BALTIMORE CLIPPER.

"THE UNION, THE CONSTITUTION, AND THE ENFORCEMENT OF THE LAWS."

VOLUME L.—NUMBER 11. BALTIMORE, FRIDAY MORNING, JANUARY 13, 1865. PRICE TWO CENTS.

Latest News by Telegraph TO THE BALTIMORE CLIPPER.

STARTLING NEWS.

IMPORTANT IF TRUE.

NEWS FROM THE SOUTH.

Revolutionary Movement!

A CONVENTION OF STATES CALLED.

Peace Commissioners Appointed by the Rebel Congress.

SHERMAN'S RULE IN SAVANNAH.

Good Order Prevailing in the City

A National Bank to be Opened.

LATE NEWS FROM EUROPE

DETAILS BY THE MORAVIAN

The British Press on the Canadian Difficulty.

&c., &c., &c.

Startling Report.

WASHINGTON, Jan. 12.—A gentleman in Washington who has seen the Richmond Enquirer of Tuesday, says that paper mentions *that a call is out for a Convention of States and that the intention of the authors is to revolutionize the revolution*, TO DEPOSE MR. DAVIS, WITHOUT CONGRESS, APPOINT A DICTATOR, AND PERHAPS SURRENDER TO THE ENEMY!

Important, if True.

NEW YORK, Jan'y 13th.—The Times' Washington dispatch contains an important report, if true—that the rebel House of Representatives, in compliance with a resolution introduced several weeks, *has appointed fifteen Commissioners to proceed to some convenient point for the purpose of negotiating terms of peace.*

That among the Commissioners thus appointed are several who are well known as being desirous of bringing about a cessation of hostilities—Vice President Stephens, Mr. Boyce, of S. C., and Messrs. Leech and Gilmore, of North Carolina."

From the Army of the Potomac.

HEADQUARTERS ARMY OF THE POTOMAC, January 9.—Several deserters came in to-day and also a squad of contrabands, in the most wretched condition imaginable. They had travelled a long distance in the rain and mud and were objects of pity to all who saw them.

They report that the rebel cavalry have withdrawn to Hickford, on the Weldon Railroad, where they are in winter quarters. They were compelled to fall back to this point owing to the lack of forage between there and Reams' Station, and also for lack of transportation, owing to the destruction of the railroad in that district by Gen. Warren. They, however, picket as far as Reams' Station, and on the west side of Hatcher's run, with a division of Hill's Corps located on the Boynton plank road.

They have been very busy preparing the railroad north of Hicksford, for the relaying of the rails, but as yet none have been put down, because, as is supposed, they do not possess them.

A beautiful flag was recently presented to the 166th New York volunteers, by the ladies of Lawrence and Franklin counties, N. Y. It is a handsome and costly flag, and is inscribed with the names of the battles in which the regiment has been engaged. It is a well merited tribute.

W. D. McGREGOR.

FREE MISSOURI.

HARRISBURG, Jan. 12.—The following despatch was received by Gov. Curtin this morning:

JEFFERSON CITY, Jan. 11.

To the Governor of Pennsylvania:

Free Missouri greets her oldest sister.

T. C. FLETCHER,
Governor of Missouri.

The Governor sent the following reply:

His Excellency, T. C. Fletcher, Governor of Missouri, Jefferson City.

Pennsylvania, the first-born of freedom, welcomes her disenthralled sister, the State of Missouri, redeemed in the agony of the nation, amid the throes of a wanton rebellion. Her offering to liberty comes baptized in her richest blood, and will be accepted by a faithful and free people as one of the coming tributes to their matchless heroism and sacrifices to preserve and perpetuate our common nationality.

(Signed) A. G. CURTIN,
Governor of Pennsylvania.

LATER SOUTHERN ACCOUNTS FROM SHERMAN—OUR ARMY MARCHING ON GRAHAMSVILLE, S. C.

NEW YORK, Jan. 12.—The Herald has received rebel newspapers from Charleston of the 6th inst., which says:

The enemy in unknown force crossed New River on the road to Grahamsville, this morning.

Our forces burned the bridge across New river. The main body of the enemy are believed to be in the neighborhood. Gen. Wheeler is watching his movements, which are not yet fully developed.

THE ANTI-SLAVERY AMENDMENT TO THE CONSTITUTION—MUNIFICENT TESTIMONIAL TO GENERAL SHERMAN IN OHIO.

