NEW YORK HERALD.

JAMES GORDON BENNETT.

PROPRIETOR AND EDITOR.

OFFICE N. W. CORNER OF FULTON AND NASSAU STS.

THE DAILY HERALD, 2 cents per copy—$7 per annum. THE WEEKLY HERALD, every Saturday, at 6¼ cents per copy, or $3 per annum; the European edition $4 per annum, to any part of Great Britain, and $5 to any part of the Continent, both to include the postage.

ALL LETTERS by mail, for subscriptions, or with advertisements, to be post paid, or the postage will be deducted from the money remitted.

VOLUNTARY CORRESPONDENCE, containing important news, solicited from any quarter of the world; if used, will be liberally paid for. OUR FOREIGN CORRESPONDENTS ARE PARTICULARLY REQUESTED TO SEAL ALL LETTERS AND PACKAGES SENT TO US.

NO NOTICE taken of anonymous communications. We do not return those rejected.

ADVERTISEMENTS renewed every morning.

JOB PRINTING executed with neatness, cheapness, and dispatch.

Volume XVI.....Number 18.

AMUSEMENTS TO-MORROW EVENING.

BOWERY THEATRE, Bowery—PUTNAM—BEN THE BOATSWAIN.

BROADWAY THEATRE, Broadway—FAUSTUS—THE HUSBAND OF MY HEART.

BURTON'S THEATRE, Chambers street—DAVID COPPERFIELD—DIAMOND CUT DIAMOND.

NATIONAL THEATRE, Chatham Square—PRINTER OF NEW YORK—RIGHTS OF WOMAN—GOLDEN AGE.

BROUGHAM'S LYCEUM, Broadway—DAVID COPPERFIELD—DOMBEY AND SON.

CHRISTY'S MINSTRELS, Mechanics' Hall, 472 Broadway—ETHIOPIAN MINSTRELSY.

FELLOWS' OPERA HOUSE, 441 Broadway—ETHIOPIAN MINSTRELSY.

AMERICAN MUSEUM—AMUSING PERFORMANCES AFTERNOON AND EVENING.

NEW YORK AMPHITHEATRE, 37 Bowery—EQUESTRIAN PERFORMANCES.

WASHINGTON HALL—PANORAMA OF THE PILGRIM'S PROGRESS.

SATTLER'S COSMORAMA, corner of Thirteenth street and Broadway.

New York, Sunday, January 19, 1851.

The Steamship Atlantic.

The steamship Atlantic, Capt. West, has now been twenty-two days at sea. There is, of course, a great deal of anxiety felt for her safety; but we are still of the opinion that she has met with an accident, and has put back to Liverpool, or gone to the Azores.

Annexed is a list of her passengers:—

NAMES OF THE PASSENGERS IN THE ATLANTIC.

Mr. W. A. Wheelock and lady, New York.	Mr. G. B. Reese, Philadel.
Mr. W. E. Case and lady, New York.	Mr. Abbott Lawrence, Jr., Boston.
Mr. Jas. H. Easter, Baltimore.	Mr. Chas Schrader,
Mr. R. H. Harris,	Mr. Schileman,
Mr. L. Pettinger,	Mr. Klaener,
Mr. C. C. Hatch and lady, New York.	Mr. W. Benjamin, Jr., New York.
Mr. H. P. Walker,	Mr. G. Mackenzie,
Mr. Butterfield,	Mr. J. S. Lowry,
Mr. Sutton,	Mr. Alexander & servant,
Mr. E. H. Griffin,	Mr. Wadsworth & servant,
Mr. D. Rankin,	Mr. M. Goldstein,
	Mr. G. A. Curtis,
	Mr. J. J. Loring.

The next steamer due from Liverpool will be the Arctic, and we expect her on Saturday next. We may hear of the Atlantic before that time; but if not, we confidently believe that the Arctic will bring us advices of her safety.

The Ocean—Whose Is It?

Since the days of Blake and Nelson, John Bull has assumed the ancient prerogatives of Neptune, and taken possession of the salt waters of the globe. Possession is nine points in the law, and ten, for that matter, until the case comes to a trial. It is often true, besides, that what is boldly assumed by one party, is taken for granted by everybody else; but in the sublime language of Mr. Micawber, "something will turn up" to overthrow the presumption. We are heartily rejoiced to see that the committee to whom the subject was referred in the Senate, have reported a bill to extend the mail steamer service of the United States; and with a large and comprehensive spirit, they propose to do it on both oceans—the Atlantic and the Pacific. There is to be a line connecting the western shores of our continent with the coast of China, probably at Shanghai, the most active commercial seaport of that vast empire. Steamers are also to sail from Norfolk, Charleston, and New Orleans, to the shores of Europe, thus sweeping the two oceans, and bringing our republic into immediate contact with both sides of the old hemisphere. There is something about this that looks like progress. There is something that quickens the pulse and stirs the blood of every American.

