

FIRST EDITION

THE ONEIDA.

Statement of Surgeon James Suddards, of this City—A Thrilling Narrative.

The Feeling Against the Captain of the Bombay—Kindness of the People of Yokohama to the Shipwrecked Sailors.

The following are extracts from a letter of Surgeon James Suddards of the Oneida to his father, the Rev. William Suddards, D. D., of this city, who has kindly furnished it to the New York Associated Press for publication. The letter is dated at Yokohama, Jan. 31—

We left Yokohama at 5 P. M. on the 24th, and at 6:45 were run into by the Bombay on the starboard quarter, the whole of which was carried away. She struck us full with her sharp iron stern and cut everything off as with a chisel. The wheel, steering gear, sparker boom and ruff, and poop cabin were all carried away, and in fifteen minutes the Oneida sank in fourteen fathoms water, and out of a personnel of 25 officers and 150 men, 4 officers and 51 men were left to tell the tale.

The ward-room dinner was just finishing at the moment of collision. It seemed to me as if the whole side of the ship was coming bodily in on the dinner table. We all rushed on deck immediately. Everything, of course, was in the greatest confusion. As I stepped over the hatch combing I saw a large steamer just clearing us. She was hailed by our executive officer and requested to lay by us, but as far as I could judge she stalked away as fast as she could go.

I walked off on the quarter-deck and saw that everything was smashed to pieces. I then looked over the quarter and saw the extent of the damage. I believed then that the ship would go down in two minutes, and rapidly considered that every one must look out for himself. As I realized the position I noticed that the ward-room boat, which hung at the port quarter, was manned by twelve or fourteen men.

I jumped on the rail and asked if an officer was in the boat. The men said no, and seeing who I was said, "Jump in, Doctor," and seizing hold of me two or three of them dragged me into the boat. I at once took charge, ordering a man at each fall to lower when ordered, having first cut all the fastenings with knives. We started the ship going down. During this time the boatswain and two or three men got into the boat, making the whole number seventeen.

We were still hanging at the davits when the ship began to roll in that peculiar way which precedes foundering, and the boat was dashed against the side of the ship, threatening to dash her in pieces. I looked on deck, saw no one about the mainmast, and gave orders to lower away and hang by the falls.

The after fall got jammed, and had to be cut with a knife. Had we been three minutes longer at the davits it would have been too late, as she went down like a shot after darning, and the section would have carried her boat down with the wreck. I may mention here that when the boat was brought up to the Idaho, she nearly sank alongside, and on examination it was found that seven knees were broken on the starboard side, and one of the planks knocked an inch out of place. This must have been done by striking the side of the ship, and convinces me that we could not have saved any more in our boat, as she would have filled and gone down with a heavier load. As the coxswain cut the fall a junk was seen close by under sail. We started for her, intending to bring her alongside if possible and save life. Being under sail, however, and going free, she rapidly left us, and in about two or three minutes we gave it up, and turning to go back to the ship, found that she had disappeared. We pulled to where we thought she had been, but seeing and hearing nothing finally headed for shore, and landed about 8:30. I at once went up to a Japanese house, engaged three guides, and started off for Yokohama, twenty-five to thirty miles distant. We crossed five mountains on our way, and had the most fatiguing tramp you can imagine.

We arrived, however, all safe at 4 o'clock, on the morning of the 25th, when I spread the news and sent down assistance to the wreck. The vessel was found yesterday, but no bodies as yet. The English Consular Court is investigating the matter. All the officers of the Bombay have been examined our turn will come tomorrow. Mr. DeLong, the American Minister, is conducting the proceedings on our behalf. You will know the result by the next Pacific mail, due in San Francisco March 17. I landed on shore in an undress uniform, without a cap, and only saved my watch by having it on. * I have been very much shattered by the occurrence and subsequent fatigue, but am now much better and begin to feel like myself. All Yokohama has been extremely kind, invitations to stay at private houses pouring in from all quarters. The feeling against the captain of the Bombay for not stopping is intense, and if the court attempt to whitewash him violence may be attempted.

