

INTRODUCTION

Genealogical data from original documents can be an important source of information but obtaining it often involves a laborious task of reading and deciphering. Such is the case in copying a Ship Passenger List with the exception of one which I felt was well worth the time and effort. It is dated October 25, 1898 and is from the S. S. Bolivia, which arrived at the Port of New Orleans from Palermo, Sicily. The importance lies in the fact that on board were more than thirteen hundred Italians, and present surnames indicate many settled in Louisiana or neighboring states.

The Passenger Act of 1882 required Captain Thomas Craig to record specified information pertaining to each person on board and swear to its accuracy. On Page One is a facsimile of the official form which preceded the list. It was completed and signed by the Captain and presented to the Collector of Customs.

Of the data recorded, only name, age, sex, and occupation were copied for this project. Except for one, all passengers were citizens of Italy on a "protracted sojourn." This indicated that workers came for an indefinite period of time and as temporary residents. Families came also, and it is evident that children over twelve years of age were expected to be part of the labor force. Most accommodations were in steerage and the average person had one piece of baggage. Though conditions were crowded and the stay on board was long only one traveler died.

This microfilm was copied from original records which

seem to have been deteriorated, perhaps from use, with some areas torn or missing. Other tears are held together with darkened tape, making for difficult reading. In some instances the ornately written capital letters were impossible to distinguish, and often the ink had faded or created a misshapened letter. My lack of knowledge of the structure of the Italian language was also a hindrance.

Obvious mistakes were retained to keep the authenticity of the document. Regrettably, ending letters of a, e, and o were often indistinguishable, making it impossible to tell if the mistake was in the name or sex recorded. (Note that masculinity or femininity are indicated by the last letter of the Italian given name.) Abbreviations were sometimes used, perhaps as a time saver, or the last several letters omitted.

Information of uncertain clarity is enclosed in parentheses and if the name or age appeared likely to be one of several possibilities, those choices are included in the section POSSIBLE CORRECTIONS. If additional spellings are unavailable it is because there were no other options. Unfortunately, in some areas, given and surnames are obviously reversed and in others it is impossible to differentiate. The reader might also note that the wife's name, often listed under the husband's, consisted of her maiden and given names. Anything missing or unreadable is indicated by a blank line. Throughout the original list no commas were used to separate family and given names.

This list of Italians aboard the Bolivia filled forty-two pages and each name was numbered. The page numbers are indicated in the copied text, but for lack of space these individual numbers are only given in POSSIBLE CORRECTIONS. This was done to make the name easier for the individual to find and recheck on the microfilm.

Through 1941 notations were made on this document, and most affirm a certification, probably of citizenship. Individual names with such have an asterisk following the occupation designating this data can be found in SPECIAL NOTATIONS.

Two important aids in reading this list were my familiarity with many of these surnames along with a lighted magnifier which tremendously increased visibility. It is my personal opinion that when distinguishable, this list contains names that are correctly spelled. The information I checked seems to be more accurate than other sources. More often than not, data was readable, and among the 1,375 entries less than 200 were questionable. The Index consisting of over 1,200 names should be a valuable asset to this research.

It may be of interest to the reader to know that my maternal grandparents, Saverio and Maria Sparacino Giametta, were recorded on Page One. They came from Montevago, Province of Agrigento, Sicily, and others probably came from nearby villages as Bisacquino, Cacamo, Cordeleone, Gibellina and Saint Margherita de Belice. It was told to me that my grandparents were "sent for"

by my grandmother's sister who was a midwife in Baldwin, Louisiana. They came as laborers to work in the cane fields. Indications are that they had originally planned to return to Sicily.

As this research was being readied for printing, I discovered that the journey of this ship with its arrival and dispersal of passengers had been well reported by The Daily Picayune---New Orleans. Like the passenger list, these articles were typed as published with spelling mistakes and other inconsistencies to keep the originality and colorful manner in which they were written. It is with much pleasure that I have copied and inserted these articles which seem to bring the whole venture to life.

THE ARRIVAL OF THE BOLIVIA AS REPORTED BY

THE DAILY PICAYUNE---NEW ORLEANS

"Italian Immigrants," Tuesday, October 25, 1898, p. 9, c. 5.

The collector of the port has been notified that there are on board of the steamship Bolivia, which is due at this port to-day, 1386 Italian immigrants. The vessel will arrive between 11 and 12 o'clock to-day, and will stop at the point below Algiers, where she will be boarded by the United States inspectors, United States Immigration Agent Montgomery, United States Inspector Holfan and three assistants and one interpreter. Inspector Holman and assistants and the interpreter were ordered some days ago to Pensacola, and thence they were notified to come to New Orleans to assist Mr. Montgomery in inspecting the Italians on the Bolivia. Most of the immigrants are booked for the sugar plantations on the upper coast and on the line of the Southern Pacific Railroad.