It is well. The time has fully come to do it. We are looking to no collision with the naval power of England. The days of peace are on us, thank God, and, we hope, long to remain. But the time has come when it is the duty of our government to show its flag in every quarter of the world. If we are the great republic of the earth—if it be true that, in the Declaration of Independence, a political principle was laid down of the inalienable right of men and nations to the boon of freedom—how much truer is it that, after seventy years of successful working, we may, with augmented power, go forth among the nations, and give the hand of fellowship to all mankind who are struggling for liberal institutions!

The despatch of Mr. Webster to the Austrian Minister has been received and read by the whole country, with a feeling of gratification which has sought to find expression in almost every form that words could give it. Probably no State paper has issued from our cabinet since the government itself began to exist, that will be longer remembered. No American could withhold from it the tribute of his approbation. It struck a chord that has vibrated from one portion of the nation to another, and the reverberation has come back from all quarters, showing that when an occasion came for a declaration of republican policy, and republican principles, "the man" was ready, as well as "the hour." Some public political commentary was needed on the Declaration of Independence, and we are not aware that anything so decisive, so clear, so comprehensive, and so powerful, has ever before been given. In the possession of a little brief authority, Mr. Hulsemann, the Austrian Minister, queerly questions the American government about certain proceedings that seemed not to meet his approbation. It was, probably, in his estimation, a proper and a pertinent official duty, in the name of the house of Hapsburg, to call our government to account because General Taylor had seen fit to send a confidential agent to look on events, as they were chasing each other with lightning rapidity across the continent, to satisfy him how, as a good President and a true republican, he ought to act. The lucky aid of the Russian empire, brought to bear at a moment when Austria was crumbling at the touch of the Ithuriel spear of a world-wide revolution, happened to save that ancient State from utter dissolution. But was there a reason therefore, why the Minister of that power which had been saved by the Czar at the expense of its own independence, should call this republic to an account, because, forsooth, its President chose to send a man in his confidence abroad, to learn the real state of the case?

But the time was when even the unfriendly glance of a European power disturbed the aspect of our affairs considerably. That period, however, has gone by, and we cannot more quietly, unobtrusively or successfully answer some of the rebukes and defiances we early suffered in our national history, than by sending off a fleet of steamers from our ports on the Atlantic, to the shores of the old world; and from our Oregon and California coasts, to the slumbering shores of Asia, touching at all the intermediate islands, opening new facilities of intercourse for commerce, science, and the arts, and thus peacefully, humanizingly, diffuse a spirit of broad, of generous humanity and progress, and lighting the fires of civilization along the track of ancient empires.

We have sketched, as a nation, begun, it seems to us, to look upon the greatness of our country, or the splendor of our final destiny. Let us, however, look at ourselves as we are. Let us march on wisely, since it is inevitable that we must go forward at some rate; while the American Navy may hope some time or other, to be thoroughly overhauled like an old man of war, razéd, cut down, sharpened, and mounted with long Paixhan guns, to sail quick, and be everywhere, and throw an unprecedented weight of metal for the number of men and the number of guns. Until that time comes, let us take the best that we can have, and multiply our steam commercial intercourse, under the control of the government, with every part of the world. No matter how distant may be the port or how unfrequented the waters, wherever our vessels go, keep them in active service, multiply their number, let out the mail service by contract, let enterprising men bid for it, give no favoritism, put our rusty naval officers into active commercial service, make it an object for our own citizens, born on the soil, and fired with the blood of our fathers, to mount our decks, pull our ropes, and fire our guns; and wherever our steamers go, let them carry with them not only the prestige of our national greatness, but an idea of the electric progress of our republic. Let these steamers administer substantial and powerful aid and appliances to our commerce, by carrying freight and passengers to accommodate and help our people; opening new commercial relations—diffusing fresher and purer light among the nations.

We hope the bill for the new mail steamers will pass. We had rather vote twenty millions a year, for such a bill as that, than eight millions to keep rotten hulks afloat in our own harbors. Drag out our old commodores, brush 'em up, send 'em to sea by steam, give 'em something to do. In these piping times of peace, steamers will stir their blood almost like the shock of battle; and if they won't go, send the captains, and if the captains will stay at home, send the lieutenants. Work, work, work; the flag of the Union must wave around the globe. Talk about "Britannia ruling the waves!" This is a very funny country now that it is fenced in.

THE COURIER AND ENQUIRER, AND THE SLAVERY AGITATION.—The *Courier and Enquirer*, of this city, in its editorials, and through its Washington correspondence, is endeavoring to creep out of the position which that journal assumed in relation to the slavery question, and to throw the onus of the whole difficulty on the democratic party. It said, the other day, that the agitation was produced by a set of demagogues, who cared not what ruin their course produced, provided they could accomplish their own purposes. This is very true, although we were surprised to see it in the *Courier*. However, it is never too late to repent. We are informed that there is more joy over one sinner who repenteth, than over ninety and nine just persons. That the *Courier and Enquirer* has grievously sinned in its course on the slavery question, no one who has read that paper for the last year or two, can doubt.

