Our Kansas Correspondence.

LEAVENWORTH CITY, KANSAS, Nov. 13, 1855.

First Sitting of the U. S. District Court—Judge Lecompte—Meeting of the Sovereigns—The Law and Order Party.

The United States District Court, Judge Lecompte presiding, assisted by R. R. Rees, Justice of the Peace, and a member of the Legislature, together with the adjourned Grand Jury, all assembled in this city yesterday, and made proclamation, through the crier, accordingly, "that all persons having business with this honorable Court, let them draw near, and they shall be heard. God save the constitution and this honorable Court." Could the President of the United States, whose duty it is to see the laws executed, but witness the fidelity of the learned Judge in the maintenance of law and order in this Territory, and the great ability which he displays on all suitable occasions in the administration of justice, he would be proud of the appointment of the learned, upright and able Judge Lecompte. Maryland has lost much, but Kansas has gained it all. There never was a judiciary so exalted, so far above and beyond the reach and comprehension of sovereign squatters. They are lost in admiration and amazement, and look in vain for precedents and legal authorities to account for and sustain the judicial rulings and decisions of Judge Lecompte. The truth is, he is too far above all legal authors and authorities, beyond all comprehension. He is a law unto himself and a riddle and a parable unto the rest of mankind. The adjourned Grand Jury at once took up the question of their pay, a large majority contending that they are entitled to pay through the adjournment, while R. R. Rees had doubts on the subject. The question will probably rest till the indictment of McCrea, when the question will be referred to the Attorney General of the United States, at Washington. The law and order party, embracing the Court, R. R. Rees, and the Grand Jury, have called a mass meeting here to-morrow, to take into consideration the necessity of enforcing the laws. Gov. Shannon is expected to grace the meeting, and lend his powerful voice and official influence in sustaining "our honorable Court" in the execution of the laws. Surveyor General Calhoun has already arrived, and has given note and token of his presence and principles in a harangue at the hotel. He is on the side of "law and order," as it exists here, and on the side of Douglas and domestic slavery, as it is doomed and has been decreed for Kansas. He will also address the mass meeting to-morrow. How it comes they did not call up Ely Moore, the Register of the Land office, to make a speech on such an occasion as this, is a marvel. As an orator and debater he has few equals, and unless he is shaky on the vexed question, or has been merged in some Indian tribe, and lost to civilization entirely, they have made a great mistake in not calling him up. He could address the sovereigns by the acre, and would be encored at every pause. The Kansas *Herald*, the organ of the law and order party, is loud in its calls for the enforcement of the laws; and in the last number of that ably conducted, widely circulated and seldom read journal, there is a "scare crow" discovery of a wagon load of Sharp's rifles, kegs of powder and boxes of cartridges, all intended to arm the abolitionists, somewhere up the Kansas river, discovered by some one unknown or not named, copied from the Platte (Mo.) paper. Such articles will swell the mass meeting, and alarm the chivalry of the South terribly. An editorial *en dit*, in the same organ of the law and order party, contains a warning and a threat to some free soiler whom rumor indicated as about to make a motion in court to dismiss the Clerk of the Court, and suspend two lawyers for their participation in the outrage upon Phillips, that if he dared to make the motion "he would find Jordan a hard road to travel." The motion will be made, nevertheless. O. K.

United States Circuit Court.

Before Hon. Judge Nelson.

Nov. 26.—*Ross Winans vs. The Harlem Railroad Company.*—This much litigated patent suit was brought to a termination yesterday morning, the jury not agreeing as to their verdict. The plaintiff, Mr Winans, sues the Harlem Railroad for an infringement of his patent, dated Oct. 1, 1834, the purpose of which was the construction of a long eight wheel car with two swivelling trucks at either end, in order to pass the sharp corners of the railroads of the United States, and overcome the usual shocks and vibrations which ordinarily occur. An immense amount of *ex parte* testimony was produced on both sides, and able arguments addressed to the jury by Mr. Whiting, of Boston, counsel for the defendants; and Mr. Latrobe, of Baltimore, on behalf of the plaintiff. On Saturday his Honor charged the jury, who, after reviewing for a short time, reappeared and informed the Court that there was no prospect of their agreeing. His Honor thought that as this suit detailed a large expense upon the parties concerned, the jury had better take time to consider, and adjourned the Court till Monday morning, consigning them in the interval to the custody of the United States Marshal. The Court met on Monday morning at the usual hour, when the jury were summoned to appear, and having done so informed the Bench that they were as yet unable to arrive at any result. His Honor ordered them to return for further consultation. They came into Court in an hour afterwards; and on informing the Judge that they were still unable to agree, they were discharged.

