canvass, the great excitement usual at former elections was lacking. The line between the opposing parties was not so distinctly defined, and affairs were consequently conducted in a more friendly manner. There are about 1,300 voters, but from appearances last evening, nothing like the full number was polled. The polls were kept open from 8 to 10 a. m., and from 4 to 9 p. m. The splits were so numerous that it was considered doubtful whether the actual result could be ascertained before 1 o'clock a. m. Up to 5 o'clock p. m., only about 200 votes had been polled. After that hour there was quite a rush, which was kept up until the closing of the polls. The following are the candidates on both tickets:

Regular—President, Jas. H. Frothingham; Vice-President, John Winslow; Corresponding Secretary, Adrian Van Sinderen; Recording Secretary, Paul Worthy; Treasurer, Henry M. Evans; Directors, George C. Robinson, Rufus H. Tucker, Theodore E. Smith, Henry A. Blakeslee, Edward L. Molineux, Juan F. Flint, Allen I. Ormsbee, Henry B. Smith, Jean J. Hannahs; Inspectors of Elections, Charles J. Shepard, Rufus B. Cowing, William S. Wetmore.

Independent—President, John B. Kennedy; Vice-President, James Thorne; Corresponding Secretary, Edwin Underhill; Recording Secretary, Edward H. Bonner; Treasurer, James How, jr.; Directors, Albert C. Woodruff, Joseph B. Leggett, Thomas H. Shepherd, Alexander E. Orr, John J. Hunton, Wm. Burrell, Charles F. Gulick, Paul Worth, John J. Hannahs; Inspectors of Elections, James W. Drake, William Shearer, Andrew M. Cahoone.

Members on both tickets are doubtless elected.

BOARDING-HOUSE THIEF.—A well-dressed fellow called at Mrs. Edwards's boarding house, No. 318 Navy street, on Wednesday, and engaged board. He was shown to his room, but not time was it discovered that he had left the premises with the other boarders' clothes, valued at $50. He made his escape.

ATTEMPTED ROBBERY AT THE NAVY YARD.—An attempt to steal a large quantity of copper from from the Yard, valued at $1,000, was detected on Wednesday. A cart loaded with the metal was stopped in going out of the gate. The matter is to be investigated.

MARINE DISASTERS.

EXTRAORDINARY NUMBER OF SHIP-WRECKS.

THE GALES OF JANUARY, FEBRUARY AND MARCH.

The Atlantic gales of January, February and March have been very sweeping and terrific, and almost unexampled in their severity. According to the reports, from the middle of February down to the present time, it will be seen that the brief period mentioned has been productive of an extraordinary chapter of shipwreck and attendant suffering, the nature and extent of which can be truly estimated only by those who know, from experience, what it is to be stranded and dashed among breakers, when the winds and waves are cold and bitter beyond the conception of a landman; and when nothing can be touched which is not covered with ice; or to be buried repeatedly by heavy seas of such tremendous power that decks are cleared of everything the waves can take hold upon; when timbers are twisted out of their places; stanchions are broken; planks loosened, and pumping for dear life becomes the sleepless and often the hopeless duty of the sailor.

We append an outline of the more striking disasters of the past three months, involving the loss of much property and many valuable lives:

The British bark W. H. Jenkens went to pieces on Bangs Island Point on the 11th of February.

The British brig Corbiere, from Jeam for Queenstown, with flour, experienced a heavy gale on the 21st, in lat. 50 50, lon. 28 20, and a sea running which caused her to labor heavily and make two feet of water per hour, notwithstanding most of the cargo had been thrown overboard. On the 23d, being in almost a sinking condition, the crew were taken off by the ship Thacher Magoun of Boston.

The schooner Morton, from Galveston, was driven ashore near Pensacola, Feb. 7; all hands saved. They were cared for by Lieut. Slemmer of Fort Pickens.

Schooner Dorcas of Ireland ran ashore on No Man's Land and was broken up, her cargo of cotton being scattered along the beach.

The British brig Velocipede of Halifax, from Cuba, went ashore on the south-west part of Nantucket Island, and was bilged and broken up. The Captain and his wife, with the crew, landed after great difficulty and danger.