CINCINNATI, Jan. 12.—A resolution has been passed by the Ohio Legislature, asking Congress to adopt the proposed amendment to the Constitution for the abolition of slavery.

A meeting of prominent citizens of this City was held at Columbus yesterday to take measures to present to Gen. Sherman a testimonial in the shape of $100,000 in United States stocks.

The Auditor's Report shows the whole number of soldiers and marines furnished by the State of Ohio during the war to be 317,000, of which 10,000 have died in the service and 8,000 been disabled.

Washington Items.

WASHINGTON, Jan'y 12.—Since the 10-40 loan closed on Saturday, returns have been made to the Treasury amounting to about $32,000,000. This would leave outstanding about $40,000,000 of the $200,000,000 loan. But as other returns are to be made, the amount unsubscribed will be still further reduced.

The Senate, in Executive session to-day, confirmed the following Presidential nominations:—John Wilson, of Illinois, to be Third Auditor of the Treasury; Stoddard B. Colby, of Vermont, to be Register of the Treasury; Elijah Sells, of Iowa, to be Auditor of the Treasury for the Post Office Department; Robert S. Runton, to be Collector of Customs for the district of Salem, and Mr. Beverly, of Massachusetts, vice Phillips, resigned; Chauncey Harris, to be Postmaster at Elizabeth, New Jersey, and Charles McCutcheon Postmaster at Peekskill, N. Y.

The bi-monthly report of the Commissioner of Agriculture for November and December, says that however great the loss of farm labor has been, especially in the Western States, the usual amounts of wheat, rye and barley have been sown. The weather has been unusually favorable for putting these crops in, and hence the labor of the country has had a longer time during which to operate. It has been equally as favorable for the growth of these crops, and should they escape freezing out, the spring will open with the promise of an undiminished yield of these important staples.

The Commissioner of Internal Revenue has decided that in States where the numbers of bushels for a ton of coal, is specified by State law, the officers of Internal Revenue will adopt the provisions of the law in the assessment of the tax.

The Senate to-day received a message from the President in reply to a resolution requesting information concerning an arrangement limiting the naval armament on the northern Lakes, an enclosure from the Secretary of State.

He refers for its history to the American State papers, showing that the limitations of force to be maintained was sought by this government, and that through the convention with Great Britain was somewhat informal, as published in the revised statutes, yet it appears on consulting the original papers to have been duly approved by the President, ratified by the Senate and proclaimed by law. The arrangements were made between Richard Rush, acting Secretary of State, and Charles Bagot, British Envoy Extraordinary.

LOSS OF THE STEAMER MELVILLE—MANY LIVES LOST.

NEW YORK, Jan. 12.—The bark Rechabite, from Ragged Island, reports on the 8th instant, being attracted by calls, sent out a boat and found on a portion of a wreck, the hurricane deck of the steamer Melville, Albert L. Bayden, who stated that he had been a passenger on said steamer, which left New York on the 5th for Hilton Head.

On the 7th in a heavy storm, about 9 P. M., one of her bows was stove in by a sea. The Captain ordered the boat to be lowered, when he, with the Chief Engineer, first cook and one seaman, with several others, were swamped in it. The vessel was kept afloat till next morning by the efforts of all on board, when the remaining life-boat was lowered, but before the lady passengers could be got into it, the Melville went down, and Mr. Bayden saw a number perish, many clinging to pieces of the wreck.

At sunset he lost sight of the life-boat, which was free of water, and contained three persons—two men and one lady.—There was a vessel in sight from twelve o'clock at night till the Melville foundered, and unsuccessful efforts were made to signal her. There were about sixty-five passengers, five of whom were lost, and sixteen officers and crew.

NEW YORK, Jan. 12.—The brig Harriet, from Porto Cabello, reports on the 8th instant, picked up a boat containing the mate and engineer, and one passenger of the steamship Melville. Capt. Washington was lost in the swamping of the first boat that was tried to be launched. The names of those received by the Harriet, are A. B. Peacock, of Philadelphia, Joseph M. Kerney, mate, and Wm. Kennedy, Chief Engineer.

TENNESSEE UNION CONVENTION.

NASHVILLE, Jan. 11.—The Union State Convention, for the purpose of reorganizing the civil government in Tennessee, assembled at the Capitol this morning.—Delegates were present from all parts of the State. Samuel R. Rodgers, of Knox county, was chosen President, and Myers, Mercer and Cone, of Nashville, Vice-Presidents. Nothing of importance was done to-day, and the meeting adjourned until to-morrow. Among the members in attendance were some of the ablest politicians of Tennessee. Parson Brownlow and Horace Maynard are here, and were in attendance at the meeting.