Theatricals and Exhibitions.

BROADWAY THEATRE.—The great satisfaction evinced by the audience upon the revival of Shakspeare's tragedy of "Romeo and Juliet," a few evenings ago, has induced the management to announce it for repetition this evening. Mrs. Julia Dean Hayne sustains the character of Juliet, and Mr. Fisher that of Romeo. The farce of "Two Buzzards" is the afterpiece.

NIBLO'S.—It is is the second night of the season at this house. The ever popular Ravel Family will appear, assisted by the new dancers, Miles. Theresa Robert, Pauline Gene and Lina Windel. The pieces selected for representation are, the comic ballet pantomime of "Robert and Bertrand," the ballet pantomime called "Katey," and the comic fairy pantomime of "Asphodel."

BOWERY THEATRE.—The beautiful romantic spectacle of "Cherry and Fair Star" is to be revived this evening, with a good cast, and in all its original splendor. Mr. Ward appears as Sanguinbeck, Mr. Winans as the luckless Topack and Miss C. Alford as Fair Star. To conclude with the musical spectacle of "The Forty Thieves"—Miss Denham as Morgiana.

BURTON'S THEATRE.—This is the regular night for the performance of those never-tiring favorites, "The Serious Family" and "The Toodles." Large delegations from the different cities and towns along the railroads invariably flock to the metropolis on Tuesdays and Fridays, for the express purpose of witnessing these pieces.

WALLACK'S THEATRE.—Mr. Brougham's benefit takes place this evening, on which occasion his last and very successful comedy, "The Game of Love," will be performed, with its admirable original cast, including Messrs. Placide, Lester, Brougham, Mrs. Hoey, Mrs. Vernon, Mrs. Brougham, &c. "Kill or Cure" closes the entertainment.

WOOD'S MINSTRELS.—The new hall, No. 444 Broadway, is nightly thronged by the lovers of fun and harmony. The new Shakspearean version of the "Masquerade Ball" has proved a decided hit.

BUCKLEY'S SERENADERS.—The new and very ludicrous burlesque entitled "Villikins and his Dinah," having been received with unprecedented applause, will be repeated this evening. Prior to the burlesque, a variety of singing, &c., as usual.

CONCERT.—Mr. Oscar Comettant's grand vocal and instrumental concert takes place this evening at the Metropolitan theatre. He will be assisted by a number of distinguished artists, including Senor Narciso Lopez, son of the unfortunate Cuban patriot of that name.

THE ALLEGHANIANS will commence a series of their pleasing concerts at Mechanics' Hall on Thanksgiving afternoon.

MRS. GIBBS, whose sacred lecture and concert was well attended on Sunday evening, is about to make a tour of the Eastern States for the purpose of giving concerts.

Canal Navigation.

[From the Albany Argus, Nov. 26.]

According to our information up to Saturday evening, the canal west of Little Falls was not seriously impeded by ice. East of that place, however, boats were not able to move much on Saturday, and some of the locks were nearly disabled by the quantities of floating ice. Large numbers of boats had accumulated, there being seventy on the level east of Mindenville, (near St. Johnsville.) The Superintendent was detaining boats, and not allowing them to proceed east of Little Falls on account of the crowd.

On Saturday the Black river canal was closed by ice in the gulf of Lansing hill, some fifteen miles north of Rome. Unless we have moderate weather immediately, canal navigation may be regarded as suspended for the season. Probably the canals have never closed with such an immense amount of property afloat. The high prices and the foreign demand have pressed forward enormous quantities of produce, and in addition to this we learn that the up freights of merchandise are unusually heavy. The cold weather has come unexpectedly, and has taken forwarders, dealers, and boatmen quite by surprise.

Unless a few days of warm weather shall enable boats now afloat to reach their destinations, an immense amount of freight will be suddenly thrown upon the Central Railroad—more, we presume, than it will be able promptly to transport. Nearly all its equipment will be absorbed in the carriage of through freight, and property transferred from canal boats to intermediate stations will be likely to experience some delay. However, with its double track and the active use of all its power, the Central will not be long in digging out from under the avalanche which threatens it.—*Albany Argus, Nov. 26.*

Political Intelligence.

WISCONSIN ELECTION—THE GOVERNOR IS DOUBT.

