From the petition of Samuel Kramer we learn that some two hundred persons have been reclaimed, some of whom, were among the most abandoned, and on every Sabbath morning and afternoon, about one hundred children of the poor are taught to read, and are instructed in their duties to God and their fellow men, free of any, and every expense. We therefore recommend the passage of the following resolution:

Jas. S. Suter	F. Littig Shaffer	Second Branch.
Isaac Glass.	David Taylor	
First Branch.	Jno. T. Farlow	

Resolved by the Mayor and City Council of Baltimore that the bethel ship, William Penn, have permission to occupy her present position at Conway street wharf for three years, from and after the 1st. of May, 1850, free of charge, and that the owners of the steamboat Hugh Jenkins be, and they are hereby released from the payment of the sum of two hundred dollars per annum, on account of said ship, from and after the above date, and all monies received for landing of wood or other articles shall be paid into the city treasury.

Mr. Carpenter from the same committee, submitted the following report, which was read, and laid on the table:

The undersigned, a minority of the joint special committee, to whom was referred the various petitions relative to the wharf on Light street, occupied by the bethel ship William Penn, begs leave to report that he cannot agree with any recommendation of the majority of the committee, which looks to further legislation on the subject, deeming the whole matter, any supposed grievances or remedies, as already amply provided for, in the resolution of the Council, passed last session, No. 102, authorizing the renting of the said wharf, and that additional legislation is unnecessary, as is seen by the provisions of said resolution of privilege, which reads as follows:

"Resolved by the Mayor and City Council of Baltimore, that the commissioners of finance, be and they are hereby authorised and directed to rent from year to year to the owners of the steamboat Hugh Jenkins, fifty six feet of the wharf at the foot of Conway street, south of the Cambridge wharf, for a sum not less than five hundred dollars per annum, payable quarterly, provided that the owners of the said steamer rent twenty six feet of the same to the Bethel ship, William Penn, at a rate not exceeding two hundred dollars per annum, and provided that the said bethel ship shall be securely moored, and provided further, that the privilege hereby granted shall be withdrawn whenever the mayor shall deem it necessary."

The undersigned is of the opinion that the whole subject is within the jurisdiction of the mayor, and that at any period of the occupancy, and whenever he shall deem it necessary the privilege shall be withdrawn; he therefore recommends the passage of the following resolution.

All of which is respectfully submitted.

Wm. C. Carpenter, First Branch.

Resolved that the whole subject be referred to the Mayor and the commissioners of finance.

Mr. Dobler offered the following resolution, which was read, and adopted:

Resolved that the petition of Ezekiel Burke, praying compensation for services rendered as assistant clerk at Belair market, presented at the last annual session of the council, be withdrawn from the Register's office, and referred to the joint committee on claims.

Mr. Dushane, chairman of the committee on internal improvements, submitted the following report, which was read, and laid on the table:

The joint committee on internal improvements to whom has been referred the communication of William Parker, General Superintendent of the Baltimore and Ohio Rail Road Company, upon the subject of the bad condition of that part of the National road, lying within the State of Maryland, beg leave to report that they have given the subject due consideration, and find that all that has been said upon the bad management and present condition of said road, falls far short of the truth.

There seems to be something radically wrong in the present system adopted for the management of said road or a palpable inefficiency in the present superintendent; otherwise, the road never could have become so entirely out of order as it is at present.

It is conceded that there is collected within the State of Maryland upon this road, somewhere between twenty five and thirty thousand dollars per annum, and the length of road to be kept in order, is about thirty-three miles. It would seem that the tolls collected ought to be amply sufficient not only to keep the road in