We will, however, be disposed to question the sincerity of the *Courier's* repentance, if it indulges as much as it has within a few days, in misstatements. It says, for instance, that if a spirit of disaffection has grown up between the North and the South, it is chargeable entirely to those trading demagogues who, while professing, under the name of democrats, to abhor agitation, are secretly conniving for the promotion of both; and that the abolition party would have died a natural death years ago, but for the industrious efforts of the locofocos to keep it alive. Now, the *Courier and Enquirer* cannot but know that such is not the case; that if democrats have formed combinations with the abolitionists, the whigs have done the same. Is it not a well known fact that Wm. H. Seward for many years past, has advocated abolition principles oft he most violent and ultra character, when he was Governor of the State of New York, as well as since? Look at the course, too, of Thurlow Weed, and that of Horace Greeley—men who have done everything in their power to back abolitionism and every other destructive ism, foreign and domestic, that visionaries and crack-brained poets could invent. The fact is, that both parties have truckled to the abolitionists, for the purpose of getting their votes. It was this that gave the abolitionists the power to use and control both the old parties, and, if anything, the whigs went farther than the democrats did in the dirty work. If the *Courier* wishes to back out from the unfortunate policy with which that journal was identified, it must do so fairly, and in a straight-forward manner.

THE ADMINISTRATION.—From our private advices from Washington, we are assured that the cabinet is a unit—that there was never a more harmonious cabinet, and that the very best and most cordial relations prevail between the President and Mr. Webster, particularly. No matter who may turn up as the Union candidate, or as the conservative national whig candidate, for the presidency, they are both ready, not only to acquiesce, but to coalesce in the movement. This is good news. Standing fast upon the slavery compromises, upon the Union platform for the sake of the Union, and liberal and conciliatory upon the general domestic policy of the country, the administration has a fair field before it. It is now the admitted bulwark of the friends of the Union, and the rights of the States under the constitution. It has the confidence of the country in its patriotism, the respect of foreign nations for its conceded ability, and the full support of the Union people in its consistent, conservative, and honest footing upon the slavery question. Whether ruled in or ruled out, by the tricks of the politicians, if the President and cabinet continue to carry out the "true principles of the government," they will be abundantly rewarded in the expanded happiness and gratitude of the country. In the meantime, however, do let us have some light on the Nicaragua question. On that subject we are all in the fog.

VALUABLE MINES NEAR HOME.—The immense discoveries of gold and quicksilver in California, have attracted public attention so much of late, that valuable mines near home have been entirely overlooked. It will no doubt surprise our readers to hear that there is a valuable lead mine as near to us as Uxbridge, near the boundary line between Rhode Island and Massachusetts. It is on the road from Millville to Alum Pond, and the lead contains a large proportion of silver. Black blend sulphuret of zinc, arsenical iron, and copper pyrites occur also in veins close to the lead mine. The mine was examined by Dr. Jackson, who made a geological survey of the State of Rhode Island, in the year 1829, and after analyzing the ore, reported that every cubic foot weighing four hundred and eighty four pounds, contains 1 718 parts of silver. This mine has been worked to a limited extent, but for want of capital to purchase proper machinery, &c., it has been partially abandoned. We now learn that a company is about to be formed to work this mine on an extensive scale, to be composed of jewelers doing business in this city. As soon as the company shall have been organized and the capital paid in, operations on an extensive scale will be commenced.

DINNER TO EX GOVERNOR YOUNG.—INTERESTING POLITICAL EXPOSE.—Last evening a dinner was given to ex Governor Young, at the Irving House, which was attended by many of our most distinguished whig politicians. The speeches delivered on the occasion were extremely interesting, and clearly developed the positions of the two sections of the whig party in this State, in relation to each other and to President Fillmore's administration. Ex Governor Young dissected the modern theory of "higher law" in a very able manner, and demonstrated the calamitous consequences that most inevitably cause from such principles. We shall publish a full report of the proceedings in to-morrow's *Herald*, which will interest not only the people of this State, but the whole country.

Marine Affairs.