The Wisconsin journals are having a very happy time in their endeavors to make out who is the successful candidate for Governor of the State. The Milwaukee *Wisconsin* figures Bashford, the black republican, into the office by a majority of 281. The Hudson *Argus* elects Barstow, dem., by 182; the Milwaukee *Sentinel* says it has official returns from all but five counties, and that Bashford is elected by 647 majority, while the Madison *Democrat*, with a tolerable show of figures, places Barstow 100 votes ahead. The official canvass will probably have to decide the question.

The Know Nothings of Kentucky are to hold a grand mass meeting in Louisville to-day.

IRISH KNOW NOTHINGS.

A Know Nothing meeting was held in Frankfort, Ky., on the 19th inst., at which C. D. O'Sullivan, Esq., a native of Ireland, but a friend to the American cause, made a short and eloquent speech, in which he insisted upon the principles of the justice of the American party. In Ireland, he said, he had struggled for the right of Irishmen to govern their own country. It was for this that O'Brien and Mitchel and all the other Irish patriots had contended; and he should feel himself an ingrate and a hypocrite if he should deny in America what he had struggled for in Ireland—the right of the native sons of every country to rule their own land. "Ireland for the Irish" had been the motto of all the Irish patriots at home—"America for the Americans" ought to be their motto here.

By an order of the Know Nothing State Council of this State held at Binghamton, August 28, 29, 30, the several Congressional districts in this State are to elect each one delegate to the National Convention, to be held at Philadelphia on the 22d of February, to nominate candidates for the Presidency and Vice Presidency. By the same order, the districts are to elect their delegates during the month of December in convention.

Effects of the Gale On and Along the Hudson River.

[From the Albany Argus, Nov. 26.]

During Friday night and the greater part of Saturday, it blew "great guns" on the river, and though we hear of but few instances where damage has resulted, we are apprehensive that we shall continue to hear of disasters between New York and this city. Among the effects we hear as below:—

The steam tug Commerce is ashore at Marino Point, and we hear that she lies high and dry.

Early Saturday morning the smoke stack of the steam tug New York was carried away, when some twenty miles below this city.

Six vessels are aground opposite this city, having blown from their anchorage against the docking below the Hudson River Railroad depot.

Saturday morning four barges belonging to the Albany Canal Line got adrift, and one was run into by a sloop loaded with stone. Fortunately no serious damage resulted.

Several canal boats got adrift during the night, and one or two floated into the river, but were brought back by the aid of steam tugs.

Several river men state that they do not remember a night so fearful on the river as was that of Friday.

Saturday night, and the greater part of Saturday, a terrific gale visited us, and in its "mad career" did considerable damage about town, besides greatly inconveniencing citizens, many of whom were compelled to go without their meals, as the adverse winds rendered fruitless every attempt to ignite a fire.

At the Penitentiary it blew with terrific force. The tin roofing was stripped off and carried into the valley near by.

In the Bowery, quite a large number of fences were blown down, while all over the city chimneys suffered severely.

One of the fine elms in front of Dr. Wyckoff's church, on Beaver street, was blown down Saturday morning. It fell with a great crash. Several persons narrowly escaped being prostrated with it.

We learn that early Saturday morning the tower of the new Episcopal church, in Hudson—the tower or steeple being upwards of 200 feet high—was blown down by the gale. It fell with a terrific din, and in its descent cut a frame dwelling literally in twain. The inhabitants had just arisen, and fortunately no one was injured. Had the accident occurred ten minutes before, several would have inevitably been crushed to death, as the steeple fell in such a manner that the beds they had vacated were pulverized. Our informant states that the building was cut in two as cleverly as could be done by mechanical means.

The British West India Squadron.

[From the Washington Union, Nov. 25.]

We perceive, in one after another of the public journals, conflicting speculations concerning the object of the British government in despatching an additional naval force to the West Indies.

On the arrival of the Pacific, we deemed it proper, for the purpose of tranquilizing the public mind, to make known in brief the nature of the explanations on the subject which came to our government by that vessel, stating explicitly that apprehension of Russian privateers said to be fitting out in New York, and of the Maury by name, was the inducement of the proposed naval expedition.

