FALL OF THE TROY UNION RAILROAD DEPOT—GREAT CRASH.—At precisely thirty-five minutes after 3 o'clock this morning the north half of the roof of the Troy Union Railroad Depot fell suddenly, with a crash and jar like that of an earthquake. The building is an immense structure, built of brick. It was completed in 1853. It is 400 feet long inside from wall to wall. The roof has a span of 150 feet. The spring of the arch of the roof is 30 feet. The distance from the top of the arch of the roof to the floor of the building is 45 feet. The roof is one of How's Patent Truss Roofs. We believe the inventor was from Springfield, Mass. In the construction of the roof two men were killed. The roof is an iron one. It was supported by twenty trusses, nine of which are broken. The trusses were strengthened and supported by lateral iron girders, these girders sweeping clear across the lower part of the roof, forming a continuous stretch of iron of over 180 feet. These girders, contracting under the intense cold, and weakened by the mass of snow on the roof, must have snapped, leaving no support for the roof. Last Winter these lateral girders, when the weather was cold, had to be loosened up by means of the screw-nuts at the ends. This railroad depot is one of the largest in the world, there being none larger on this continent, and being only exceeded in size by one in Russia. The Rochester and Buffalo depots are built upon a similar plan. The entire north wall of the end of the depot is level with the ground—the great pillars, the immense number of brick, and the materials of the roof lying in a confused mass. On the east the north half of the wall is completely down. The whole of the north part of the roof has fallen in completely up to the central tower. Some of the east walls of the offices are broken in. There was, fortunately, nothing under the falling roof. A family living in the tower rooms, were considerably scared, but uninjured. The weather was intensely cold at the time, the thermometer in the early part of the night being at 8 degrees below zero. There was a fall of snow last night—about six inches—and it was snowing at the time of the accident. The damage must be to the extent of from $30,000 to $50,000. [Daily Arena, Dec. 30.

COMMERCIAL MATTERS.

Sales at the Stock Exchange—Dec. 31.

1,000	Virginia State 6s	93	114	Pennsylvania Coal Co.	92
5,000	do	93	100	Pacific Mail Steam. Co.	76
22,000	do	93¼	300	do	76½
16,000	Missouri State 6s	93	100	do	76½
5,000	do	93½	100	Erie Railroad	34
5,000	do	93	13	Hudson River Railroad	41
20,000	do	93	200	do	41
5,000	do	93	100	do	40
500	N. Y. Central 6s	91	100	do	40
4,000	Erie R. 1st mtge. bds.	58	50	Harlem Railroad	9
1,000	Erie 2d mtge. bds	93	500	Illinois Central Railroad	57
1,000	Erie R. 2d mtg. bds ex.	91	400	do	60
10,000	Erie R. 4th mtg. bds.	50	500	Reading Railroad	42½
1,000	Hudson R. R. Istmtg. bds	105	200	do	42½
1,000	H. R. R. 1 Convt. bds.	75	50	do	42½
2,000	Harlem 2d mtg. bds.	82½	200	do	42½
2,000	Hen. & St. Jos R. bds.	60	100	do	42½
5	Merchant's Exch. Bank	56½	50	Mich. Cen. RR.	b10 33½
7	America's Exch. Bank	96	50	do	b60 39
200	Canton Co.	b60 16½	100	do	c 39
200	do	16½	125	do	b30 33½
50	New-York Central RR.	75½	50	Mich. So. & N. Ia. G. S.	18
150	do	b15 77½	50	Panama Railroad	ocp.127½
2025	do	s3 75	50	Galena & Chicago RR.	64
300	do	s10 75	100	do	s30 64
400	do	bnw 75	100	do	c 64
200	do	b10 75½	50	do	b10 64
150	do	b10 75	50	do	b10 65
100	do	bnwk 75½	50	do	b10 65
50	do	b10 75	50	do	c 64½
200	do	s30 75	50	do	65
100	do	bnw 75½	150	Cleveland & Tol. RR.	193
600	do	75	5	Chic. & Rock Isl. RR.	62½
100	do	b4 75	550	do	c 63
100	do	b30 75½	100	do	s30 63½
50	do	b10 75½	100	do	s30 63½
100	do	b4 75	100	do	bnw 63½
50	Ill. & Miss. RR.	34			

SECOND BOARD.