No vessel that has ever been in the eastern waters was so popular as the Oneida. Even the English officers say they would much rather the misfortune had happened to one of their own vessels. Of the twelve officers eating dinner at the time of the collision, I am the only one left.

THE AIR-LINE ROUTE.

The Railroad War in the State of Camden and Amboy—The Rival Bills of the C. & A. and the National Railway in the Legislature—Both Pass to a Third Reading.

From Our Own Correspondent.

Trenton, March 9.—The bill of the Camden and Amboy Railroad empowering that company to lay a track over the identical ground, granted by charter two years ago to the Millstone and Trenton Railroad, a portion of the proposed air-line from Philadelphia to New York, was passed on Monday evening last to a third reading in the House, after great opposition and excitement. Resolutions have been sent into the House from meetings held by citizens living along the proposed route, denouncing the bill in the strongest

terms as in bad faith to the Millstone and Trenton Company. Numbers of these citizens, whose names have formerly been interwoven with those of the leading spirits of the Camden and Amboy, have directed their representatives for them to publicly renounce all connection with the company. This was done in the House, notwithstanding which the members unblinking, and against the plain expression of the sentiments of the people, passed the bill to a third reading.

In the Senate the supplement of the Millstone Railroad Company was reconsidered.

The following memorial, signed by the directors of the new road, was read, and received the greatest attention:—

To the Honorable the Senate and General Assembly of the State of New Jersey:—The undersigned respectfully represents that they are directors of the National Railway Company, a corporation created by the State of Pennsylvania, with authority to construct a railroad from the city of Philadelphia by way of Allentown, to any point on the river Delaware.

That the said company is desirous of entering into a contract with the Millstone and Trenton Railroad Company and other corporations created by the State of New Jersey, for the purpose of constructing and operating a continuous line of railroad by a convenient route, to be under one management, from Philadelphia to New York.

The contemplated line will pass through the most fertile country between these two great cities, whose citizens have never enjoyed a direct railway communication with either of them. It is an improvement which cannot in any respect be prejudicial to the interests of any part of the State of New Jersey, and one which will greatly promote the public convenience.

Your memorialists are thus interested in the passage of a bill recently reported to the Senate of New Jersey authorizing the Millstone and Trenton Railroad Company to enter into such a contract. The proposal to pay to the State of New Jersey the sum of \$500,000 for the grant of this privilege has been made in good faith, after consultation with the companies which desire to unite in this enterprise, and is a stockholder's vote in the existing lines of communication between said cities.

Your memorialists beg leave to state that they have no objection to the construction or management of a railroad, and that the object of this is intended only to assure the public that the two lines of communication will be independent of each other, and that no line will be constructed on speculation in the interest of the other.

The importance of placing the entire line of railroad under one management, as contemplated, will be appreciated by all who are familiar with the operation of railroads, and has justified, in the opinion of the parties concerned, the construction of the contemplated contracts until the final action of your honorable body in the premises.

Your memorialists trust that your honorable body will grant the privileges asked for by the passage of the bill above mentioned.

Henry Lewis, Charles Smith, Robert B. Cabene, Charles M. Dupuy, M. Ward, Henry M. Hamilton, J. C. Knight, Samuel R. Wilson.

After amending the bill by striking out the \$500,000 which the company offered to give to the State, which it was argued was discreditable, it was passed to a third reading. As it stands, the Camden and Amboy's bill is favorably received in the House, while that of the air line is in a similar condition in the Senate. Both have been passed to a third reading, the one in the House and the other in the Senate, and both will probably come up again to-day. Each will probably fall in the house where it originated.

OBITUARY.

Senor J. J. Paul, Minister from Venezuela.

Senor Jose Jesus Paul, late Minister to the United States from Venezuela, who died suddenly in Washington on Monday last, the day of his appointment as Minister to Caracas, Venezuela, in 1835. His father was a very eminent lawyer, and for many years was Chief Justice of the Supreme Court. Senor Paul was also a lawyer, and held the position of judge when he was made Secretary of the House of Representatives. He was soon after elected to a seat in the House, which he, however, did not take, as he was appointed Minister of the Interior in President Tovar's Cabinet.