We have now made further inquiry on the subject at the Department of State, and are authorized to publish the following circumstantial particulars:—In consequence of the publications in the London journals of the 23d, 24th and 25th of October, Mr. Buchanan requested an interview with Lord Clarendon, for the purpose of asking explanations on the subject. They held two interviews,—one on the 29th of October and the other on the 1st of November. At these interviews Lord Clarendon declared that the proposed naval expedition originated in no purpose unfriendly to the United States; that its object was a defensive one, to protect British commerce against Russian privateers, three or four of which were said to be fitting out in New York, and one of them nearly ready for sea; that this particular one was a large and fast vessel, specially intended to intercept British ships from Australia, conveying gold to England, with purpose, in the first instance, to capture one of the Cunard steamers; and, in justification of the general statement, he referred expressly to the case of the bark Maury, as represented in affidavits communicated by Mr. Barclay, the British Consul at New York, to Mr. Crampton, and by the latter transmitted to his government and at the same time laid before the government of the United States.

GEORGE MUNDAY, THE HATLESS PROPHET.—The Philadelphia *American* in an article headed "Sent to the Poor-house," thus speaks of our ancient friend George Munday, the street preacher:—In one of the surgical wards, we found our ancient friend, the "Hatless Prophet," George Munday, who is suffering from a fracture of the cap of one of his knees. He was engaged in looking over a number of newspapers when we saw him, and appeared to be as busy as a *bona fide* editor. But, alas! the "voice of the Prophet" is no longer heard in our streets.

FINANCIAL AND COMMERCIAL.

MONEY MARKET.

MONDAY, Nov. 26—6 P. M.

The stock market was not very buoyant this morning. A fair amount of business was transacted, a larger per cent than usual for cash. At the first board Galena and Chicago advanced ¼ per cent; Panama, ¼; Cleveland and Toledo, ¼; Chicago and Rock Island, ¼; Michigan Central, 2; Michigan Southern, 1¼; Virginia 6's, ½; Nicaragua Transit, ¼. Reading fell off ¼ per cent; Canton Company, ¼; Cumberland ¼; Illinois Central Railroad, ¼. There was not much activity in State stocks or railroad bonds. Erie Railroad opened at 53¼ per cent, and closed at 52¼—a decline of 1 per cent. The closing price on Saturday was 53⅝ per cent cash. The brief report put out in anticipation of the annual statement is not considered favorable. The stock fell off in the face of it.

At the second board the market was lower, without much demand for any of the leading railroad stocks. Erie declined ¼ per cent; Reading, ¼; Canton Company, ¾; Cumberland, ½; Illinois Central Bonds, ¼. Panama Railroad advanced ½ per cent; Nicaragua Transit closed without change.

There were rumors in the street to-day that the originators of a company that flourished pretty extensively a few months since, and made large dividends out of borrowed money, had been indicted. It is our opinion that the originators of more than seven-eighths of the incorporated companies in this county at large would be indicted, if the facts regarding their organization and operations should be presented to the Grand Jury of this city.

The Assistant Treasurer reports to-day as follows:—

Paid on Treasury account	$191,546 09
Received on Treasury account	150,116 00
Balance on Treasury account	6,310,167 66
Paid for Assay office	25,393 66
Paid on disbursing checks	88,935 65

The receipts include $100,000 for transfer drafts on Boston. This is the way our banks are paying up the demands for specie from that city.

The warrants entered at the Treasury Department, Washington, on the 23d instant, were as follows:—

For the redemption of stocks	$12,671 61
For the Treasury Department	25 247 75
For the Interior Department	29,803 20
For the Customs	17,565 50
War warrants received and entered	59,380 04
War repay warrants received and entered	4,75 76
Interior repay warrants received and entered	1,849 50
On account of the Navy	10,303 89

We give place to the annexed letter from Chas. Morgan, Esq., the present agent of the Nicaragua Transit Company, in reply to the strictures of a correspondent regarding the management of that concern generally and the employment of an "outside" steamer in place of one owned by the company, particularly. We have a very high regard for Mr. Morgan and regret exceedingly that he is in such bad company. While President, he was morally responsible for the acts of his subordinates, but as he is now merely the company's agent, his business is confined to his particular department, for which he charges and receives a regular commission. If that commission yield him one hundred thousand dollars per annum it is so much his gain, but to the company a loss equal to nine-tenths of that sum, for we believe that a salary of $10,000 per annum would amply remunerate an active business man who would render as much actual service as the present agent. No one in this community doubts for a moment Mr. Morgan's integrity or honesty of purpose, and we feel confident our correspondent would be the last man to question either, but it is the payment of such sums as agents and owners of "outside" steamers receive that keeps dividends from stockholders, and they have a right to complain. When they see some of the wealthiest men in this city each making a fortune annually out of the earnings of this company, for little or no service rendered, while they are patiently waiting and anxiously looking for even the most trifling return on their investment, it is a wonder to us that they have been quiet so long. In proper hands the Nicaragua Transit Company could be made one of the most profitable concerns in this country. It could pay out of its present net earnings ten per cent per annum on the par value of its stock. It has the most natural route to the Upper Pacific and can command the bulk of the California travel. The net earnings of its steamships in fifteen months were nearly one and a quarter million of dollars, not one cent of which reached a stockholder outside of the management. This line can coin money while the Pacific Company would be losing it, at the lowest rates of competition. With these facts before the stockholders it would be strange indeed if they did not complain of the extravagance and mismanagement, to say the least, of their servants.