THE CLIPPER CONTEST.—There is great anxiety manifested, and much speculation indulged in, by a great many persons interested in ship-building, concerning the respective sailing qualities and seaworthiness of the various beautiful clipper ships that have left and are preparing to leave this port for California and China. Each vessel, as she is launched from one of the ship yards of our city, and every one that comes to our port, from some Eastern yard, has its separate admirers. The various points of beauty, whether of the hull or spars, are marked and descanted upon with a critical eye. Some one, probably a New York ship-builder, with sparkling eye and animated countenance, among the groups that are generally assembled in the neighborhood of the docks where these ships lie, will point out to you, what, in his opinion, are the masterpieces of the art. The Eclipse, with her signal flying, "Through by Daylight," sailed on Wednesday for California and China, and the Ino, now receiving freight for the same destination, will be considered by him as combining all the elements of a vessel never to be excelled, and but on rare occasions to be equalled by any craft hailing from other than a New York ship yard. From stem to stern—from keel to masthead—their various powers for skimming the waters or withstanding the anticipated heavy weather to be met with in weathering the Cape, and the qualities of their commanders to bring all the vessels' powers into play, are talked of with as much earnestness as if the speaker had embarked his all in the voyage; and sanguine assertions are made that either of his favorites will beat anything that the Eastern States can ever produce in the shape of a sailing vessel. But the Eastern built vessels are not without their friends and backers. The Sea Serpent, which left on the 11th, and the Stag Hound, now receiving her cargo, are cited as proud monuments of the skill of our Eastern brethren, each, in its turn, being warranted as sure to take the starch out of anything afloat; and though admitting that for beauty of model and sailing qualities the New York vessels may probably have some claim to perfection, a confident guess is rendered that the results of the voyages will prove that the East have as good, if not a better claim to superiority in ship building than their New York competitors. Among so many splendid vessels, it is impossible to select one as superior, where all are beautiful. If this one has a neater or more beautiful stem, that has a more elegantly turned stern, and a cleaner run; if one has a greater capacity for stowage and better bearings, another has a greater rise of floor, with its accompanying lightness of appearance. The trips, however, of the Eclipse and Sea Serpent, will probably go some way towards settling the matter in dispute, as each is of a different model, and one a New Yorker and the other an Eastern vessel, and each commanded by a man celebrated for his energy and great seamanlike qualities. It will be a neck-and neck race—they having sailed within four days of each other, and are looked upon by the two parties as the champions of their different ideas of clipper ships. Success to the winner.

LAUNCHED.—On Saturday, the steamship Lafayette, according to notice, was launched from the yard of Messrs Perine, Patterson & Stack, at Williamsburgh. She was immediately taken to Messrs. Hogg & Delamater's foundry, to receive her engines. Her dimensions we have already published. The Lafayette is a propeller, and is a most handsome looking and excellently built vessel; the work being put together in the best and strongest manner; and she will compare favorably, both internally and externally, with anything ever produced in the shape of a steamer.

STEAMSHIP CRESCENT CITY.—This vessel did not sail yesterday, her appointed day, owing to a leak being discovered in her boiler just on the eve of her starting, the repairing of which will detain her until to-morrow afternoon. Palmer's Express bag will be kept open for letters and packages, until that time.

SHIPBUILDING AT BATH.—The number of vessels built in the district of Bath, in 1850, was 43, of which 22 were ships, 5 barks, 2 brigs, 6 schooners, and 5 steamers. The aggregate tonnage is 16,800. The tonnage of Bath is 105,040, of which 70,854 is registered and 27,106 enrolled and licensed.

SHIPBUILDING AT WALDOBORO.—The vessels built in the district of Waldoboro, Me., in 1850, amount to 20,017 tons, of which 3,162 are in the town of Waldoboro; 3,692 in Newcastle; 2,175 in Thomaston; 2,630 in Rockland (late E. Thomaston); 1,320 in S. Thomaston; 3,159 in Warren; 555 in Bristol; 517 in Nobleboro; 262 in St. George, and 61 in Friendship.

APPROACHING MUSICAL EVENTS.—The past week has been characterized by some of the most remarkable musical festivals ever known in this city. As a fact exhibiting the industry of Parodi, it is worthy of observation that she has sung every night except one during the past week, besides being engaged daily in the rehearsals of two operas, "La Favorita" and "I Capuletti Montecchi," both of which will be produced during the present week, and in the latter of which the generous daughter of Genoa will sustain the part of Romeo, at the *début* of Miss Virginia Whiting, for whose success in the lyric drama her concert performances have prepared us.

Nor is this all the novelty that we are to have during the week. The letter of Parodi, addressed to the citizens of New York, in which she makes an appeal in behalf of the political Italian refugees, has appeared in our columns. In that document, in conjunction with Maretzek and the opera company, Tuesday evening next was set apart for a concert at Tripler Hall, and the programme shows that we are to anticipate a treat that, doubtless, will fill the capacious saloon of music to the very ceiling, on that interesting occasion. It will give additional zest to that event to know, that Parodi herself is under the ban of the government of her own country. When the republican cause was hanging doubtful in the scale, it was to her hands that the despatches of the liberal party were confided, and she it was, who, in an open boat, crossed and recrossed the bay of Naples with them, at the hazard of her liberty and life. For this, and her other romantic yet noble acts in connection with the freedom of her country, she is an exile; and, having come nobly forward in behalf of those who are less gifted with the means of obtaining support in a foreign land, it is to be hoped that the public will respond to the call, independently of every consideration of curiosity that may be excited by the great talent to be displayed on Tuesday night.

Another musical event of very great interest will be the complimentary benefit at Niblo's, next Thursday. It will be a testimonial to Mr. William F. Brough that we still retain pleasing memories of his vocal triumphs, when the English opera was in vogue in the metropolis. There is a prospect of a thronged house, and we trust that it will be, in every way, satisfactory to the beneficiary.