"Immigrants from Italy," Wednesday, October 26, 1898, p. 11, c. 3.

The British steamship Bolivia, 2361 tons net, Captain Thomas Craig, from Leghorn, via Gibraltar, with a general cargo, consigned to Meletta & Stoddart, has arrived at post 30, Third district, bringing as cabin passengers Salvatore Vinezia, Salvatore Randazzo, G. La Rosa, Giuseppe La Rosa and 1371 Italian immigrants in the steerage. She reports having sailed from Leghorn Sept. 21, experienced fine weather to Abaco, thence to Tortugas a strong southeast gale, with heavy rain and thick

weather, followed by a strong north wind, with heavy seas, in the gulf of Mexico, crossing the bar at 2:10 p.m. Oct. 24 and arrived at her wharf at noon on Oct. 25. Captain Craig also reports that, on Oct. 10, at 6 a.m., a steerage passenger named D. Ague Calogero died of pneumonia and was buried at sea.

**"Another Batch of Surly Sicilians," Wednesday, October 26, 1898,
p. 9, c. 5 and 6.**

Another contingent of Sicily's surplus population to the hospitable regions of Louisiana reached this port yesterday, on board the steamship Bolivia, which in twenty-three days made the trip from Palermo to New Orleans. To the number of 1369 men, women and children the new comers crowded the spacious decks of the big steamship, and strained their eyes to discern and their strong lungs to greet their hundreds of fellow-country men now residents of this city, and many of whom had acquired citizenship, and who were crowding the Northeastern wharves as the Bolivia slowly came, broadside on, to effect a landing.

It was a few minutes after 12 o'clock noon that the immigrant-freighted vessel neared her mooring place, and as it came gradually closer and closer to the shore, and recognition was possible from ship to landing, and from terra firma to the floating mass, there arose a chorus of excited yells, queries, exclamations, calls, in high-pitched vernacular that was positively deafening. And the gyrations of arms, heads, and the bodily contortions which, strangely, seem to be indispensable with the exchange of greetings among some of the Latin races,

were enough to cause any sedate and practical onlooker to fear that a limb or two of the most vehement of the excited performers would suddenly be severed and fly off.

A squad of policemen, and a detail of United States customs inspectors, had hard work persuading the Italians on the wharf to stand back, and the crowd was finally pushed back, and ropes were stretched across the wharves, inclosing about 300 feet of space, within which none but authorized persons could enter, under penalty of arrest.

When the Bolivia was at last made fast to the landing no gang plank was put out. The United States inspectors and immigration agents had to complete their tasks on board before a single immigrant could be permitted to go ashore.

So the vessel and the wharves were closely guarded, to prevent the possibility of any of the newcomers sneaking ashore.

From noon until 5 o'clock in the evening the big steamship was the scene of indescribable hubbub. The decks swarmed with the mercurial, voluble gentry, scores of whom, notwithstanding that 200 feet of space separated them from the serried lines of Italians maintained within bounds by the ropes, kept on a screeching, mitrailleuse conversation for hours with friends, relatives and acquaintances on shore.

Meanwhile the serious task of the United States inspectors and agents was going on, without interruption, and batches of immigrants were corralled, driven before the inspectors and

submitted to the closest examination, to ascertain if any of them came under the prohibitive sections of the immigration laws.

This process was kept up until about 5 o'clock at which time about 300 of the immigrants had passed and had been allowed to depart.

Shortly after 5 o'clock the steam tug Corsair towed the Bolivia into midstream, where she anchored for the night. The vessel will return to the wharf in the early morning and the labor of attending to the remainder of the newly-arrived Sicilians will be resumed.

The Bolivia's arrival at quarantine was made known to the collector of customs, and information was sent that she would reach the city Tuesday during the forenoon. Collector Wimberly ordered that the vessel be stopped at the "point," below Algiers, there to await the coming of the immigration agent, inspectors and other United States officials.

The following party embarked on board of the tug Corsair, which cast off the Canal Street landing, and steamed down stream to meet the Bolivia.

Messrs. A. N. Howell, special deputy collector of customs; Nat L. Marks, acting deputy collector of customs; F. N. Wicker, Chinese inspector; John Y. Snyder, representing the naval office; Thos. J. Sholars, of the naval office; Henry W. Robinson, deputy surveyor of the port; L. V. Landry, T. J. Wallace, Chris Madden, Paul Morgan, P. H. Adam, T. R. Colquehuon, Robert Joiner, local inspectors.