TO THE EDITOR OF THE HERALD.

In your paper of this morning there is an anonymous attack, signed H. M., on the managers of the Nicaragua Transit Company. Anonymous publications generally are unworthy of notice, but as the gentleman has been pleased to designate me by name, and feels desirous to know how much I get for the use of the Sierra Nevada, I have not the slightest hesitation in giving him the desired information. The Sierra Nevada is running on the Pacific Ocean for 60 per cent of the gross receipts, paying all her own expenses. The company have the liberty at any time to discontinue the arrangement by the terms of the contract, and if H. M. had attended the meeting of stockholders, held at the company's office, he would have heard my offer to either sell the ship at a fair valuation, or withdraw her at any time. As the gentleman cries very loudly on the managers of the Nicaragua Transit Company to show their hands, I can only say if he will show his face at the office of the company, the officers will furnish him with vouchers for all the items about which he appears to be so very anxious; and I hope the next time he feels disposed to slander a public company he will at least have the manliness not to be ashamed of his own name. Very respectfully yours, CHAS. MORGAN.

NEW YORK, Nov. 26, 1855.

The annexed statement exhibits the gross and net earnings of the New York and Erie Railroad Company for the fiscal year ending Sept. 30, 1855:—

NEW YORK AND ERIE RAILROAD.

Total earnings		$5,488,993
Transportation expenses (47 85-100 per cent)	$2,625,744	
Rent of Union Railroad	81,733	
Hire of cars	6,059	
Taxes	54,583	
Steamer expenses account	3,146	
Difference between cost and net proceeds of sale of old iron	5,185	
Difference between cost and net proceeds of sale of engine and car	725	
Loss by fire, barge	8,881	
" at Jersey City	36,651	
" at Port Jervis	22,863	
" Lackawaxen bridge	13,000	
Total expenditures, (52 14-100 per cent)		$2,861,875
Net earnings, after deduction of all expenditures, except new additions to road and machinery		$1,627,118
Interest on funded debt	$1,964,889	
" floating debt	128,808	
		$1,793,698
Net earnings equal to 8½ per cent on $10,000,000 stock		$833,419

Which has been expended as follows:—

Outlays for new machinery, &c., (14 locomotives) under old contracts, and for old claims belonging to the construction account	$245,714	
Sinking fund ($822,000 bonds, 1875,)	288,625	
Floating debt, paid	299,008	
		$833,419

The gross and net receipts of this company in each of the past two years compare as follows:—

NEW YORK AND ERIE RAILROAD. *Year ending Sept. 30,*	1854.	1855.
Gross Earnings	$5,359,958	$5,488,993
Expenditures.		
Transportation	$2,742,615	$2,861,875
Interest	1,667,255	1,793,698
Total	$4,409,870	$4,655,573
Balance receipts	950,088	833,420

According to this there has been in the last fiscal year a decrease in net receipts of $116,668. It is admitted that the entire net receipts last year were expended for construction account, sinking fund and floating debt. The company have failed (incidentally omitted, we suppose) to give us the amount of funded and floating debt, outstanding call at, &c., on the 30th of September, 1855. Without that financial statement the account is imperfect and unsatisfactory. We see there has been a large increase in the payment of interest, which increase is equal to an additional indebtedness of about $2,000,000. The statement we give for the purpose of future analysis.

NEW YORK AND ERIE RAILROAD COMPANY.