3,000	Mo. State 6s	83½	50	New-York Central R.	s30 75½
2,000	Erie R. 1st mtge. bds.	95	200	do	75½
1,000	Ill. Cen. R. R. bds	84½	50	Mich. Central R. R.	30½
100	New-Jersey Zinc	b60 64	50	Mich. So. & N. Ia. Gt'd Stock	b20 17
100	Canton Company	b62 17	200	Ill. Central R. R.	s60 57
5	Merch. Mt. Bank	96	200	do	57½
100	do	b5 75½	265	Panama Railroad	127½
100	do	s30 75½	20	Clev. Col. & Cin. R. R.	95
200	Pleading Railroad	s60 42½	100	Galena & Chicago R.	s30 65
100	do	opg 43	250	do	65
57	N. Y. Cent. RR	75½	300	do	s10 65
100	do	s60 75½	100	do	b10 65
100	do	s10 75½	20	Cleveland & Toledo R.	20
200	do	75½	50	Chi. & R'ck I'd R.	s60 63
200	do	b60 75½	300	do	b60 63½
100	do	bnwk 75½	100	do	s30 63
150	do	b30 75½	50	do	63½
100	do	s60 75½	200	do	63
100	do	b30 75½	100	do	62½
1,650	do	b10 75½	50	Norwich & Wor'r R.	b10 40½

SATURDAY, Dec. 31—P. M.

There was a fair degree of animation at the Stock Exchange to-day, and, after the display of some uneasiness and hesitation among operators, the tone of the market was firmer, and prices gradually improved through the remainder of the day, until just at the close of the Second Board, when a fresh and vigorous attack was made upon the market by one of the leading bear operators, and the day closed upon a rather unsettled condition of things. The general impression in the street is, that after the distribution of dividends, interest, &c., which commences on Tuesday, we shall witness not only an easier Money market, but a fair rally in prices. The mere anticipation of such a result is quite likely to aid its realization, by stimulating purchases for the advance thus foreshadowed; but it is extremely doubtful whether any decided movement for the rise can take place until public confidence is more fully restored. We have had a serious decline in many of our leading Railway stocks, and, under ordinary circumstances, an early reaction would be reasonably expected; but so many disturbing elements now hang over the market in the way of political agitation, to say nothing of the recent feverish throb in money matters, that it will be difficult to restore the equilibrium of prices for some time. This sudden and rather sharp turn in the Money market has revealed a state of things which fully confirms the impressions we have long entertained as to the character of the speculations which have prevailed during the last six months. Stocks have been shaken out of their places of hypothecation so freely and so easily by a mere passing breeze in the money market, that we are enabled to see at once how frail and unsubstantial has been the support which the speculative movements have attracted. These masses of stock, now rudely disturbed in the shifting of demand loans, have been held patiently in the expectation of a demand on the part of the public, which, unfortunately for the holders, has not come. We settle down more strongly than before to the conclusion that, outside of the Stock Exchange, there is a profound indifference to stock speculation. The largest operations of the day were in New-York Central, Reading, Illinois Central, Galena, and Rock Island. The firmest of those named was Reading, which, since the change in the Presidency, and the announcement of favorable arrangements in progress to extend the bonds of 1860, has received a stronger support from its Philadelphia friends. New-York Central is very well maintained at from 75¼@75½, but is affected adversely by anticipations of legislative action in regard to tolls, enough to prevent the rally which at first seemed probable after so marked a decline. A private dispatch received from Chicago on Saturday, states that the difficulties between the Galena and Rockford Roads have been adjusted, and that the new arrangements will go into effect on Tuesday. The settlement of this foolish quarrel is creditable to both concerns, and is a favorable item for the Galena stock. Rock Island was in good demand at 63@63¼ until at the close of the Second Board, when sales were made at 62½, and afterward as low as 62½. The business in State stocks was mostly confined to Virginia and Missouris, both of which were slightly firmer at the Second Board. There were larger dealings than usual for an afternoon session, and the market took considerable stock before the demand was supplied. The sales of New-York Central, Illinois Central, and Galena were quite large. The shorts have been free buyers during the day. The closing prices were: Virginia 6s, 93@93¼; Missouri 6s, 83½@83¾; Canton Company, 16¾@17; Cumberland Coal, 13@13¼; Pacific Mail, 76¼@76½; New-York Central Railroad, 75¼@75½; Erie Railroad, 8¼@8½; Hudson River Railroad, 41¼@41½; Harlem Railroad, 8½@9; Harlem Railroad Preferred, 33½@34; Reading Railroad, 42½@43; Michigan Central Railroad, 38½@39; Michigan Southern and Northern Indiana Railroad, 6¼@6½; Michigan Southern and Northern Indiana Guaranteed, 16¾@17; Panama Railroad, 127¼@128½; Illinois Central Railroad, 57@57¼; Galena and Chicago Railroad, 64½@65; Cleveland and Toledo Railroad, 19½@20; Chicago and Rock Island Railroad, 62¼@63; Illinois Central 7s, 84¼@85.