On a strict test vote it was decided that no man who had borne arms in the rebel service, or given aid or comfort to the rebellion, should be entitled to a seat. The first day and night of the session was consumed in devising a plan of action. A great number of resolutions were offered, contemplating the abolition of slavery, the amendment of the State constitution, and repeal of the act of secession. A bitter discussion arose on the question of a basis of voting. East Tennessee wanted each county to have one vote for each hundred or fraction over fifty that voted against separation in 1861. Middle and West Tennessee opposed this, but it was carried amid intense excitement, and the Convention adjourned over night to avoid a vote.

THE ST. ALBANS ROBBERS.

MONTREAL, Jan. 10.—In the case of the St. Albans raiders, the Judge overruled the objections made on Saturday by the defense. Thirty days' delay was applied for to allow the prisoners to procure evidence from Richmond. It was resisted by the crown counsel. The case was continued to-morrow.

SECOND DISPATCH.

Toronto, Jan. 11.—The case of Burly was before the Court to-day. The original document, signed by Jeff. Davis, was produced. It authorizes the raid. Objection was made to receiving it. The Court adjourned to Thursday to consider the objection.

Montreal, January 11.—The St. Albans raiders, to-day, got another postponement of thirty days to put further evidence from Richmond.

THE FIRE IN LOUISVILLE—SEVERAL LIVES LOST.

LOUISVILLE, Jan. 11.—The origin of the Galt House fire is still a mystery.—The only person known to have perished in the flames is Wm Hanna, of Shelby county, Kentucky.

LOUISVILLE, Jan. 11.—The remains of two bodies have been discovered among the ruins of the Galt House. They have not yet been identified.

Southern News.

WASHINGTON, Jan. 12.—The Richmond Whig, of the 10th, contains the following items:

FROM SAVANNAH.

The Augusta Chronicle and Sentinel of the 4th inst., publishes a number of news items derived from a gentleman who left Savannah about the 1st inst. The *most perfect order* is maintained in the city. No soldier is allowed to interfere with the citizens in any particular.

A citizen was annoyed by a drunken soldier a few days since. The citizen knocked the soldier down, but the officer of the guard, as soon as he arrived, said nothing to the citizen, but had the soldier taken to the barracks, gagged and soundly whipped for his misbehavior.

A drunken soldier who undertook to create a disturbance recently, and who refused to allow himself to be arrested, was shot down at once by the guard.

One or two of the Insurance Companies of Savannah are considering the project of establishing a National Bank for the issuing of greenbacks.

The Custom House and Postoffice are being cleared out preparatory to the commencement of business.

The soldiers are not allowed, under any circumstances to enter private residences. The negroes in most cases are orderly and quiet, remaining with their owners and performing their customary duties.

One store, with goods from the North, has already been opened. Nothing but greenbacks are in circulation.

The churches on Sundays are well filled with ladies. On week days, however, but few of them are seen on the streets.—A majority of the male population have remained in the city. The families of most of those who left still remain. A majority of the citizens have provisions for some time, but there is a scarcity of wood."

General Sherman has announced that he will soon open the Savannah and Gulf Railroad and haul wood to the city. No pass is allowed to any male person to go toward the city, and all females who are caught going towards the city are thoroughly searched.

Eleven hundred loaves of good baker's bread, which had been collected for the soldiers of the army, but for which authorized agents did not call, were on Thursday turned over to the Poor Association by the committee acting in behalf of the soldiers' dinner, and were yesterday distributed to the poor.

It was truly a providential gift, for the city is entirely out of breadstuffs of every kind, and for days past have been unable to issue a pound of meal or flour to the hundreds who were sorely in need of them.

MOSBY'S CONDITION.

The Whig says: "We are glad to hear through the Virginian of the arrival of Col. Mosby at his father's residence in Amherst. His wound is doing well and he expects to be able to return to duty in a short time. The Yankees will have another account to settle when he gets back."

Gen. Hood's Report of the Battle at Nashville.

We have, at last, Gen. Hood's official telegraphic version of the battle in front of Nashville. It was received Saturday at the War Department:

"MACON, January 7, 1865.