Those who dissent he succeeded in winning to his views, and the seeds sown by him soon reaped their fruit, in the revolution which resulted in the downfall of Falcon, Monagas, the present President, then came into power, and Senor Paul was appointed to a Judgeship, in which position he acquitted himself ably, until his appointment as Minister to the United States. He was a very active and industrious man, of great firmness and extraordinary ability, and was highly esteemed by his friends. Notwithstanding his long political life, he died in ordinary pecuniary circumstances, and leaves a wife and eight children. He had been very hard at work in New York during the last month, which no doubt hastened his death.

NEW HAMPSHIRE.

Governor Stearns, Republican, Re-elected by 1500 Majority.

Returns from 170 towns and cities give Stearns, 29,097; Bedel, 19,791; Flint, 5462; Barrows, 930, showing a total of 59,280. Governor Stearns is re-elected by from 1000 to 1500 majority. The Republicans have probably elected in Senatorial Districts Nos. I, II, III, V, VII, and IX; the Democrats in Nos. VI, VIII, X, and XI; the Labor Reformers in No. VI; no result in No. XII. The Republicans elect four of the five Councilors, and have a strong majority in the House. Several towns have failed to elect Representatives to-day, and will make another trial to-morrow. The streets were filled at an early hour with people eager to learn the result, which satisfied them, and the streets are now quiet. The Republicans are satisfied with the result and feel that they have come out of the fight as well as could be expected. Among the Representatives elected are the Hon. Ira Perley, late Chief Justice of the Supreme Court, from the City of Concord, and General James Wilson, from Keene.

FROM EUROPE.

This Morning's Quotations.

By the Anglo-American Cable.

LONDON, March 9.—11:30 A. M.—Consols 92 1/2; for both money and account; United States five-twenty of 1862, 91; of 1860, old, 90 1/2; of 1867, 89 1/2; 10-40, 88, 87 1/2; 10-60, 87 1/2; 10-80, 86 1/2; 10-100, 85 1/2; 10-120, 84 1/2; 10-140, 83 1/2; 10-160, 82 1/2; 10-180, 81 1/2; 10-200, 80 1/2; 10-220, 79 1/2; 10-240, 78 1/2; 10-260, 77 1/2; 10-280, 76 1/2; 10-300, 75 1/2; 10-320, 74 1/2; 10-340, 73 1/2; 10-360, 72 1/2; 10-380, 71 1/2; 10-400, 70 1/2; 10-420, 69 1/2; 10-440, 68 1/2; 10-460, 67 1/2; 10-480, 66 1/2; 10-500, 65 1/2; 10-520, 64 1/2; 10-540, 63 1/2; 10-560, 62 1/2; 10-580, 61 1/2; 10-600, 60 1/2; 10-620, 59 1/2; 10-640, 58 1/2; 10-660, 57 1/2; 10-680, 56 1/2; 10-700, 55 1/2; 10-720, 54 1/2; 10-740, 53 1/2; 10-760, 52 1/2; 10-780, 51 1/2; 10-800, 50 1/2; 10-820, 49 1/2; 10-840, 48 1/2; 10-860, 47 1/2; 10-880, 46 1/2; 10-900, 45 1/2; 10-920, 44 1/2; 10-940, 43 1/2; 10-960, 42 1/2; 10-980, 41 1/2; 10-1000, 40 1/2; 10-1020, 39 1/2; 10-1040, 38 1/2; 10-1060, 37 1/2; 10-1080, 36 1/2; 10-1100, 35 1/2; 10-1120, 34 1/2; 10-1140, 33 1/2; 10-1160, 32 1/2; 10-1180, 31 1/2; 10-1200, 30 1/2; 10-1220, 29 1/2; 10-1240, 28 1/2; 10-1260, 27 1/2; 10-1280, 26 1/2; 10-1300, 25 1/2; 10-1320, 24 1/2; 10-1340, 23 1/2; 10-1360, 22 1/2; 10-1380, 21 1/2; 10-1400, 20 1/2; 10-1420, 19 1/2; 10-1440, 18 1/2; 10-1460, 17 1/2; 10-1480, 16 1/2; 10-1500, 15 1/2; 10-1520, 14 1/2; 10-1540, 13 1/2; 10-1560, 12 1/2; 10-1580, 11 1/2; 10-1600, 10 1/2; 10-1620, 9 1/2; 10-1640, 8 1/2; 10-1660, 7 1/2; 10-1680, 6 1/2; 10-1700, 5 1/2; 10-1720, 4 1/2; 10-1740, 3 1/2; 10-1760, 2 1/2; 10-1780, 1 1/2; 10-1800, 1/2; 10-1820, 0 1/2; 10-1840, 0; 10-1860, 0; 10-1880, 0; 10-1900, 0; 10-1920, 0; 10-1940, 0; 10-1960, 0; 10-1980, 0; 10-2000, 0.