	Oct. 1, 1854.	*Oct. 1, 1855.*
Bills payable and all other liabilities	$2,486,235 95	$1,211,738 64
Less cash and cash items on hand	296,370 40	180,768 02
Actual liabilities beyond cash	$2,219,855 55	$1,031,010 62
Decrease of bills payable, &c		$1,274,457 81
Do. of cash, &c		85,612 38
Decrease of liabilities beyond cash		$1,188,844 93
	Oct. 1, 1854.	*Oct. 1, 1855.*
Due by Can. & Nia. Falls RR. Co., secured by bill of sale of cars and locomotives	$100,000 00	$100,000 00
Buffalo Corn'g and N. Y. RR. 1st m ringage, '72 bonds	9,000 00	9,000 00
Peoria & Oquaka 1st mtg., '82 bonds, received in payment of old iron sold	— —	22,000 00
Material on hand	521,310 02	504,655 06
Fuel on hand	185 895 21	497,115 25
Total	$816,205 23	$1,133,770 31

On 1st October, 1854, the liabilities exceeded bonds and materials on hand by $1,403,649 32

On 1st October, 1855, the bonds and materials on hand exceed the liabilities by 101,759 69

In the liabilities are included the pay roll of all the employés for the month of September, amounting to about $320,000, which is only disbursed in the middle of October, so that there are no known unadjudicated claims on the company beyond the amount of liabilities as above.

If the company would give a comparative account of its funded debt, we should see a result very different from that given above. The present floating debt is no doubt as stated, but we shall probably find that the funded debt has been increased considerably more than a million of dollars within the past year. It would be so much better and so much more satisfactory for the company to show its actual condition at once, instead of giving but half and that half in such a way as to mystify and confuse, instead of clearly explaining the items as they went along. The most favorable side is always put out. We have in the above account a statement showing a decrease in indebtedness and an increase in assets, whereas the actual state of things is just the reverse. The acting auditor of the Erie Railroad Company will oblige the stockholders and the public generally by giving the actual funded and floating debt of the road on the 30th of September, 1854 and 1855. Let us see the whole as it stands. It is well known that the last issue of bonds of four millions of dollars was for the purpose of taking up an issue of bonds amounting at that time to but little more than two and a half millions of dollars.

The following circular has been forwarded to the different banking houses in Illinois:—

CHICAGO, Nov. 17, 1855.

SIR—The undersigned bankers of Chicago respectfully invite your institution to unite with us in carrying into effect an arrangement whereby all the banks in this State shall provide for the redemption of their notes in gold at their place of issue, and in Chicago or St. Louis by a responsible agent, upon the following terms:—At St. Louis in specie funds; at Chicago, in sight exchange on New York at the usual rate among bankers. The object is to discriminate between banks of actual capital, and those of issue merely, having little or no means beyond the stock deposited with the auditor of the State, and also that a prompt and reliable redemption may be obtained when desired. Banks declining to participate in this arrangement may signify it to either of the undersigned, and by giving continual public notice through their agents in St. Louis or Chicago, according to the places they may select. The notes of any bank declining to redeem as aforesaid will not be treated as currency after the 30th inst. It is understood that bankers presenting notes for redemption shall receive in return their own notes for those they may be interested in circulating.

George Smith & Co., E. W. Willard, Cashier Bank of America; R. F. Carver, Cashier Marine Bank and Secretary Chicago Marine and Fire Insurance Co.; H. A. Tucker & Co.; I. H. Burch & Co.; I. H. Burch, Cashier Chicago Bank; A. Gilbert, Cashier Commercial Bank and Secretary Commercial Exchange Co; Francis A. Hoffman, Officer & Brother; Edward I. Tinkham & Co.

The annexed statement exhibits the average movement in the leading departments of the banks of this city for the week preceding Saturday, Nov. 24, 1855:—

NEW YORK CITY BANKS.