"To Gen. S. Cooper:

"General Hood reports from Spring Hill, December 27, that, on the morning of the 15th instant, in front of Nashville, the enemy attacked both flanks of his army. They were repulsed on the right with heavy loss, but, towards evening, they drove in his infantry outposts on the left flank.

"Early on the 16th the enemy made a general attack on his entire line. All their assaults were handsomely repulsed with heavy loss, until half-past 3 P. M., when a portion of our line to the left of centre suddenly gave way, causing our line to give way at all points, our troops retreating rapidly.

"Fifty pieces of artillery and several ordnance wagons were lost by us in that day.

"Our loss in killed and wounded was heretofore small—in prisoners not ascertained.

"Maj. Gen. Edward Johnson, Brig. Gens. L. B. Smith and H. R. Jackson were captured.

G. T. BEAUREGARD, General."

SHERMAN AND THOMAS.

While Gen. Grant, from policy or force of circumstances, remains quiet within his entrenchments on the banks of the James, his coadjutors, Sherman and Thomas, keep their troops in motion, and bid fair to throw the Lieutenant General "into the shade," and monopolize the popular honors which the Yankees so lavishly bestow upon their military heroes.

It seems to be well ascertained that a large portion of Sherman's army is advancing in the direction of Charleston, but whether his purpose is to attempt the capture of that city, or move towards Branchville, cannot be ascertained until he reaches the Combahee river.

The Charleston and Savannah railroad extends in a westerly direction from Savannah to the Combahee (fifty four miles,) and thence to Charleston in a line almost about due east, (fifty-miles.) The South Carolina railroad (from Charleston to Augusta) runs from Charleston to Branchville (sixty-two miles,) in a northwesterly direction, so that Branchville is due north of Salkehatchie, the point at which the Charleston and Savannah road crosses the Combahee. If Sherman forces his way to this river he can move either towards Charleston (fifty miles,) or Branchville, due north (forty miles,) and in case of any disaster or reverse can fall back to Broad river, above Beaufort, under cover of the Union gunboats.

If the railroad from Charleston to Branchville is kept intact, Sherman's purpose, whatever it may be, will probably be frustrated, and we shall not be surprised to hear any day that Kilpatrick has been sent forward to cut it, provided Sherman's infantry are not encountered and driven back west of the Combahee. At last accounts they were moving toward Grahamville, which is twenty miles from the river.

In regard to Thomas' movements we have no new development. It is surmised by some that his destination is South-western Virginia, and eventually the rear of Gen. Lee's army. This would be a stupendous undertaking, with but the faintest hope of success, and, therefore, we cannot believe that such an attempt is out. Sherman, Sheridan will be made. It is more probable that the main body of Thomas' army will be kept in Tennessee as a corps of observation, whilst large detachments be sent as reinforcements to Virginia and Louisiana.

THE STEAMER AUSTRALASIAN AFLOAT.

SANDY HOOK, January 12.—The steamer Australasian got afloat last night and passed out to sea this morning all right, having sustained no damage.

☞ It is estimated that the Rebels have got about a million bales of cotton out of the Confederacy since the war began.

☞ The German press has not yet done with the Muller affair. The magazines have now began to take up the matter.

MARYLAND FINANCES

Report of the Comptroller of the Treasury.

The subjoined is a brief synopsis of the able report of the Comptroller of the Treasury, submitted to the Legislature on Wednesday:

TREASURY DEPARTMENT,
COMPTROLLER'S OFFICE,
ANNAPOLIS, November 26th, 1864.

To the Legislature of Maryland:

In obedience to the third section of the sixth Article of the Constitution, and the ninth section of the twenty-second Article of the Code of Public General Laws, I herewith submit as Comptroller of the Treasury, the following report:

The receipts in detail of the Treasury, for the fiscal year ending the 30th day of September, 1864, amount in the whole to the sum of $2,238,302.47, of which the sum of $520,155 was received for stock issued under the ninth section of chapter fifteen of the act of 1864, entitled, "An act to aid and encourage enlistments into the Maryland regiments in service in the United States," creating a fund for the payment of bounties to volunteers, leaving the true amount collected from the ordinary sources of revenue to be $1,712,117.47, and showing a deficiency in the revenue, as compared with that from similar sources in the preceding year, of $157,998.25.

