

which the application for license is made. When the stock of goods is not located within the State, I recommend that a license to sell by sample, in the city of Baltimore and the several counties of the State, be granted by the several Clerks, on the payment of one hundred dollars for one year, on blanks to be furnished by the Comptroller as other license blanks are furnished.

The receipts from Registers of Wills during the fiscal year, as shown by Table No. 2, foot up the sum of \$106,147.49, being an increase of \$15,890.75 over those for the year 1872.

With few exceptions, the Clerks and Registers have rendered their accounts and made their payments with punctuality, according to law.

Table No. 3, shows the amount paid into the Treasury for direct, bounty, public school, southern relief, deaf and dumb and hospital loan taxes for the fiscal year, to be \$715,664.81, exhibiting a diminution from the receipts of 1872, from same taxes, of \$23,997.01. This is owing to the repeal of the direct tax, which has, of course, sensibly affected the collections of the fiscal year, and will affect those of several years to come. A large proportion of the collectors have made satisfactory payments and returns, evincing an earnest effort to comply with their duties. A few of them, however, have almost entirely failed to pay, according to law, and suits have been ordered on their bonds.

Table No. 4, exhibits the receipts into the Treasury, from licenses to auctioneers in the city of Baltimore, amounting to \$7,150. By the Act of 1872, Chap. 249, the auction duties are made payable to the Comptroller of Baltimore City, and only the excess over twenty thousand dollars is payable into the State Treasury. No receipts from auction duties have accrued to the Treasury of the State, since this Act went into effect.

Table No. 5, exhibits the receipts during the fiscal year, from dividends and interest paid by Railroad and Canal Companies, amounting to \$265,284 48. The Chesapeake and Delaware Canal Company, has paid no dividends into the Treasury during the fiscal year. The Baltimore and Ohio Railroad Company, has paid nothing during the fiscal year on account of receipts from passengers on their Washington Branch Road, as stipulated in their charter. As the State is very largely interested as a stockholder in that branch road, and as a rival branch road has been chartered by the State, without any stipulation in its charter for payment of any portion of its receipts from passengers, it is submitted that the State's interest, as a stockholder, as well as common justice, would indicate the propriety of releasing the Company from any farther payment under that stipulation, so soon as the