The Foreign Bill market closed heavy, and with a marked disposition to sell. Sterling is 108@108¾ for commercial, and 108¾@109 for bankers' and bankers'. Francs are 5.20@5.17½.

Freights—To Liverpool, 200 boxes Bacon at 20c. To London, 225 tcs. Beef at 5s.; 100 boxes Bacon at 25s.; 100 half tcs Tobacco at 6s. A vessel of 180 tons for Jacksonville to New-York, with Flooring Boards, at $7 50.

The business of the Sub-Treasury was: Receipts, $268,296 96—for Customs $44,509 27; Payments, $175,591 02; Balance, $7,124,181 30. Treasury Notes received for Customs during the week, $25,134 75.

The steamer to-day took out $322,656 in specie. The demand for money to-day has been active, but there is less stringency than yesterday. Most of the parties who had heavy payments to make to-day and Tuesday prepared themselves yesterday. The current rate for money was 7 ₱ cent on demand, and first-class paper and good signatures at four and six months have sold at 7½@8 ₱ cent. The interest coupons, due January 1st, 1860, attached to the bonds of the city of Rock Island, Ill., will be paid on and after January 3, at the office of Halsted & Gilman. The interest on the bonds of the city of Toledo will be paid by Bliss, Williams & Co., No. 4 Wall street. Coupons No. 1 to 100 of Athens Co., Ohio, will be paid by Wm Hoge & Co., No. 50 Wall street. Messrs. Bliss, Williams & Co. pay the interest on the debt of the city of Toledo. The interest on the bonds of the Troy and Boston Road will be paid at the Bank of Commerce. Messrs. Duncan, Sherman & Co. pay the following coupons: Chicago City Municipal, Chicago City Water Loan, Buffalo City Water Loan, Buffalo City Municipal, Albany City Municipal, Utica City Municipal, Hannibal and St. Joseph Railroad, Mobile and Ohio Railroad, Buffalo and State Line Railroad, Detroit and Pontiac Railroad, California Central Railroad, interest on New-York State Stocks, loan to Auburn and Rochester Railroad, 5½ ₱ cent; loan to Tonawanda Railroad, 5½ ₱ cent; loan to Schenectady and Troy Railroad, 6 ₱ cent. The Mariners' Savings Bank pay the usual semi-annual dividend. The North River Bank has declared a semi-annual dividend of 3½ ₱ cent, payable 16th January. The Phenix Bank 3½ ₱ cent, payable 3d January. The Market Bank 3½ ₱ cent, payable 10th January. The Grocers' Bank 3½ ₱ cent, payable 9th January. The New-York Exchange Bank 4 ₱ cent, payable 16th January. Messrs. Hamley and Bradford have dissolved; Mr. N. G. Bradford, jr., continues the Stock Commission business. We learn that the judgment creditors of the Milwaukee and Horicon Railroad have applied for the appointment of a receiver. Who these judgment creditors are, we are not informed, but presume they are residents of Wisconsin. The exchanges at the bank clearing house this morning were $20,098,034 84. The total exchanges for the week ending to-day were $112,769,599 57, being a daily average of $22,553,915 92 against $21,871,115 30 for the week ending on Saturday last.