The Brig Mersey of Halifax, with oats, was deserted, sinking, Dec. 31, in lat. 40, lon. 53, and the crew were brought by the Paragon to New-York.

The ship David Brown, from San Francisco foundered at sea Jan. 5, and sixteen of the crew and three passengers were picked up in a boat and taken to Liverpool, while the Captain and 26 persons some of them ladies, were found in a similar condition and left at Havana.

The bark Black Monster, of Baltimore and for Rio Janeiro, was abandoned in a sinking condition in lat. 31 50, lon. 72 30, and the crew picked up by the ship Sarah E. Pettigrew.

The bark Minnesota, on the 10th January, in lat. 10 40 S., lon. 36 passed large quantities of drift stuff.

The American ship Brandywine went ashore at Carne, January 20, and broke to pieces.

The Boston ship Niagara had her fore and main topsail split, and was covered all over with ice a foot thick. Three of her seamen were frostbitten. Much suffering from cold by the gale of the 8th of February was experienced all along the coast, every vessel out having one or more frostbitten. The bark Volta, of Orient Point, has all on board frostbitten.

The Hamburg bark Gondola, and the Hanoverian Fekes, were cut through by the ice, and sunk in the lower Weser.

Capt. Wallace of the Sea Wave, from Pernambuco, picked up, on the 5th of January, in lat. 22 N., lon. 40 W., an open boat, containing the mate and nineteen of the crew of the ship David Brown, in a deplorable state, having lost all their clothing and tasted no food for four days, during which they suffered also from cold weather.

The British bark Mary Corson was burned to the water's edge, midway across the Atlantic. Crew saved.

The ship Annapolis, in tow of the tug Velipeur came in collision with the bark Joanna Stoll, on the 26th inst., injuring the latter considerably.

The bark Globe, of Richmond, Va., struck the bar at Fleetwood and was towed into Whitehaven in a dangerous state.

The British ship Clice was spoken by steaming Thos. Freeborn off Fire Island with seven feet water in her wells.

The bark Charles Brummell of Baltimore, with wheat, was deserted Jan. 24 in lat. 43 35, lon. 46 10, with five feet water in the hold, the pumps choked. The Dutch brig Minerva found the seamen completely worn out, and took them to Boston.

The bark A. and J. Fulton went ashore on Plummer's Island, Jonesport, Maine, and was totally wrecked.

The brig James Madison, from Attakapas, sprung aleak on the 24 inst., which continued to increase up to the 16th, when, with six feet of water in the hold, she tried to make Charleston, and was blown on the Stone Breakers, where she bilged. On the 11th a heavy roller washed overboard Capt. Travess, Martin Lubee, two seamen, and the cook, took to the spars, which were cast overboard, and all were drowned. A sailor named Carson, the last of the crew, was picked up by the pilot-boat W. Y. Leslie.

Capt. Morrell of the steamtug Thomas Freeborn, Feb. 19, passed the wreck of a sunken vessel off the Highlands.

The bark Nimrod of Boston, with six feet of water in the hold, on Feb. 2, off Key West, in attempting to get before the wind, fell broadside over and bilged, so that she had to be deserted, all hands being taken on board the ship Valentia off Key.

The fishing schooner Telegraph came in collision with the M. C. Rome on the 14th of February, and several days after went ashore on Moman's Woe Rocks, and became a total wreck. One man was drowned.

The Middlesex of Sunderland went ashore at Breakers, on February 6; crew saved.

The S. B. Johnson, from New-York, encountered a hurricane in lat. 40, during which she lost fore and main-topmast, boats, anchors, chains, starboard bulwarks, and stanchions, and was cut down to the water's edge.

The Austrian bark Aulin was abandoned on the 18th of January, the crew being taken to Liverpool by the Mary Crocker.

The schooner Harriet Newell, from Norfolk, went ashore on Long Beach, New-Jersey, on the 7th of February, and was totally wrecked.

Ship John Haven put in at Mauritius disabled, having been knocked down in a heavy gale, and lost her fore-topmast, fore-top-gallant mast, and main rigging. Captain Salter died of fever brought on by exposure.

The schooner Chas T. Strong, from Baltimore, was run into by the schooner R. C. Ward, four miles below the Rappahannock Light-House, and immediately sunk.