PARIS, March 9.—The Bourse opened quiet, Renten, 74 1/2.

ANTWERP, March 9.—Petroleum closed quiet at 87 1/2.

BREMEN, March 9.—Petroleum closed firm last night at 15 marc banco 13 schillinga.

LONDON, March 9.—1:30 P. M.—United States 5-20s of 1862, 90 1/2; of 1860, old, 89 1/2; of 1867, 89 1/2; 10-40, 87 1/2; 10-60, 86 1/2; 10-80, 85 1/2; 10-100, 84 1/2; 10-120, 83 1/2; 10-140, 82 1/2; 10-160, 81 1/2; 10-180, 80 1/2; 10-200, 79 1/2; 10-220, 78 1/2; 10-240, 77 1/2; 10-260, 76 1/2; 10-280, 75 1/2; 10-300, 74 1/2; 10-320, 73 1/2; 10-340, 72 1/2; 10-360, 71 1/2; 10-380, 70 1/2; 10-400, 69 1/2; 10-420, 68 1/2; 10-440, 67 1/2; 10-460, 66 1/2; 10-480, 65 1/2; 10-500, 64 1/2; 10-520, 63 1/2; 10-540, 62 1/2; 10-560, 61 1/2; 10-580, 60 1/2; 10-600, 59 1/2; 10-620, 58 1/2; 10-640, 57 1/2; 10-660, 56 1/2; 10-680, 55 1/2; 10-700, 54 1/2; 10-720, 53 1/2; 10-740, 52 1/2; 10-760, 51 1/2; 10-780, 50 1/2; 10-800, 49 1/2; 10-820, 48 1/2; 10-840, 47 1/2; 10-860, 46 1/2; 10-880, 45 1/2; 10-900, 44 1/2; 10-920, 43 1/2; 10-940, 42 1/2; 10-960, 41 1/2; 10-980, 40 1/2; 10-1000, 39 1/2; 10-1020, 38 1/2; 10-1040, 37 1/2; 10-1060, 36 1/2; 10-1080, 35 1/2; 10-1100, 34 1/2; 10-1120, 33 1/2; 10-1140, 32 1/2; 10-1160, 31 1/2; 10-1180, 30 1/2; 10-1200, 29 1/2; 10-1220, 28 1/2; 10-1240, 27 1/2; 10-1260, 26 1/2; 10-1280, 25 1/2; 10-1300, 24 1/2; 10-1320, 23 1/2; 10-1340, 22 1/2; 10-1360, 21 1/2; 10-1380, 20 1/2; 10-1400, 19 1/2; 10-1420, 18 1/2; 10-1440, 17 1/2; 10-1460, 16 1/2; 10-1480, 15 1/2; 10-1500, 14 1/2; 10-1520, 13 1/2; 10-1540, 12 1/2; 10-1560, 11 1/2; 10-1580, 10 1/2; 10-1600, 9 1/2; 10-1620, 8 1/2; 10-1640, 7 1/2; 10-1660, 6 1/2; 10-1680, 5 1/2; 10-1700, 4 1/2; 10-1720, 3 1/2; 10-1740, 2 1/2; 10-1760, 1 1/2; 10-1780, 1/2; 10-1800, 0; 10-1820, 0; 10-1840, 0; 10-1860, 0; 10-1880, 0; 10-1900, 0; 10-1920, 0; 10-1940, 0; 10-1960, 0; 10-1980, 0; 10-2000, 0.