The net earnings of the Stonington Road for the past six months were about $66,000, out of which a dividend of 2½ ₱ cent was declared, as announced yesterday. The net earnings were about 4½ ₱ cent. The fare, we understand, is to be reduced on this route on Monday to $1 50, including berth, to Providence, and $2 50 to Boston.

The official statement of the Panama Road, of which we gave the substance at the time of the declaration, is as follows:

STATEMENT FOR THE YEAR ENDING DEC. 31, 1859.

Balance to credit "Income Account," after dividend, Jan. 6, 1859, per statement	$529,911 50
Add excess of receipts over estimate for portion of December, 1858	6,023 13—$535,139 63
RECEIPTS from Dec. 31, 1858, to Dec 31, 1859:	
For passengers	$1,068,332 17
For freight (merchandise)	537,089 61
For freight (treasure)	153,876 22
For mail transportation	100,000 00
For baggage	16,951 65
For miscellaneous, wharfage, light money, &c	6,094 76
Earnings for the latter part of December, not yet received—estimated at	40,000 00—1,925,444 57
Total	$2,460,584 20
DEDUCT—interest on First Mortgage Bonds ($450,000), with exchange and com'n	$150,694 37
Interest on Second Mortgage Bonds ($275,000), with exchange and com'n	77,770 00
Interest on Convertible Bonds, July 1, $33,000, at 2½ ₱ cent	$1,155 66
Do., Jan. 1, $27,000	945 00— 2,100 66
Running expenses	416,813 76
Premium of exchange on remittances to meet bonds, paid in London Dec 1	75,157 76
Office expenses	25,207 43
Appropriated to cover depreciation in iron, tire, buildings, &c	40,000 00
New-Granadian Government—proportion mail receipts	10,000 00— 795,748 34
Balance	$1,664,835 86
Dividend No. 14, paid July 1, on $4,967,000, 6 ₱ cent	$298,020 00
Dividend No. 15, payable Jan. 3, 1860, on $4,973,000, 6 ₱ cent	298,380 00
New-Granadian Government, proportion, 3 ₱ cent on do	17,892 00
Appropriated to sinking fund	100,000 00— 714,292 00
Surplus income after dividend, Jan. 3, 1860	$950,513 86
Balance, as above	$950,513 86
Sinking fund and accumulations	260,962 21
Total	$1,211,476 07
Out of which the Company have paid during 1859—	
For stock North Atlantic Steamship Co	$500,000 00
For steamer Guatemala	150,000 00
On account of bonds, due Dec. 1	550,000 00
Total	$1,200,000 00

All the Company's interest in steamers is covered by marine insurance, excepting the Columbus, valued at $25,000. The cost of the road, ₱ construction account, closed January, 1859, is $8,000,000

Against which there are—	
Capital stock	$4,973,000 00
Convertible bonds	27,000 00
Sterling bonds, due 1865	1,250,000 00
Sterling bonds, due 1872	1,150,000 00
Total	$7,400,000 00

The business on the Cleveland, Columbus and Cincinnati Railroad during the year 1859 was as follows:

EARNINGS.	
Eleven months	$944,324 64
December estimated	84,000 00—$1,028,324 64
EXPENSES.	
Eleven months	$483,957 76
December estimated	40,000 00—$523,957 76
Balance	$504,366 88
Dividend paid Aug. 1, 5 ₱ cent	237,305 00
Leaving a balance of	$267,061 88
Out of which a dividend of 5 ₱ cent was this day (Dec. 27) declared	237,305 00
Surplus	$29,756 88

The dividend of 5 ₱ cent declared as above is payable 1st of February to stockholders registered in New-York at the office of the United States Trust Company. Transfer books will be closed from the 21st of January to 1st of February.

The December earnings of the Indianapolis and Cincinnati Road will show a gain of about $10,000 over December, 1858. The entire equipage of the road is now actively employed without meeting the requirements of the traffic.