The wreck of the British schooner Quickstep was picked up by the fishing schooner Ada, of Gloucester, on the 16th of February, lat. 42 45, lon. 67 40, who found her full of water and none of the crew in sight. The wreck was towed to Boston and lashed at Kelly's wharf and on pumping her out four dead bodies were found in the cabin, three of them huddled together in one berth, and the other hanging with his chin by a nail in the top of the cabin. It was supposed a sudden squall struck the Quickstep, and that all who were not immediately overwhelmed below were washed overboard.

The schooner Gen. Knox, from Spruce Head, Maine, went ashore on Race Point and became a total wreck. The crew were saved.

The bark Hector, of Boston, ran ashore on the bar at Rio Grande, and was badly damaged, though not entirely destroyed.

The brig Ann Elizabeth, from Demerara, was driven on Swan Island by a heavy N. W. gale, and became a total wreck. The crew were saved.

The brig S. G. Bass, laden with guano, was abandoned on the 7th inst., two days out from Nevassa, having experienced weather so rough that she began to leak. Her pumps choked up, and the crew were engaged in throwing overboard her cargo, when picked up by the bark Stephen and taken to Havana.

The schooner Helena, from New Orleans, sprung a leak during the heavy gale on the 13th, and in trying to get into Bilezi sunk in the Pass. The captain and crew were saved.

The schooner Hamlet was lost at Abaco; all hands saved.

The ship Bostonian, from New York, sunk on Hanois Rock, Guernsey, on the 2d inst., and was broken up. Barrels and flour were picked up all around the Island.

The Sarah A. Bell, with mahogany from Boston, was stranded at Hanover Bay, Wreford Coast, and wrecked; crew saved.

The brig Adventurous from Sagua, was abandoned, and soon after sunk, in lat. 32 45, lon. 72, on the 11th inst. the crew being rescued by the British brig Abby P. Fenno. A heavy gale was blowing at the time from the N. W. and the long-boat was stove before the crew succeeded in reaching the Fenno.

The schooner Gray Eagle from Norfolk, carrying corn, sunk during the gale of the 7th inst. off the Rappahannock lighthouse, and the captain and crew were all drowned.

The bark Tarquin of Boston, from Glasgow, sunk off Wicklow in the gale of the 8th February, and all hands were drowned except two sailors, who clung on the forecastle round-house. The ship rolled over on the 16th and sunk all in it.

The schooner Young Sultan, from Norfolk, went ashore on the 20th February, at New-Inlet, Long Island, and soon after went to pieces.

The schooner Ann Elizabeth of New-York, capsized off Owl's Head on the 1st of March. Crew taken on board the steamer Keyport.

The brig Lagrange of New-York, put into Guadaloupe Jan. 27, in distress, having lost her fore and topmasts, had main rail broken and stanchions stove.

The ship Kutusoff from New-York, put into Rio Janeiro, Jan. 11, in distress, and the brig Fenton, from Boston, into Demerara on the 5th February, also in distress.

The schooner R. R. Freeman sunk in Vineyard Sound, and was badly broken up; crew lost.

The brig Waltham of Ellsworth, put into Newport on the 14th March in distress, having experienced a heavy gale the day before, and lost foretopmast, fore, and foretopgallant yards, mainmast head, sails, &c., besides leaking 800 strokes per hour.

The schooner Gresham, of Lubec, went ashore on Block Island on the 27th of February, but was got off badly damaged.

The ship Gellert, of Hamburg, was compelled to put back, in distress, having been so much damaged by a gale that it was found necessary to put her on the balance dock.

The schooner Rough and Ready, from New York, went ashore on Seven Mile Beach on the 5th of March, and bilged.

The fishing schooner Adelaide, from Newfoundland, put into St. Thomas, in distress, Feb. 14.

The schooner Ida Hallet, from New-York, went ashore at Lookout on the 7th of March, and bilged.

The bark Ocean Guide, from Newport, for Galveston, was passed in a sinking state on the 15th of February, by the Indian Empire. Another vessel was with her rendering assistance.

The American bark California struck on a reef, and put into St. George's, Bermuda, Feb. 22, badly injured in her bottom, and leaking fast.