—We willingly accept the assurance of the Portland Advertiser that the quarrel between two of the other leading papers of that city about a misplaced comma has come to a full stop.

SECOND EDITION

LATEST BY TELEGRAPH.

THE GALLOWES.

Double Execution at Huntingdon.

Bohner and Bodenber Hung for the Murder of the Feigthal Family.

The Drop Falls while One of Them is Speaking.

Confessions of the Murderers.

Diagractical Conduct of the People of Huntingdon—Speculators and Reserved Seats.

A Platform Breaks Down with a Crowd upon It.

THE INDIANS.

Their Civilization and Citizenship.

Gold 110 1/2.

FROM THE STATE.

The Excitement—Preparations for the Execution.

Special Despatch to The Evening Telegraph.

HUNTINGDON, March 9.—At an early hour this morning the streets of this usually quiet town were thronged with citizens and strangers from a distance, wending their way to the precincts of the prison to witness the execution. Over two hundred cards had been issued by Sheriff Neeley, and the limited space occupied by the jail and yard was soon crowded to excess.

The Prisoners Last Night.

During yesterday and the greater part of last night some one of the ministers of the different churches of the town conversed and prayed with the condemned men, and endeavored to bring them to a more perfect knowledge of their situation. Bodenber slept but little, and at different times during the night was heard to groan and pray in German. Bohner observed his usual stoical demeanor to all who came near him, but he, too, frequently gave evidence of the unsettled condition of his mind. It was reported that he had expressed a desire to be executed before 12 o'clock, so that he might have his dinner in.

The Men Hung While One of Them is Speaking.

Bohner then commenced to say something in German, during which the Sheriff gave the signal, the prop was pulled down, and the men hung at exactly twenty minutes of one.

The Execution a Common Show.

This execution was perhaps the most public exhibition that has been made in this State for many years. It may be necessary to hang people for committing the crime of murdering a fellow being, but it certainly does not follow that the execution should be made a common "show" whereat greedy speculators make the misfortunes of their fellow-men a source of profit. To have some idea of this execution, imagine a half acre of ground, surrounded with a high wall, with hastily constructed scaffolding extending along each side, at a height sufficient to give a view of all that goes on within, and you will have the scene at Huntingdon to-day.

Philadelphia and the State Tax.

Special Despatch to The Evening Telegraph.

HARRISBURG, March 9.—A committee of Councils, consisting of Messrs. Hall and Barsley, have had an interview with the Committee on Municipal Corporations of the House, and have induced them to report a bill giving Philadelphia credit for \$35,000 which was improperly levied as the penalty on the city for the non-payment of the State tax.

FROM WASHINGTON.

Senator Wilson's Bill to Provide for the Civilization and Citizenship of the Indians.

Special Despatch to The Evening Telegraph.

WASHINGTON, March 9.—The following is a copy of the bill introduced in the Senate yesterday by Senator Wilson and ordered to be printed:—

A Bill to Promote the Civilization of Indians and to Prepare Them for the Rights and Duties of Citizenship.