The following is a comparative statement of the Imports of Foreign Dry Goods and General Merchandise at the port of New-York for the week and since Jan. 1:

For the Week.	1857.	1858.	1859.
Dry Goods	$289,398	$2,421,321	$2,937,224
General Merchandise	1,014,321	1,829,066	2,488,946
Total for the week	$1,303,717	$4,250,647	$5,426,170
Previously reported	212,924,242	144,970,876	234,990,474
Since Jan. 1	$214,227,959	$149,221,523	$240,416,644

The aggregate imports, it will be seen, exceed those of 1858 about ninety millions of dollars, and those of 1857 about twenty six millions.

The export of specie for the week ending Dec. 31, 1859, was as follows:

Bark J. M. Darson, Para—American gold	$19,927
Steamer Borussia, Paris—Silver coin	3,810
Steamer Bremen, Bremen—German silver	2,600
Havre—American gold coin	155,500
Southampton—Gold bars	144,000
Steamer City of Washington, Liverpool—Gold bars	15,426
Schooner Clara, Jacmel—Specie	2,600
Total for the week	$343,863

Messrs. Thompson Brothers sold to-day $50,000 of the 1866 stocks of New-York at 105.

Messrs. Raynor & Blackwell have sold house and lot No. 141 West Thirty-fourth street, between Seventh and Eighth avenues, three-story brick basement and under-cellar, 25x50; lot 100 feet 5 inches, for $11,750. Also, six lots south side of 120th street, 125 feet east of Ninth avenue, each 25x100, at $500 ₱ lot. We report the sale of one lot south-west corner of Broadway and Ninety-ninth street, 25 feet 3 inches front, 25 feet 2 inches rear, 103 feet in depth on the south line, 105 feet in depth on Ninety-ninth street, with frame house, for $2,250. Also, one lot adjoining, 25 feet 4 inches in front, 25 feet 2 inches rear, 103 feet one inch in depth on the north line, 101 feet one inch on south line, for $1,560. Also, three lots on the rear on Ninety-ninth street, each 25 and 100 feet 11 inches, at $617 ₱ lot. Samuel Eddy & Co. have sold four lots on east side of Fifth avenue, commencing at the south-east corner of One-hundredth street, and one lot adjoining, on the south side of One-hundredth street, for $15,750; forty (40) ₱ cent cash—balance on mortgage. This sale was incorrectly reported, by other parties, in yesterday's TRIBUNE.

The disbursements next week for principal and interest on State, Government, and other debts, dividends of banks, railroads, &c., are estimated to be about $15,000,000. The interest and dividend payments at Boston in the first two weeks of January will be about three millions.

The weekly Bank Statement shows a continuance of the expansion of loans, with no increase of specie. The entire California receipt of last Monday has been neutralized by the descending averages of the previous week, and the drain of gold into the Sub Treasury and to the South. The Sub Treasury gains about a million, and large amounts have gone South and West for the purchase of Exchange, and to aid in strengthening the banks which are required to make up their annual reports on the 1st of January. Under this drain our banks have just been able to hold their own, even with the aid of considerable amounts received from Boston. The loans stand now some $8,000,000 higher than in October, when the specie was at the same point as it is now, and they are only $2,000,000 below the line of last year at this time, when the specie reserve was over $27,000,000. The figures are as follows:

	Dec. 24.	Dec. 31.	
Loans	$124,260,812	$125,516,046	Inc. $557,534
Specie	19,880,797	19,629,220	Dec. 1,577
Circulation	8,231,874	8,396,977	Inc. 65,603
Net Deposits	77,276,597	79,233,484	Inc. 1,604,733

The movement of the Banks since Nov. 24, 1855, has been as follows:

	Loans.	Specie.	Circulat'n.	Deposits.
Nov. 24, 1855	$92,312,408	$11,715,239	$7,779,667	$74,975,154
Jan'y 3, 1857	109,149,159	11,172,244	8,962,113	85,346,216
Jan'y 31, 1857	111,325,332	11,191,023	8,924,948	82,408,296
Feb. 7, 1857	112,076,713	11,143,094	8,426,417	80,526,438
March 7, 1857	111,939,659	11,797,345	8,307,247	85,856,222
April 4, 1857	114,325,962	11,836,732	8,112,228	87,240,916
May 2, 1857	114,409,275	12,069,911	8,006,506	89,159,472
May 30, 1857	114,649,633	12,315,515	8,090,698	96,147,814
June 6, 1857	115,368,592	13,134,715	8,039,572	96,594,391
July 6, 1857	115,644,398	12,827,246	8,001,506	96,624,536
July 31, 1857	120,507,050	12,916,014	8,365,422	91,445,967
Aug. 8, 1857	122,077,232	11,737,367	8,381,740	94,436,413
Sept. 5, 1857	112,221,305	10,227,955	8,673,192	72,491,217
Oct. 3, 1857	105,505,499	11,490,413	7,916,102	67,970,651
Oct. 10, 1857	101,517,569	11,476,298	7,559,509	63,301,601
Oct. 17, 1857	97,245,526	7,843,238	8,067,141	52,844,652
Oct. 24, 1857	95,503,518	10,417,613	8,129,769	56,530,854
Oct. 31, 1857	95,317,754	12,966,441	6,334,748	61,463,664
Nov. 7, 1857	95,480,241	16,432,152	6,434,312	63,334,773
Dec. 5, 1857	96,333,637	26,089,362	6,555,000	73,456,005
Jan. 2, 1858	98,540,863	26,561,946	6,499,993	73,635,225
Feb. 6, 1858	103,692,922	26,652,948	6,373,931	80,000,478
March 6, 1858	105,031,943	27,730,721	6,354,224	80,332,466
April 3, 1858	110,583,354	31,530,009	7,232,232	93,535,148
May 1, 1858	111,868,456	35,664,213	7,431,314	99,408,566
June 5, 1858	116,424,597	32,790,432	7,543,930	101,439,535
July 3, 1858	119,654,932	34,140,006	7,416,426	106,642,297
Aug. 7, 1858	120,582,657	35,145,744	7,370,415	107,454,715
Sept. 4, 1858	125,935,640	26,348,664	7,349,243	103,317,301
Oct. 2, 1858	122,659,697	23,526,737	7,875,596	90,931,253
Nov. 6, 1858	126,669,402	26,265,575	8,104,363	100,217,488
Dec. 4, 1858	126,023,324	27,407,726	7,937,517	99,541,206
Jan. 1, 1859	127,584,319	27,129,725	7,854,606	99,684,193
Feb. 5, 1859	130,442,156	25,991,441	7,930,855	91,995,256
March 5, 1859	125,721,057	26,769,965	8,071,693	88,800,028
April 2, 1859	128,202,192	25,732,161	8,221,153	87,737,139
May 7, 1859	129,519,905	26,026,622	8,394,697	88,272,943
June 4, 1859	125,066,677	22,728,811	8,427,642	82,378,936
July 3, 1859	122,461,773	22,891,665	8,365,700	76,132,611
July 16, 1859	121,614,633	22,494,649	8,354,061	77,013,012
July 17, 1859	120,405,658	23,225,679	8,301,675	78,145,911
July 23, 1859	119,924,160	21,196,213	8,175,626	75,301,943
July 30, 1859	119,347,412	20,764,584	8,214,859	74,128,978
Aug. 6, 1859	118,586,659	20,663,877	8,273,656	72,524,855
Aug. 13, 1859	117,183,643	20,747,872	8,419,606	71,495,612
Aug. 20, 1859	117,590,199	21,403,418	8,317,669	73,299,310
Aug. 27, 1859	117,541,670	20,723,066	8,234,279	71,731,817
Sept. 3, 1859	116,918,238	21,479,209	8,373,318	73,125,760
Sept. 10, 1859	118,421,490	21,767,242	8,513,002	72,626,495
Sept. 17, 1859	119,366,352	21,512,830	8,444,936	73,147,389
Sept. 24, 1859	119,897,320	20,690,436	8,357,295	72,730,599
Oct. 1, 1859	118,296,752	19,259,126	8,337,792	70,212,105
Oct. 8, 1859	117,211,627	18,493,144	8,365,739	69,501,204
Oct. 17, 1859	117,269,067	21,651,298	8,463,375	70,991,629
Oct. 24, 1859	117,317,499	20,997,097	8,411,212	71,597,063
Oct. 29, 1859	118,414,423	21,246,375	8,375,445	73,383,151
Nov. 5, 1859	120,110,077	20,229,193	8,327,471	73,673,936
Nov. 12, 1859	121,206,352	20,116,956	8,449,555	74,699,191
Nov. 19, 1859	121,520,036	19,743,371	8,203,526	74,673,379
Nov. 26, 1859	121,422,163	18,931,924	8,271,238	73,862,173
Dec. 3, 1859	122,137,634	20,046,667	8,398,819	76,258,722
Dec. 10, 1859	122,975,493	19,750,535	8,431,436	76,571,427
Dec. 17, 1859	123,903,577	20,420,829	8,390,626	77,598,473
Dec. 24, 1859	124,977,375	19,645,987	8,399,023	77,234,732
Dec. 31, 1859	125,516,046	19,629,220	8,396,977	79,233,484