This deficit was occasioned by a decrease of the taxes from twenty-five to fifteen cents on every hundred dollars' worth of assessable property, (the State tax being five cents, and the bounty tax ten cents,) the reduction of the tax on collateral inheritances, distributive shares and legacies from two and a half to one and a half per centum on every hundred dollars, a change in the tax on commissions allowed to executors and administrators from one tenth to one-twentieth part of the sum allowed, and the removal of the tax on commissions of Trustees and Receivers, which will be more clearly illustrated by the following statement:

Gross receipts from all sources, including Defence Loan, for the present fiscal year.....$2,238,302 47
Gross receipts for the preceding year, ending 30th September, 1863, 1,870,116 72

Excess.....$ 368,185 75
Proceeds of Maryland Defence Loan, under Act of 1864, chapter 15, $520 85, leaving a deficiency in revenue from ordinary sources of 157,998 23
$ 520,185 00

The sum received during the fiscal year of 1864, inclusive of the am't derived under the Defence Loan is $2,238,302 47
Add balance on hand on 30th September, 1863.....1,000,527 47
$3,238,829 94
The disbursements for the present fiscal year amount to.....2,391,829 81
Amount in the Treasury proper on 30th September, 1864.....$ 846,999 23
Amount to the credit of the Free Schools Fund.....32,417 47
Amount to the credit of the Sinking Fund.....1,030,759
Total amount in the Treasury on the 30th September, 1864.....$1,912,175 19

The payments to volunteers, under the Acts of 1864, chapters 15, 216 and 373, since 24th March last to 30th September, 1864, amounted in the whole to the sum of $1,195,668.10; exceeding by the sum of $755,468.10 the amount realized by the issue and sale of stock authorized for the payment of the said bounties, from which latter sum deduct the sum of $195,198.98 realized for bounty taxes received from collectors in the counties and city of Baltimore, and taxes on incorporated institutions and taxes on stocks, which will still be a balance of $560,269.92 paid out of the Treasury over and above the amount received for the stock issued, and all other sources of revenue under the Act of 1864, aforesaid. This is exhibited by the following figures:

Payments to Volunteers, for bounties.....$1,391,668.90
Revenue from stock issued under Act of 1864.....$836,000 00
Premium on same (average over 5 per cent).....[illegible]
Excess of payment over and above stock issued.....$755,468.90
Amount received from Bounty Tax collected from the counties and city of Baltimore.....$195,198.98
Direct tax on incorporated institutions.....[illegible]
Do for taxes on State and other stocks.....[illegible]
Leaving the balance paid by the Treasury.....$560,269.92

On account of bounties over and above receipts for Stocks and Bounty Taxes under Acts of 1864.

The Act of 1864, chapter 15, passed on the 7th March, 1864, provided for the reduction of the interest of stocks of the State now held to the credit of the sinking fund to 3 per cent. The whole sinking fund amounted on 30th September, 1864, to $5,604,168 55, being composed of five, four and a half, and three per cent stocks. The amount cancelled under the said Act of 1864, was $4,569,674 51, leaving a balance to the credit of the sinking fund of $1,034,494 04 uncancelled, as a subsisting debt, composed of $1,060,544 04 of 3 per cent State Stock, and $156,550 of Baltimore city 6 per cent stock. The stock cancelled was that which matured at the highest dates, and that which was cheapest. The stock over due and redeemed during the fiscal year was $3,600. This amount in the sinking fund of $1,034,494 04 has been increased by the purchase during the fiscal year of $79,369 24 worth of stock, of which $6,760 01 has been cancelled, and is included in the above sum of $3,600 01 $3,600, leaving $72,600, the proceeds of fifteen thousand dollars of 6 per cent bonds converted at $4 84 into current stock, under the Act of 1847, chapter 41, which latter stock, with the Baltimore city stock and the State stock uncancelled, make the total amount in stock, (exclusive of cash,) to the credit of the sinking fund at the end of the fiscal year, of $1,207,094 04, drawing interest as a sinking fund, reserve of the State, being equivalent to the bonds issued to the amount of $1,213,731 43, composed of the following items, viz:

State stock uncancelled.....$1,060,544 04
Baltimore city 6 per cent stock.....[illegible]
Sinking fund, converted.....[illegible]
Cash.....[illegible]
$ 3,213,731 43

There is a deficiency in the free school fund of $19,955 52 for this present year, as compared with the two previous years, ending the receipts for 1862 being $95,671 41, and those for 1863 $75 095 89—this fund arising chiefly from the imposition of a tax of twenty cents on every hundred dollars of the capital stock of the banks of the State, as provided for by the seventh section of a supplement to the act of 1841, chapter 122, entitled "An act to the private act incorporating the Baltimore and Ohio Railroad Company to make a turnpike road leading to Cumberland, and for the extension of the charters of the several banks in the city of Baltimore, and for other purposes." This deficiency has been considerably more than made good within the last year, the Comptroller upon the several warrants for the payment of this tax issued on *the first day of the year*, of which he presented to the Treasurer for payment, and embracing within the limits of the year for the years 1862 and 1863.