LATE FROM PORT AU PRINCE.—By the arrival, on Friday, of the brig Hayti, we have dates from Port au Prince to the 1st inst. The island remained tranquil. The Emperor had completed the furnishing of the distinctions of the crosses of the military and of the order of St. Faustin the First.

The previous reports of the failure of the coffee crop are confirmed; the crop will not average half the usual quantity. The price of this commodity, including the one fifth to the government, is 11 cents per lb. The good coffee of the last crop was mostly sold at $90 per M. There were at Port au Prince about fifteen large vessels on demurrage, waiting for coffee, but their cargoes will not be completed before the last of April.

Police Intelligence.

The Philadelphia Counterfeiters held for Trial.—We published, in yesterday's *Herald*, the arrest of eight persons, on a charge of passing counterfeit $10 bank bills on the Miners' Bank of Pottsville, Pennsylvania, consisting of six women and two men. In consequence of the publication, Capt. Hopkins, of the Third ward police, No. 38 Barclay street, received yesterday, from thirty store keepers, residing in various parts of the city, a counterfeit $10 bill from each, making, in all, $350. This, together with the $150 counterfeit bills procured yesterday, makes, in all, $450. On the prisoners were found $491 in good money, thus exhibiting a little over the amount received in exchange for the counterfeit bills. All the prisoners have been identified by the store keepers, as the persons passing the spurious money. Some of the women have been identified by more than one store keeper. The prisoners are all held to answer.

Entering Stores and Robbing them, by means of False Keys.—Hugh McCaffrey keeps a second hand tool and hardware store, at the corner of Oak and Catharine streets. Friday morning he missed a brace of old pistols out of the window where he had them for show. He sent to the Fourth ward station house, and Captain Ditchett directed a policeman, named Gleason, to take charge of the matter. In talking with McCaffrey, he learned that the house had not been broken into, but entered by false keys, and that a locksmith had been there a few days before repairing a lock. Suspicion fell on the locksmith, named George Higginson, and on proceeding to his residence, 64 Orange street, the pistols and a great number of other articles were found, such as carpenter's planes, chisels, &c. Some of the articles were found in possession of his brother-in-law, George Edwards. Both were taken into custody, also the latter Richard Higginson, who, however, was discharged for want of evidence. The other two prisoners were committed. The younger Higginson admitted that he had stolen the articles, but that he took them at different times, so that it is only a case of petty larceny.

Arrest on a Charge of Stealing Coats.—Two men were arrested yesterday, by the names of Andrew Eckhardt, a German, and John Miner, and taken before Justice Coleman, on suspicion of stealing, as fourteen handsome overcoats were found in their possession, for which owners are wanted. Apply to Mr. Stuart, clerk of police, Halls of Justice, Centre street. The magistrate committed the accused parties to await a further hearing.

Charge of Stealing Thirty-six Dollars.—An individual called Columbus Driscoll was arrested on Thursday, by the police of the Seventh Ward, on a charge of stealing thirty-six dollars, the property of James Fitzgerald, residing at No. 3 Catharine slip. The accused was conveyed before Justice Mountfort, who committed him to prison to await a further hearing.

THE CALAMITY IN TWENTY-FIRST STREET.

The Testimony before the Coroner's Jury.

BUILDINGS IN NEW YORK.

Yesterday morning at 11 o'clock, Coroner Gerr commenced the inquest of investigation, involving the cause of the fatal catastrophe by the falling of six buildings in Twenty-first street on Wednesday last, causing the death of six persons, and possibly mortally injuring as many more. The Coroner is holding the investigation in one of the chambers of the Supreme Court new City Hall. The room was crowded with persons anxious to hear the evidence. The testimony as taken before the Coroner, we give as follows:—

James Stephens sworn.—Resides at 44 West Twenty-first street; I am a carpenter by profession; I saw the buildings in question in Twenty-first street in process of erection; when I viewed them on the morning of the day they fell I believed them to be unsafe, and in danger of falling, from the fact of the condition of the falls; they being very much out of a perpendicular; the walls generally were in the same condition; this was between 10 and 11 o'clock in the forenoon of that day; I did not mention the fact of my observation to any one except the members of my family, before the buildings fell; I heard the fall of the buildings, and left my house immediately; went to the ruins, and assisted in rescuing the living and the dead from the ruins; about three-quarters of the side and party walls had fallen; the first cause in my opinion of the fall, was an improper foundation, built of very inferior stone, inferior mortar, and too much mortar placed between the stone; altogether, I consider the foundation improperly put together, with not sufficient care; the workmanship was bad; the mortar used in the brickwork, I consider better than that used in the foundation, but whether of the best quality I am unable to say; the bricks were good; the material constituting the mortar made at this season of the year caused it to have a different appearance to what it would had it been made in warm weather; the change in the weather from frosty to mild, acted injuriously no doubt to the building, and was the cause of the shifting of the bricks; from an observation, I am satisfied sand and loam were mixed with the lime; but as to the quantity of each part used I am unable to say, in my opinion I should say there was about an equal quantity of sand and loam; in erecting buildings, it is done in many instances, to erect the side and party walls and leave the front out, but not generally to leave the entire front out; I think it was not safe to erect the buildings in the like manner, taking into consideration the material and workmanship, without the front; but had the front been erected, I think it would not have fallen; the westerly wall was braced a short time before it fell; also the rear walls. It is customary to brace walls in the process of putting on the beams. The ties of beams were 3 by 8 inches; the trimmers were 3 by 9, and 2 feet apart; the beams consisted of spruce and pine and hemlock; the hemlock was the commonest kind of timber; the other timber was the ordinary timber from lumber yards; the third tier, I think, was of hemlock; after the beams are set upon the walls, then the fore and aft partitions are set; some of the walls were out of level some four inches when the beams were put on; the great space between the beams tended to weaken the building; the walls, I observed, had started, from some cause, four inches over the stone wall, from the foundation to the 2d story leaned to the west, and from that story they leaned east; if the building had stood to allow the front to be erected, my opinion is it would not have fallen; the lime used for the foundation was what is called ground lime, but whether the same kind of lime was used all through the building I don't know; a large portion of the loam mixed with the lime was taken from cellars of the buildings.