TABLE of the Loans, Specie, Circulation, and Deposits of the Banks of the City of New-York, for the week ending Saturday, Dec. 31, 1859, to which is added the Capital of each House.

NAMES OF BANKS.	Amount of Capital.	Average amount of Loans and Discounts	Average amount of Specie.	Average amount of Circulation.	Average amount of Deposits.
	$	$	$	$	$
B. of N. Y.	2,000,000	4,873,254	665,179	466,979	2,563,236
Manhattan	2,050,000	4,754,422	794,053	267,411	3,433,340
Merchants'	2,732,212	5,275,461	1,195,365	243,631	3,154,689
Mechanics'	2,000,000	3,763,656	613,651	310,094	2,572,202
Union	1,500,000	2,813,271	427,949	214,114	2,082,682
B. of Amer.	3,000,000	5,794,101	1,463,566	137,097	4,222,951
Phenix	1,000,000	3,475,320	875,574	126,166	1,739,577
City	1,000,000	2,196,872	309,940	....	1,445,999
Tradesm's	989,800	1,401,225	119,360	209,794	612,777
Fulton	600,000	1,403,566	216,635	161,064	1,036,389
Chemical	300,000	1,897,429	459,379	393,251	1,719,723
Merch. Ex.	1,235,000	2,090,664	251,168	126,061	1,094,268
National	1,500,000	1,975,184	192,112	137,842	747,904
Bich. & Dr.	300,000	1,023,412	220,627	203,931	1,067,360
Mec. & Tr.	400,000	705,890	143,434	118,624	586,730
Greenwich	200,000	496,685	57,326	103,393	305,249
Leath. Mf.	600,000	1,107,128	261,832	247,722	1,033,398
Ninth W'd.	500,000	1,184,747	218,582	215,998	615,707
B. S. N. Y.	2,000,000	3,975,814	986,235	217,461	2,660,524
Am. Exch.	5,000,000	7,666,533	1,257,121	189,958	4,842,261
Commerce	9,073,940	12,935,409	1,493,253	1,975	5,295,107
Broadway	1,000,000	2,672,254	321,359	257,104	1,844,248
Ocean	1,000,000	1,679,228	242,890	126,339	1,007,620
Mercantile	1,000,000	2,439,723	416,564	32,326	1,793,948
Pacific	422,700	954,664	173,050	119,799	731,335
B. of Rep.	2,000,000	3,856,901	726,382	187,577	2,317,657
Chatham	450,000	731,951	89,052	125,247	545,359
People's	412,500	665,238	113,940	111,884	467,807
North Am.	1,000,000	1,599,173	236,642	76,604	814,335
Hanover	1,000,000	1,452,870	174,920	101,020	684,190
Irving	500,000	804,767	169,302	126,774	540,187
Metropol'n	4,000,000	6,017,506	872,562	247,573	3,201,703
Citizens'	400,000	662,258	123,724	103,307	466,845
Nassau	1,000,000	1,623,030	233,092	120,496	919,704
Market	1,000,000	1,546,936	197,571	206,021	826,594
St. Nicho's	750,000	1,046,305	133,997	92,277	565,181
Shoe & Lea.	1,500,000	5,016,553	1,076,033	85,900	3,173,039
Corn Exch.	1,000,000	1,607,653	165,971	102,168	718,768
Continen't.	2,000,000	3,499,622	338,281	172,656	1,980,494
Commw'lth.	750,000	1,226,257	139,626	224,530	942,543
Oriental	300,000	528,653	91,542	102,930	369,859
Marine	601,700	966,548	185,640	125,609	516,573
Atlantic	400,000	629,017	98,266	73,72	356,713
Imp. & Tr.	1,500,000	2,555,209	252,408	189,009	1,294,578
Park	2,000,000	4,380,428	712,267	179,455	3,256,364
Artisans'	600,000	1,014,536	169,282	85,732	634,409
Mec. B. As.	500,000	653,097	54,162	107,918	240,187
N. Y. D. Dk.	120,000	448,867	42,545	180,129	221,303
N. Y. Ex.	100,000	334,279	21,167	115,534	313,169
Bull's H'd.	253,300	419,419	54,470	101,253	291,643
N. Y. Co.	270,000	292,484	43,339	87,659	277,389
Grocers'	205,520	516,556	63,043	53,456	267,130
East River	376,325	209,626	26,445	96,900	221,175
N. River	106,000	452,953	75,567	79,145	447,155
Man. & Mer.	....	384,206	49,637	90,019	233,911
Total	80,933,637	125,516,046	19,629,220	8,396,977	79,233,484