Mr. S. A. Montgomery, inspector of immigration was also with the party, and he had with him Messrs. E. B. Holman, United States inspector of immigration, from New York, and his assistants, N. J. Arbeely, Sam A. Eppler, B. W. Baker, L. H. Robinson, and Joe Di Micelli, the latter an interpreter. Drs. D. C. Kallock, J. B. Stoner, of the United States marine hospital service, went along to conduct the medical examination of the immigrants; and Mr. Antonio Bonard, local Italian interpreter; Mr. Alvin V. Eckert, representing the agents of the Bolivia, Messrs, Meletta and Stoddart, completed the delegation bound for the incoming Italian colony. The Bolivia was met at the Point, and the inspectors and officials of the government went on board of her.

Captain Thos. Craig, commander of the steamship, said that he had had an uneventful trip from Palermo to this city. Only one death occurred, from natural causes, and not from any infections or contagious disease. The immigrants were remarkably healthy during the voyage, and they were a sturdy set able to be self-supporting after landing in America.

The first act of the United States representatives was to put the Italians through the medical examination. Meanwhile, the Corsair had put a towing hawser on to the Bolivia and was pulling the vessel toward the city.

The physical examination proceeded very rapidly. All the immigrants were ordered forward, and a rope was stretched across deck. Then the inspectors, with the assistance of Interpreter

Micelli, prevailed on the Italians to pass in single file beside the physicians, who ascertained, after a superficial examination, satisfactory for the purposes of the test, that none of the arrivals suffered from any contagious or infectious disease.

The Bolivia reached the Northeastern wharf, and then the work of the inspectors began. Their duty was to find out if any of the Italians belonged to the excluded classes mentioned in the immigration laws, namely, paupers, persons liable to be a charge on the community, idiots, insane individuals, persons suffering from infectious or contagious or loathsome diseases, and persons brought over under contract to perform labor in the United States, in violation of the alien labor law.

The examination was conducted by Inspector Holman, of New York, who, accustomed to the rapid and systematic manner in which such proceedings are conducted in New York city, found his task here a very tedious and protracted process.

"In New York city," remarked Inspector Holman to the representative of the Picayune, "there are special accommodations for the inspection of immigrants. They are disembarked into large, well-ventilated rooms, on the wharf or conveniently near, and are given all the comforts of a hotel, so to speak, while awaiting the examination. Their board and lodging until they are finally discharged, and allowed to depart, are at the expense of the steamship company, as the government considers the immigrants to be still aboard ship until they are released by the inspection. Here, however, we have to attend to our official

duties on board of the vessel, which is necessarily limited as to space, and the inspection is, of course, slow and time-consuming."

Inspector Holman called the immigrants in groups of twenty to thirty, according to their listing and numerical order on the ship's manifest. Each list is a sheet containing twenty to thirty names, and letters A, B, C, D, etc.

Inspector Holman took each manifest sheet in succession, and with the aid of Interpreter Micelli called the names in numerical rotation, and as each party stepped up he was interrogated in accordance with the provisions of the immigration law, and the closest questioning was gone through with in order to find out if the party under scrutiny belonged to any of the classes just enumerated.

As quickly as the name of the party was tallied or checked he was registered, and, if having successfully passed the medical examination, and having satisfactorily answered the questions put to him by Inspector Holman, he was allowed to take up his goods and chattels and hie himself to the open arms of relatives and friends on shore.

In the registration of immigrants the inspector permitted those to land who were clearly and beyond doubt entitled to that privilege, but he detained a large number for special inquiry, as he was not entirely satisfied as to their eligibility to land. About 300 were permitted to leave, and nearly the same number

were detained for special inquiry. The larger part of the immigrants, however, will be examined to-day.

The board of special inquiry, of which Inspector Holman is chairman, and which is composed of four members, inspectors also, will meet to-day and complete the work of examining and registering the immigrants. It is believed that before night the whole ship load will have gone through the ordeal, and almost all, if not all of them will be allowed to land.

Inspector Holman is satisfied, insofar as he was able to judge by cursory examination, that the new arrivals are healthy, able-bodied, fairly intelligent and capable of taking care of themselves. Some of them possess enough money to give them a start in life, while those who are not so well off financially seem robust and willing and able to work.

Inspector Holman and his assistants were recently on duty at Pensacola. They inspected the immigrants on board of the Brittanica, that vessel which arrived in New Orleans during the quarantine season, and which was so delayed at the quarantined station and at the Point-the state board of health having refused permission to land the immigrants and which, finally, was sent to Pensacola.

Inspector Holman and assistants attended to the inspection at Pensacola, and rejected seventy-one immigrants, on the ground that they might become a burden to the community. The officials were instructed to remain at Pensacola and prepare to inspect the immigrants on board the Bolivia, which, it was expected, would

have to be ordered to Pensacola on account of quarantine restrictions in New Orleans. But the Bolivia reached Port Eads after the quarantines had been taken off, and she was allowed to proceed to this city. The inspectors at Pensacola were then instructed to come to New Orleans immediately and help the local inspectors in expediting the inspection of the thousand and more immigrants on the Bolivia.