Section 1. Be it enacted by the Senate and House of Representatives in Congress assembled, That the President be and he is hereby authorized and required immediately after the passage of this act to constitute a Board of Inspection for the protection of Indians in amity with the United States, and for the promotion of their civilization by the appointment, with the advice and consent of the Senate, of five inspectors, taken from civil life, persons well known for their intelligence and philanthropy, who, with the Secretary of the Interior and the Commissioner of Indian Affairs for the time being, shall constitute said board. The Secretary of the Interior shall be the president of the board, which, when organized, shall elect a secretary and may employ two clerks. The board thus constituted shall be attached to the Indian Department, and shall perform its duties under the general direction of the Secretary of the Interior, and shall have the right of the Inspector to supervise all expenditures of money appropriated or used for the benefit of Indians in amity with the United States, and

under the direction of the Secretary of the Interior, to visit all such Indians as often as practicable, for the purpose of examining the condition of said Indians and of the qualifications and the conduct of the superintendents, agents, employes, and all other persons appointed or permitted to trade or reside upon any reservation, or in the Indian country. It shall be the duty of said inspectors to see that the spirit of all existing treaties and obligations be faithfully executed, and that all laws of the United States relating to trade and intercourse with the Indians be observed. All communication between the United States and any of said Indians tending to the abolition or modification of existing treaties and contracts or for other purposes shall be conducted by said board or by some of its duly authorized members, acting under the direction of the President of the United States. Any member or members of said board shall, in the jurisdiction assigned to him or them, have the power to suspend temporarily any person or persons appointed or employed in connection with the Indian service at any time, when the interests of the United States or of the Indians may in the judgment of said inspector or inspectors seem to require such suspension. Any vacancy thus created may be temporarily filled by said inspector or inspectors, who must report immediately all the facts to the President of the United States through the Secretary of the Interior, and abide by his decision. When practicable, it shall be the duty of the inspectors to visit the Indians at the annual or semi-annual distribution of goods, money, or other articles to said Indians, and to examine all the books, contracts, and vouchers of the superintendents, agents, and factors, mills, shops, and schools on the reservation, or in the Indian country, making a full report thereon to the Secretary of the Interior when in the opinion of said inspectors it may result beneficially to the Indians, from simple codes of laws or regulations adapted to the condition of the various tribes or bands, and shall submit the same to Congress for its consideration and action. Said board shall also submit to Congress such modifications or abrogations of existing treaties and contracts with the United States as may be in the interest of said Indians as will in the judgment of said inspectors tend to civilize, Christianize, and make intelligent and productive citizens of said Indians. All claims for or against any of said Indians shall be thoroughly examined by said board in the Indian country, when practicable, and no claim for the payment of any other person shall be admitted if they have been thus examined. It shall be the duty of said board, or of some of its members, to hear the complaints of said Indians may wish to make against any person appointed or employed by the United States against any person permitted to reside in the Indian country or upon any reservation. The board or any of its members acting in the jurisdiction assigned to them shall have full power to eject any person from the reservation, or to suspend any person from residence, for drunkenness or any other vice which has a tendency to corrupt the morals of the Indians or to deprive them of their rights, whether said citizens be of mixed blood, who have adopted the customs and habits of the whites. Whenever force may be required in the performance of their duties, the board or any of its members may employ such force as may be necessary, and may call upon the military or naval forces of the United States for that purpose. It shall be the duty of said board to take general charge of the welfare of said Indians, and to locate them on farms, to be held in severalty, to induce them to self-support, and to become productive citizens, and to see that the laws of the United States are enforced, and to discriminate as far as possible between the industrious and idle and the moral and industrious Indians.

Section 2. Be it further enacted, That in the performance of the duties indicated in this act, each inspector shall be authorized to administer oaths and affirmations.

Section 3. Be it further enacted, That said inspectors shall be the same as the Commissioner of Indian Affairs of the United States, acting with the advice and consent of the Senate; and any vacancy shall be filled in like manner with the original appointment.

Section 4. And be it further enacted, That the pay of each of the five inspectors provided for in the act shall be the same as the Commissioner of Indian Affairs. The salary of the secretary shall be two thousand dollars per annum; that of each of the clerks shall be hundred dollars per annum, and when engaged in discharging duties outside of the United States, the board or any of its members shall be paid such traveling and incidental expenses as may be authorized or approved of by the Secretary of the Interior.