Clearings for week ending Dec. 24	$131,226,602
Clearings for week ending Dec. 31	112,769,600
Balances for week ending Dec. 24	7,218,736
Balances for week ending Dec. 31	6,098,949

The annexed table gives the quotations of the leading stocks dealt in at the Board in January, April, August, and December:

Stocks.	Jan.	April.	Aug.	Dec.
United States 5s, 1874	102¾	104¼	103	103¾
Virginia 6s	93¾	97¼	94	93¾
Missouri 6s	85	87¾	84	83½
Tennessee 6s	90¾	92	87¾	90
North Carolina 6s	90	99¾	95	96
Brooklyn Water 6s	101	103	100	102
New-York Central 6s	92	94½	92	91
Erie Second Mortgage	87½	81½	73	98
Erie Convertibles, 1871	43½	20	17	86
Illinois Central 6s	83	88	80	84½
La Crosse Land Grant	22¾	16¾	15¾	14
Bank of Commerce	101½	101½	98	99¾
American Exchange Bank	107½	108	100¾	96½
Delaware & Hudson Canal Co.	99	96	93¾	94
Pennsylvania Coal	82½	81	83	82
Pacific Mail Steamship Co.	80	77	83	76½
Erie Railroad	13½	8½	5	8½
New-York Central	83¾	76½	75½	75½
Harlem	13	11½	10½	9
Harlem Preferred	38	38½	37½	34
Hudson River	31½	32	25	41½
Reading	49¾	51½	43½	42½
Panama	114½	122	117	127
Michigan Central	49	50½	46	38
Michigan Southern	18¾	10¾	7½	6
Michigan Guaranteed	44½	33	24½	16½
Cleveland & Toledo	30¾	24½	24½	19½
Galena & Chicago	69	64	60	65
Chicago & Rock Island	59¾	52½	54	63
Illinois Central	65½	65	60½	57
Cleveland, Columbus, & Cincinnati	94	99½	95	95

OFFICE OF THE ASSISTANT TREASURER, U. S.—NEW-YORK, December 1, 1859, by balance

Receipts and Disbursements.	
December 1, 1859, by balance	$2,923,705 10
Receipts during the Month.	
On account of Customs	$2,312,816 47
On account of Patent Fees	6,697 70
On account of Post-Office Depart'n	79,316 60
On account of Treasury Notes	1,770,000 00
On account of Miscellaneous	51,436 56—$4,220,266 73
	$7,143,971 83
PAYMENTS.	
Treasury Drafts	$4,050,205 11
Post-Office Drafts	20,092 66—$4,070,298 77
Balance, Dec. 31	$3,073,673 06
By Balance, Cr., Disbursing Ac'ts	$2,506,959 28
By Receipts during the Month	1,677,454 26—$4,178,314 14
To Payments	$1,645,671 22
Balance	$2,532,642 92
By Balance Cr., Interest Accounts	$26,