Joseph Tucker being sworn, says he resides at 225 West Twenty second street; I am a mason; I examined the buildings in question; my impression from what I have ascertained on viewing the ruins, as to the cause of their falling, was derived from several causes; in the first place the workmanlike was bad, it had not been put together in a workmanship manner, and the material bad, that is the morter and stone; the stone was not the character usually put in houses of that class; notwithstanding, if the stone had been laid with skilful hands and proper mortar, the foundation could have been made to sustain a building of that size; it is hard to judge whether there was sufficient lime in the loam or not, possibly there was enough lime; I think it might have wanted more sand instead of loam, and from what I could judge, if it had been mixed with sand it would have made good mortar, but lime mixed with loam would not make a good cement; the mortar, as I should judge, was the same used among the bricks as that used in the foundation; the stone wall appeared to be rather scant, only 18 inches; but the brick walls were the usual thickness; the timber used was very light, and I should think not strong enough for a building of that class; if the walls had been kept perpendicular until the front was finished, the building would be safe; but, if out of a perpendicular, as testified by the previous witness, I should say the safety would be doubtful; if the walls had all leaned one way, it would have been possible to infer that the frost coming out was the cause; but when we see a part leaning to the west and the other part east, I am inclined to believe it was the fault of the workmanship. The effect of the frost would operate more on the mortar made of loam than of sand; I think there was too much mortar used betwen the stone; I could build a wall to stand with the same kind of stone.

James Harriott being sworn says he resides at No. 4 Eighth avenue; I am a master mason; I have examined the ruins of the building in question; the cause of their falling, in my opinion, was in consequence of the bad construction, in the manner the building was put together; I have formed this opinion by examining the remaining portion of the building; the mortar was poor; I should judge there was loam in the lime; the foundation ought to have been a twenty inch wall, instead of fourteen inches, for buildings of that size; the party walls, instead of being placed on the centre of the foundation, were on the west side; it is usual to place the walls in the centre; I thought the mortar used between the bricks was considerably better than that used for the foundation; I think, by the color of the mortar, some loam was mixed in it; it is frequently done to build up the side and party walls without the front, but it is not a good plan; I believe had the buildings stood and been completed, the floors all set, and the front in, notwithstanding the walls were out of a perpendicular, they would have been safe to reside in; I have built stone walls in the country with clay, sometimes dry, without any, and just pointing them with mortar, to support frame buildings; I don't recommend dry walls; mortar is best made with sand; I think good mortar don't want any loam; I observed a chimney now standing, about ten feet by six, and not a brace made; it is usual to make a support every foot, or thereabouts; I should say the buildings in question were a cheap class, from the quality of the material used.

James W. Smith being sworn, says he resides in Twenty-first street, near tenth avenue; I am a builder; I have seen the buildings in question, I visited the ruins yesterday afternoon; the cause of the buildings falling, in my opinion, was in consequence of being badly built, and imprudence; I mean, by running up the side walls three stories and attic, at this season of the year without the fronts; I examined the foundation walls, and found them only eighteen inches; the mortar, on examination, I thought, consisted of loam and lime, instead of sand and lime; the whole of the mortar was about the same; the timber I considered to be poor in quality and very light for the size of the buildings; no timber ought to be less than three and four inches, and not more than sixteen inches apart; in this case I measured and found them from the centres to extend from twenty to twenty-four inches apart; I should say, by the evidence given by Mr Stephens, that it would be dangerous to go on and enclose those buildings, and would have been dangerous if the buildings had been enclosed, as they were much out of a perpendicular, as represented by Mr Stephens; I could not discover any iron anchors or straps to fasten the ends of the beams together; I should say they were a poor class of buildings from the appearance of the material used, and the workmanship.