	Loans.	*Specie.*	*Circ'n.*	*Deposits.*
New York	$3,422,026	459,027	238,109	2,869,958
Manhattan	4,017,437	508,891	340,915	3,190,460
Merchants'	3,482,568	1,092,228	197,691	3,907,146
Mechanics'	3,760,582	508,592	412,904	3,021,568
Union	2,489,004	319,943	209,822	2,302,254
America	4,131,687	1,075,638	12,895	4,224,443
Phenix	2,246,999	322,111	107,044	1,910,032
City	1,838,665	221,584	50,901	1,282,418
North River	1,082,195	78,057	174,814	813,511
Tradesmen's	1,336,024	196,978	263,928	727,177
Fulton	1,127,812	162,405	136,974	1,163,145
Chemical	5,000,000	862,925	266,112	4,085,718
Merchants' Exch	2,451,152	197,036	140,121	1,700,912
National	1,664,214	261,578	174,809	1,634,053
Butchers'	1,464,005	80,621	70,265	974,040
Mech. & Bloomrs'	717,763	61,760	107,201	491,134
Greenwich	548,271	28,665	16,335	543,544
Leather	1,806,904	177,088	237,209	1,350,481
Seventh Ward	1,130,965	100,870	226,460	651,251
State	3,408,898	515,186	516,887	2,758,168
Am. Exchange	6,128,472	678,096	316,804	5,712,994
Association	1,016,640	66,384	191,618	785,044
Commerce	8,180,172	940,581	2,115	5,804,441
Bowery	962,837	71,509	175,414	715,476
Broadway	1,014,576	59,866	219,816	1,031,071
Ocean	1,406,777	116,737	189,815	946,113
Mercantile	2,116,526	199,746	97,591	1,479,529
Pacific	838,164	69,259	111,140	583,851
Republic	3,284,451	574,172	94,419	3,576,079
Chatham	868,914	37,627	123,036	540,65
People's	773,506	55,374	151,851	551,298
North America	1,509,298	187,390	73,144	1,257,500
Hanover	1,225,070	61,659	109,208	610,197
Irving	958,669	47,081	130,740	485,177
Metropolitan	3,877,074	630,050	107,403	4,180,230
Citizens'	761,049	35,577	135,676	549,247
Grocers'	655,196	60,741	96,501	599,907
Nassau	1,005,722	73,842	129,390	876,795
East River	433,142	45,995	90,185	298,548
Market	1,034,409	96,512	116,414	695,687
St. Nicholas	610,800	51,402	90,904	369,070
Shoe & Leather	978,879	46,961	105,840	696,844
Stock Exchange	1,623,213	175,962	84,087	1,347,030
Continental	1,519,621	288,783	60,417	1,196,098
Commonwealth	1,292,881	123,539	97,242	1,064,135
Oriental	552,149	54,465	98,338	519,893
Marine	758,087	51,362	94,717	541,561
Atlantic	669,839	49,635	98,519	419,949
Island City	284,409	30,006	92,018	148,564
Dry Dock	401,136	26,966	84,276	136,747
N. Y. Exchange	227,489	19,424	103,237	153,846
Bull's Head	251,552	19,913	101,337	141,914
N. Y. County	228,905	16,258	69,321	104,930
Total	$92,812,408	11,715,259	7,779,557	75,015,154

Exchanges for week ending	Nov. 19	$139,238,723
Do. do.	Nov. 26	139,177,035
Balances do.	Nov. 19	8,011,046
Do. do.	Nov. 26	8,908,104

The annexed statement exhibits a comparison of the leading departments of the banks of this city from the first up to the last weekly returns:—

NEW YORK CITY BANKS.