For the reason that all this tax in virtue of the existing Act of 1864, (the Act of 1841 and the other present payment is to be continued in force,) the receipts from this source will be much larger than the receipts of any one year for the last two years, as the tax in advance could not be collected by law.

The receipts from the Baltimore and Ohio Railroad have been very satisfactory, and are largely in excess of the year last, the total receipts being paid by the State amounting to the sum of $412,920 23, equivalent to 6 per cent on the stock held by the State in the Baltimore and Ohio Railroad, and the biggest trade in that road is the ability and efficient management of this work—especially in a crisis like the present, when the road has been subjected to such heavy losses by the enemies of our Government.

The receipts of the Railroad Bank have shown a considerable increase for the present year, and are largely in excess of the year last, which is due to the payment of a tax of twenty cents on every hundred dollars of the capital stock of the banks of the State, as provided for by the seventh section of a supplement to the act of 1841, chapter 122, entitled "An act to the private act incorporating the Baltimore and Ohio Railroad Company to make a turnpike road leading to Cumberland, and for the extension of the charters of the several banks in the city of Baltimore, and for other purposes." This deficiency has been considerably more than made good within the last year, the Comptroller upon the several warrants for the payment of this tax issued on *the first day of the year*, of which he presented to the Treasurer for payment, and embracing within the limits of the year for the years 1862 and 1863.

For the reason that all this tax in virtue of the existing Act of 1864, (the Act of 1841 and the other present payment is to be continued in force,) the receipts from this source will be much larger than the receipts of any one year for the last two years, as the tax in advance could not be collected by law.

The receipts from the Baltimore and Ohio Railroad have been very satisfactory, and are largely in excess of the year last, the total receipts being paid by the State amounting to the sum of $412,920 23, equivalent to 6 per cent on the stock held by the State in the Baltimore and Ohio Railroad, and the biggest trade in that road is the ability and efficient management of this work—especially in a crisis like the present, when the road has been subjected to such heavy losses by the enemies of our Government.

The receipts of the Railroad Bank have shown a considerable increase for the present year, and are largely in excess of the year last, which is due to the payment of a tax of twenty cents on every hundred dollars of the capital stock of the banks of the State, as provided for by the seventh section of a supplement to the act of 1841, chapter 122, entitled "An act to the private act incorporating the Baltimore and Ohio Railroad Company to make a turnpike road leading to Cumberland, and for the extension of the charters of the several banks in the city of Baltimore, and for other purposes." The deficiency has been considered by reason of a double and white was made by the Comptroller upon the several warrants for the payment of this tax issued on *the first day of the year*, of which he presented to the Treasurer for payment, and embracing within the limits of the year for the years 1862 and 1863.

For the reason that all this tax in virtue of the existing Act of 1864, (the Act of 1841 and the other present payment is to be continued in force,) the receipts from this source will be much larger than the receipts of any one year for the last two years, as the tax in advance could not be collected by law.

The receipts from the Baltimore and Ohio Railroad have been very satisfactory, and are largely in excess of the year last, the total receipts being paid by the State amounting to the sum of $412,920 23, equivalent to 6 per cent on the stock held by the State in the Baltimore and Ohio Railroad, and the biggest trade in that road is the ability and efficient management of this work—especially in a crisis like the present, when the road has been subjected to such heavy losses by the enemies of our Government.

The receipts of the Railroad Bank have shown a considerable increase for the present year, and are largely in excess of the year last, which is due to the payment of a tax of twenty cents on every hundred dollars of the capital stock of the banks of the State, as provided for by the seventh section of a supplement to the act of 1841, chapter 122, entitled "An act to the private act incorporating the Baltimore and Ohio Railroad Company to make a turnpike road leading to Cumberland, and for the extension of the charters of the several banks in the city of Baltimore, and for other purposes." This deficiency has been considerably more than made good within the last year,