Richard Edwards being sworn, says he resides at 106 West Twentieth street; I am a bricklayer by trade; I have viewed the buildings in question two or three times a week since they were commenced; I passed them the morning they fell; I arrived at the spot a few minutes after they fell; my opinion was, on viewing the buildings, that they were not put up in a proper manner, from the fact of the walls being run up twelve courses of brick without a heading course, five courses being the usual number, and then a heading; I observed, two weeks before it fell, a bulge in the rear wall, and also on the gable end; all bulged towards the east; the men were at work at that time, on the third story. On the morning of the fall I observed the gable end, on the east end, overhung some fourteen to eighteen inches, to the best of my knowledge. I have seen, as I was passing, loam mixed with the lime and did not consider the mortar good. I don't think that loam mixed with lime makes good mortar. I have seen sand lying in the street by the time, as well as loam. On passing at one time, I spoke to a person and said the buildings looked dangerous; he replied that many others looked the same in New York. I don't know who that person was.

Derius Gerr sworn.—Says he resides at 40 King street. I am a builder; I have viewed the ruins; in my opinion three things were the reason of the buildings falling, namely: bad material, bad workmanship, and carelessness in allowing their work to get out of plumb; the lime was mixed with loam instead of sand, the stone used for the foundation was not the usual stone used for houses of that class. I thought there was some little sand used in the mortar for the basement, but in the foundation I don't think there was any. In my opinion the timbers were not of all suitable for houses of that size. The balance of Mr. Gerr's testimony corresponded with the evidence of the previous witnesses.

Robert Newton, being sworn, says—I reside at No. 11 Jersey street; I am a bricklayer and mason; I was at work on buildings in Twentieth street, exactly in the rear of the buildings in question; my attention was drawn to the buildings a short time before they fell; a carpenter working on our building told me to come along and look at the east gable end of the building, and on looking at the wall I found it to overhang about two feet six inches; I then examined the gable end of the west side, and found that that wall leaned the same way; the rear wall I found to bulge at the east corner, and all the party walls the same. I spoke to Mr. Flemming, the foreman, and asked him how came the walls to get so crooked? he replied that the walls were as straight as could be up to yesterday, (meaning the day before); he told me that the stone wall was built on a heap of mud, and was settling down; he talked about bracing up the gable end that was overhanging; I saw the buildings fall; the east gable end gave way first.

John T. Conover, sworn, says he resides at No. 732 Greenwich street. I am a master mason, and saw the buildings in question for the last two weeks, and noticed, on the day the buildings fell, that the gable end was sagged out some eighteen inches. The other part of witness's testimony was almost in substance similar to the previous witness.

James Trainer, sworn, says: I reside at 115 Twenty-Eighth street; I am a laborer; I was employed at the buildings in making mortar; I had been engaged from the first commencement of the brick work, on the 16th of November; I used the best of sand to mix with the lime, and a little loam; I did not put so much loam as I did sand; I put more lime in the winter season than I do in summer; to one barrel of lime I put one load and a half of sand, and two barrels of loam; the loam came from the cellars; I have been making mortar for the last nine years.

Patrick Duffy, sworn, says he resides at 112 Second avenue. I was a laborer engaged at the buildings in question; my business was to make mortar; I had no particular way of making the mortar; sometimes I put more loam, and sometimes none; I never had any directions or orders how to make the mortar; I made it myself, as I have always made it; loam is put in almost all mortar; sometimes I have made mortar without loam, only sand; a little loam makes the mortar work better; the bricklayers never found any fault with the mortar; I have been employed in making mortar for the last eight or nine years.

Arthur Moody, sworn, says: I reside at 176 West Eighteenth street; I keep a grocery store, and ride sand, and dig out cellars; I get from 3s. 6d. to 4s. a load for sand; I furnished from 170 to 180 loads of sand for the buildings in question, and four houses in Twenty second street; the greater part was delivered in Twenty first street; I got four shillings a load at the buildings in Twenty-first street; from what I saw, the mortar was principally made with sand, and appeared to be of a good quality; I never saw any loam mixed with the mortar in Twenty-first street; I have received $20 on account of the sand I delivered, and have due me $64, which amount I was to have received this week.

John B. Jenkins, being sworn, says:—I reside at 74 Twentieth street; I am a master mason by trade; I visited the ruins, yesterday; I examined the mortar, and considered there was too much loam in it; I thought there was enough lime; when there is too much loam it dries dusty, and don't hold; the buildings have been run up in too much haste, and the mortar used hot, in frosty weather, which is unsafe; I noticed, one frosty day when it was too cold for my men to work, on passing by these buildings, some ten or twelve men at work on one wall. I thought, then, they were working with too much haste, and that some accident would happen; I considered the buildings unsafe for men to work on, and of the poorest class of buildings, from the appearance of the materials used, and the workmanship.