	Loans.	*Specie.*	*Circ'n.*	*Deposits.*
Dec. 20, '54	$81,653,631	12,076,147	7,075,836	62,328,009
Jan. 6, '55	82,244,406	13,599,963	7,019,982	64,982,158
Jan. 13, '55	83,976,081	15,488,555	6,986,461	67,303,358
Jan. 20, '55	85,447,998	16,372,127	6,681,355	69,647,618
Jan. 27, '55	86,654,657	16,697,200	6,639,823	70,136,618
Feb. 3, '55	88,146,699	17,439,190	7,000,766	72,923,317
Feb. 10, '55	89,802,177	17,124,394	6,969,111	73,794,342
Feb. 17, '55	90,855,033	17,339,085	6,941,605	75,190,626
Feb. 24, '55	91,590,604	16,370,855	6,963,502	74,544,721
Mar. 3, '55	92,386,125	16,531,271	7,106,710	75,958,744
Mar. 10, '55	92,581,189	16,810,669	7,131,998	76,269,438
Mar. 17, '55	92,447,346	16,935,952	7,061,918	76,524,257
Mar. 24, '55	95,050,773	16,602,729	7,452,231	76,289,923
Mar. 31, '55	95,688,041	16,048,105	7,557,653	76,000,186
April 7, '55	94,499,394	14,908,004	7,771,534	77,313,908
April 14, '55	94,140,399	14,890,979	7,525,528	77,282,242
April 21, '55	93,632,896	14,556,941	7,510,124	76,744,921
April 28, '55	92,508,951	14,282,424	7,610,985	75,219,951
May 5, '55	93,093,248	14,325,059	8,087,609	78,214,189
May 12, '55	91,642,498	14,585,626	7,804,917	75,859,592
May 19, '55	91,675,500	15,225,056	7,658,630	77,351,318
May 26, '55	91,160,518	15,314,532	7,489,587	75,755,740
June 2, '55	91,197,654	15,397,674	7,555,009	76,343,246
June 9, '55	92,109,097	15,095,158	7,502,568	77,128,789
June 17, '55	93,100,388	14,938,558	7,452,161	77,849,454
June 23, '55	94,039,425	14,705,729	7,353,653	79,113,135
June 30, '55	95,577,212	15,541,970	7,394,954	81,905,935
July 7, '55	97,852,491	15,481,093	7,743,009	85,647,249
July 14, '55	98,415,432	15,568,756	7,515,724	85,616,633
July 21, '55	99,029,145	15,918,999	7,407,086	83,079,690
July 28, '55	99,085,799	15,920,976	7,409,408	81,625,788
Aug. 4, '55	100,118,569	15,268,358	7,642,909	83,379,990
Aug. 11, '55	100,774,209	15,280,609	7,714,401	83,141,32
Aug. 18, '55	101,154,900	14,949,249	7,619,106	81,948,571
Aug. 25, '55	100,694,804	13,323,378	7,582,095	81,178,558
Sept'r 1, '55	100,436,976	12,857,823	7,626,178	81,057,210
Sept'r 8, '55	100,273,793	12,098,625	7,861,143	80,442,478
Sept. 15, '55	99,397,009	12,213,240	7,721,825	80,510,306
Sept. 22, '55	98,581,734	11,655,391	7,576,492	80,105,147
Sept. 29, '55	97,385,228	9,919,124	7,724,970	76,818,109
Oct. 6, '55	95,515,021	11,110,687	7,853,217	77,582,028
Oct. 13, '55	95,059,420	11,138,878	7,840,114	76,615,807
Oct. 20, '55	96,103,876	12,461,723	7,888,164	77,857,551
Oct. 27, '55	94,216,872	11,163,521	7,828,489	76,974,856
Nov. 3, '55	93,309,079	11,106,298	8,071,508	77,787,570
Nov. 10, '55	92,651,290	10,855,528	8,088,608	75,762,493
Nov. 17, '55	92,029,920	11,302,917	7,941,579	75,323,331
Nov. 24, '55	92,312,408	11,715,259	7,779,557	74,675,154

The last returns, compared with those of the previous week, show an increase in two departments, and a decrease in two, as follows:—

Increase in loans and discounts	$282,188
Increase in specie	412,372
Decrease in circulation	162,012
Decrease in deposits	648,297

The increase in discounts and decrease in deposits are not at all satisfactory. It is losing both at the spile and bunghole, as regards strength and condition. The specie increase is full as large as anticipated. We must have another California remittance of gold near at hand, which must serve to increase the bank supply of bullion upon arrival. The deposits are now lower than they have been since the latter part of February, when the discounts were nearly one million under the present figure, and the amount of specie on hand nearly five millions larger.

Stock Exchange.

MONDAY, Nov. 26, 1855.

$1000 Virginia 6s	96⅛	400 shares Erie RR. b3	53⅛
10000 Mis'ri 6's..b30	92	100 do	52⅞
500 Calif'a 7's..'70	86¾	30 do	52¾
3000 Ill Int Imp. '47	102	150 do	52½
3000 Erie Con Bs '71	79¾	100 Reading RR.....s10	91½
4000 Erie Bds of '85	80½	200 do	91¾
1000 Goshen Line Bs	85	650 do.....b3	91¾
1500 Ill Cen R R Bs	79½	100 do.....s30	91½
5000 do	79½	250 do	91¾
10000 do...b60	79¾	100 do.....b4w	91¾
7000 do	79	100 do.....s10	91¼
1000 Ill Fr'd Bs w p	89¾	300 do.....b60	91¾
2000 Ill Cen RR Bs'tp	75	200	91
1000 N Y Cen 6's	86	200 Mich Cen RR.b60	100
1000 N Y Cen 7's	10 ¾	5 do	99¾
800 do	103¼	33 do	99½
30 shs Mer Ex Bank	108	21 Mich So & N I RR	95
9 Bk of N America	102	15 do	93⅛
10 Am Exchange Bk	113	50 do	95¼
150 Canton Co	21½	162 do	96
100 Nic Tran Co...s60	16	50 do.....b60	96½
900 do	16¼	150 do.....b60	97⅛
500 do.....b30	16⅜	200 do.....b30	97⅛
100 do.....b60	16½	50 Panama RR	105
200 do	16⅜	100 do.....s60	105
50 do.....s60	16¼	200 Ill Central RR	95
100 do.....b30	16⅜