The ship Scioto, laden with cotton and tobacco, from New-Orleans, was towed into Queenstown Feb. 14, by the steamer Bittern, having lost her mainmast, mizzenmast, topmast, yards, sails, and rigging in a gale.

The bark Daniel Webster, from Boston, bound for Smyrna, during a terrific S. E. gale, while at Gibraltar, dragged her anchors and fouled a coal hulk, doing herself serious damage.

The brig Uranus, from Aux Cayes, put into Gibraltar March 6, having lost her sails and spars, and sprung a large leak.

The schooner St. Cloud, from New-York, went ashore at Wellfleet during the gale on the 8th March, and was totally wrecked. Her crew was saved, but two of the men were frostbitten.

The ship Victory, from Callao, went ashore on the 8th, 35 miles from Cape Henry, during a heavy gale from the east. She was only a short time among the breakers when she went to pieces. Assistance was sent to her from Norfolk.

The brig Mary D. Lane, from New-York for Charleston, sprung a leak, which gained so rapidly that the crew abandoned her, and went by the ship Indiana to New-Orleans.

The ship Nelson G. Owens, from Newport, went ashore on Folly Island, near Charleston, on the 7th of March.

The schooner North State, of New-York, was blown on the sands at Point Judith, near the light-house, and went to pieces.

The schooner Enterprise of Nantucket, struck on Egg Rock during the S. W. squall of the 8th of March. She turned broadside on the rocks and went to pieces. The crew left as soon as the vessel had struck, and reached the land in safety.

The schooner Narragagus, from St. Pierre, bound for Boston, during heavy weather, lost most of her sails, jib-boom, boat, &c., and when spoken by the steamer Canada, found the waves too boisterous to allow of a boat attempting to take off the crew. A mist obscured the Canada; and the ice formed so fast on the Narragagus that it was believed she would sink before morning. They contrived to set sail, and next day struck inside of Wedge Island, near St. Mary's, and immediately bilged. None of the crew knew their whereabouts, and they remained all night on the rocks, the sea breaking over them. They had just completed a raft next morning when a boat came to their assistance from shore.

The schooner Ceres put into Queenstown with loss of jibboom, &c., and four men washed overboard.

The ship Victory, from Callao, for Hampton Roads, went ashore on Currituck, on the 8th February, and was broken to pieces next day. Saturday, in the storm.

The bark Mary Leonard, from Ardrossan, on the 18th ult., shipped heavy seas, which broke nine deck beams, causing her to leak so badly that 100 tuns of cargo had to be thrown out to save her from sinking.

The schooner Lamartine, from Boston, went ashore January 9, outside of Saltcate Harbor and was abandoned.

The schooner Israel H. Day, from Baltimore, got ashore on the Wolf Trap, Chesapeake Bay, and had to throw off 1,700 bushels of grain to get off, after losing her rudder, &c.

Schooner Willie from Remedios, was driven ashore at Tarpaulin Cove, by a gale, on the 11th of March, and was obliged to stave 60 bbls of molasses to get off, after which she was towed into Holmes Hole.

The sloop Georgiana struck on the bar at Harwick on Friday, the 8th, and was sunk. Her keel came out and floated ashore on Sunday.

The bark Hiawatha of New-York fouled a Belgian brigantine near Plymouth, on the 21st of February, and both went ashore in Batten Bay.

The bark Thomas Dallet, of Philadelphia, passed a vessel bottom up on the 5th ult., lat. 39° 46', lon. 73° 56'. It could not have been long in that situation.

The brig Aurate from Boston, put into Newport on Monday night, the 11th ult., in distress, having had three men badly frostbitten, and shipped seas which swept away the deck load, stove midship house, galley and chain boxes, carried away stove, cooking utensils and all the clothing of the crew.

The schooner W. H. Harrison, from Washington, N. C., sprung a leak at sea on the 6th ult., and in attempting to make harbor went ashore at Deep Inlet, and was totally wrecked.

The schooner Sarah, while beating into Boston Harbor, on the 12th ult., struck on Devil's Rock; unhung rudder, started stem and lost part of shoe.

The schooner Cactus, from Texas, bound to New-York, was lost on the reef near Santa Cruz, Cuba. The crew were saved, but the vessel went to pieces before morning.

The Austrian bark Cupido, from Genoa for New York, got as far as 300