Hugh Trainer sworn.—I reside at No. 9 Fourth street; I am a mason; I was engaged at work on the buildings in question in laying brick; I thought the mortar was pretty good; I have worked better, and have worked worse; I call it about the average mortar; just before the building fell, Edward Flemming, the foreman, called me down from the top of the building; I hurried down the ladder, and we went to the east gable end, and he showed me the wall; it had then sagged out considerably more; he requested me to get some timbers and prop up the wall as quick as I could; I immediately ran for the timbers, but before I returned with the stay the whole of the walls fell; they fell from the west to the east; I did not give any alarm to the men on the building as I thought I could prop the wall in time to save it; I did not consider it dangerous until the foreman called me down; I have often had walls to sag out, and yet never fall; I have used much worse mortar in New York than that used on these houses.

Jurer—On what buildings have you worked with such mortar?

Witness—I decline to answer that question; I don't wish to condemn any man's buildings.

Juror—Where were the buildings situated?

Witness—I don't think it's right for me to answer that question.

Coroner—You must answer the question.

Witness—I would rather not; well, it was in the neighborhood of Perry street.

Juror—Well, I don't wish to press the question any further.

The witness acknowledged to having worked at laying bricks when it was freezing hard. At the conclusion of the testimony of this witness, it being then after five o'clock, the Coroner adjourned any further proceedings until ten o'clock, on Monday morning.

Mr Thomas, the architect, was yesterday taken into custody on the warrant of the Coroner, and held to bail in the sum of $5,000, to answer any charge that might be brought against him. Mr. Flemming, the foreman, was also bailed for his appearance.

On Monday, evidence on the part of the defence will be taken, in order to relieve Mr. Spencer and others, who at the present stage of the investigation stand somewhat culpable.

City Intelligence.

ANXIETY ABOUT THE ATLANTIC STEAMSHIP—CROWDS OF PERSONS AT HER WHARF.—The anxiety about the Atlantic is intense. On Friday night, up to 12 o'clock, crowds of persons were collected at her wharf, in Canal street, expecting her arrival. Many of them had relatives on board. They were first attracted by the guns of the Asia, which they mistook for those of the Atlantic. The excitement was very great.

FIGHT AT A DANCE HOUSE, AND ASSAULT ON THE POLICE.—Yesterday morning, between 1 and 2 o'clock, a fight occurred in a dance house in Twenty-seventh street, between Seventh and Eighth avenues. After doing battle for sometime inside, a respite took place; but hostilities were renewed on the sidewalk. Sergeant Graham and officer Houston, of the Sixteenth ward, repaired to the place, and succeeded in arresting two of the ringleaders; and, after taking them part of the way to the station house, they were followed by a mob headed by a man named Higgins, who assaulted the officers and rescued the prisoners. After which, Higgins struck officer Houston with a stone in the forehead, inflicting a severe wound, and with another blow of a stone cut his lip, and then made his escape. After getting a reinforcement of other policemen, the officers pursued Higgins, and found him stowed away under a cart. He was brought to the station house, and committed by Justice McGrath.

THE NORTHERN LIBERTY ENGINE COMPANY, of Philadelphia, returned from Boston yesterday morning. They will remain in the city until Monday. The engine is one of the handsomest ever seen in this city. It will remain in Engine Company No. 14's house during their stay. They are a noble set of fellows.

THE ENFORCING OF THE ORDINANCE AGAINST THE HACKS—THE SUNDAY LAWS TO BE RIGIDLY MAINTAINED.—It appears the Mayor is about to make a clean sweep, and that he will enforce all the laws and ordinances of the city. Hacks are not to be permitted in Broadway. All right. The Sunday laws are to be strictly enforced. Public houses, look out! We suppose the gambling houses, the lottery houses, and worse houses, will come next under the broom of Mayor Kingsland. Let all the laws, without fear, favor, or affection, be strictly enforced, and though, at first, this rigidity may be irksome to some, it will prove, in the end, beneficial to many.

VESSEL ON FIRE.—The Brig J. B. Lunt, lying at pier 8, East river, took fire, last evening, in the after part of the cabin, and, no doubt, would have been entirely destroyed but for the timely arrival of Mr. James J. Bevins, Boarding Officer of the U. S. Revenue department, assisted by Messrs John Parsons, Jr., Thomas Vallow, Wm. de Angelis, and Charles Sanders, all of the Revenue office, who cast her off from her moorings and hauled her out to the end of the pier, when, after much difficulty, they extinguished the flames. The brig Markland, from Gonaives, (arrived yesterday) was at one time in great danger, which vessel they hauled off from the pier and anchored in the stream. There was no person on board of either vessel at the time of the fire. To the very efficient aid rendered by the above named gentlemen, the parties interested are indebted for the safety of their vessels. The J. B. L. was afterwards delivered to the Police of the First ward.

SURPRISE OF THIEVES.—At half past 4 o'clock yesterday morning, officer Nichols of the Eleventh ward station house, discovered three men at the foot of Third street, whose movements looked suspicious. On the approach of the policeman they fled, leaving behind them three copper rods which they had stolen from some ship yard. The rods are seven eight inch thick and about thirteen or fourteen feet long, and weighing together from fifty to sixty pounds.

OMNIBUS DRIVING—VIOLATION OF THE ORDINANCES.—On Friday night, at a quarter to 12 o'clock, Cu