Section 5. And be it further enacted, That the sum of \$35,000, to be paid out of the Treasury, may be necessary to carry out the foregoing bill, and hereby appropriated out of any money in the Treasury not otherwise appropriated.

Section 6. And be it further enacted, That the President of the United States is hereby authorized, when in his judgment the public service will not be hindered thereby, to dispense with one or more of the superintendents, agents, employes, or clerks authorized by law, and to transfer any and all of their duties to the Board of Inspectors when duly organized.

Section 7. And be it further enacted, That the President of the United States is hereby authorized, when in his judgment the public service will not be hindered thereby, to dispense with one or more of the superintendents, agents, employes, or clerks authorized by law, and to transfer any and all of their duties to the Board of Inspectors when duly organized.

Section 8. And be it further enacted, That the President of the United States is hereby authorized, when in his judgment the public service will not be hindered thereby, to dispense with one or more of the superintendents, agents, employes, or clerks authorized by law, and to transfer any and all of their duties to the Board of Inspectors when duly organized.

Section 9. And be it further enacted, That the President of the United States is hereby authorized, when in his judgment the public service will not be hindered thereby, to dispense with one or more of the superintendents, agents, employes, or clerks authorized by law, and to transfer any and all of their duties to the Board of Inspectors when duly organized.

Section 10. And be it further enacted, That the President of the United States is hereby authorized, when in his judgment the public service will not be hindered thereby, to dispense with one or more of the superintendents, agents, employes, or clerks authorized by law, and to transfer any and all of their duties to the Board of Inspectors when duly organized.

Section 11. And be it further enacted, That the President of the United States is hereby authorized, when in his judgment the public service will not be hindered thereby, to dispense with one or more of the superintendents, agents, employes, or clerks authorized by law, and to transfer any and all of their duties to the Board of Inspectors when duly organized.

Section 12. And be it further enacted, That the President of the United States is hereby authorized, when in his judgment the public service will not be hindered thereby, to dispense with one or more of the superintendents, agents, employes, or clerks authorized by law, and to transfer any and all of their duties to the Board of Inspectors when duly organized.

Section 13. And be it further enacted, That the President of the United States is hereby authorized, when in his judgment the public service will not be hindered thereby, to dispense with one or more of the superintendents, agents, employes, or clerks authorized by law, and to transfer any and all of their duties to the Board of Inspectors when duly organized.

Section 14. And be it further enacted, That the President of the United States is hereby authorized, when in his judgment the public service will not be hindered thereby, to dispense with one or more of the superintendents, agents, employes, or clerks authorized by law, and to transfer any and all of their duties to the Board of Inspectors when duly organized.

Section 15. And be it further enacted, That the President of the United States is hereby authorized, when in his judgment the public service will not be hindered thereby, to dispense with one or more of the superintendents, agents, employes, or clerks authorized by law, and to transfer any and all of their duties to the Board of Inspectors when duly organized.

Section 16. And be it further enacted, That the President of the United States is hereby authorized, when in his judgment the public service will not be hindered thereby, to dispense with one or more of the superintendents, agents, employes, or clerks authorized by law, and to transfer any and all of their duties to the Board of Inspectors when duly organized.

Section 17. And be it further enacted, That the President of the United States is hereby authorized, when in his judgment the public service will not be hindered thereby, to dispense with one or more of the superintendents, agents, employes, or clerks authorized by law, and to transfer any and all of their duties to the Board of Inspectors when duly organized.

Section 18. And be it further enacted, That the President of the United States is hereby authorized, when in his judgment the public service will not be hindered thereby, to dispense with one or more of the superintendents, agents, employes, or clerks authorized by law, and to transfer any and all of their duties to the Board of Inspectors when duly organized.

Section 19. And be it further enacted, That the President of the United States is hereby authorized, when in his judgment the public service will not be hindered thereby, to dispense with one or more of the superintendents, agents, employes, or clerks authorized by law, and to transfer any and all of their duties to the Board of Inspectors when duly organized.

Section 20. And be it further enacted, That the President of the United States is hereby authorized, when in his judgment the