The board of special inquiry will first take in hand the case of the seventy-one immigrants on the Britannia. The department at Washington has ordered to reopen the case, and give the rejected men a new trial, as relatives and friends of those people in this city have signified their readiness to vouch that the parties who were not allowed to land will not become a burden on the community.

**"Gossip Gathered in Hotel Lobbies," Wednesday, October 26, 1898,
p. 8, c. 4.**

Yesterday a party of immigrant inspectors from New York and Baltimore registered at the Cosmopolitan Hotel. The party consisted of Messrs. E. B. Holman, S. A. Eppley, N. J. Arbeely, all of New York; Joe D. Miceli, immigrant interpreter, also of New York; B. W. Baker, from Norfolk, Va., and L. H. Robinson, of Baltimore.

"Our mission here is rather unexpected," said Mr. Holman to a reporter last night. "We were sent to Pensacola to inspect the Bolivia which was to have arrived here some time ago. From there

we came here, following the ship; but I do not presume we will ever have this duty again to perform, for there are immigrant inspectors in this city who have such matters in charge. The party reaching here on the Bolivia are very decent people. They are farmers, for the most part, and we will complete our inspection tomorrow night, I guess, releasing the men, who are anxious to get out in the country upon plantations, where they have been engaged as laborers."

"The Immigrants Under Inspection," Thursday, October 27, 1898, p. 3, c. 1 and 2.

The United States immigration inspectors and agents completed, yesterday, the examination and registration of the 1639 Sicilians aboard the steamship Bolivia, which reached this port Tuesday noon and moored at the New Orleans and Northeastern Railroad Company's fruit wharf, in the Third district. Tuesday evening 300 immigrants had been passed and had been allowed to land. The remainder underwent examination yesterday. All but 150 proved to the satisfaction of the inspectors that they could provide for themselves, and they were permitted to go ashore.

Inspectors Arbeeley and Eppler, of New York, conducted the examination. They detained 150 of the immigrants, because those parties had, so far, no one to vouch for their future good behavior if allowed to land or to pledge that they would not become a burden on the community.

A special board of inquiry will give these 150 men a hearing to-day, and they will have to send notice to relatives and

friends to come forward and vouch for them, otherwise they will have to return to Italy, without further delay.

Seventy-one immigrants, all men, who were examined on board the steamship Britannia, at Pensacola, and who were rejected, because it was feared they would not be able to earn their living, either through lack of means, physical disability, sickness, old age, etc., were kept aboard the Britannia, and that vessel came back to New Orleans.

As soon as the immigrants had stated that they had relatives and friends in New Orleans, and as the Britannia was to go to New Orleans, and, furthermore, as the same inspectors who had examined the immigrants at Pensacola had been ordered to this city to help the local agents in inspecting the Sicilians on the Bolivia, the department at Washington consented to give the seventy-one men a rehearing. The special board which sat yesterday on board of the Britannia was composed of Inspectors L. H. Robinson, of Baltimore, chairman; E. B. Holman, of New York; E. P. Prudhomme, of New Orleans, and D. Q. Campbell, of New York.

The board very carefully conducted the inquiry. One by one, the immigrants were called and were challenged to the proof of having relatives or friends in this city. If any New Orleans Sicilians claimed one of the immigrants as brother, or cousin, etc., the board would not accept their mere statement. The man under examination was led to one side, and the alleged brother or cousin to another side, and each was separately interrogated

relative to family history and connections, etc. If their statements tallied, the immigrant was allowed to go ashore. If, on the contrary, the answers were divergent, the newly-arrived Sicilian had to step aside, and he would be billed for quick return to his native country.

The board found no instance of false statement in the whole batch that were examined on the Britannia. Out of seventy-one, there were twenty-eight rejections. One of the men set aside was afflicted with an infectious disease, and was promptly isolated.

The others were either paupers or old men, whom it would not be safe to allow to land in this country.

Inspector Holman, in speaking of the immigrants on the Bolivia, said that they were the healthiest, cleanest and most self-supporting set of immigrants he had inspected at any port of the United States in many years. Most of them are young and sturdy, and will be able to work hard to support themselves and their families.

**"Thirteen Out of Thirteen Hundred," Friday, October 28, 1898,
p. 8, c. 1.**

Of the 1369 Sicilians brought to this port aboard the steamship Bolivia Tuesday, only thirty-three, up to last evening, had been refused permission to land. Of these thirty-three, the United States inspectors excluded thirteen, who will be returned to their native country, while the remainder, twenty in number, were set aside for further examination, which will be held to-day.

The special board of inquiry met yesterday on board of the Bolivia, to hear and determine the cases of 133 immigrants, who had been set aside for further investigation. Inspector L. H. Robinson was chairman of the board, and inspectors N. J. Arbeely, of New York; E. P. Prudhomme, of New Orleans, and N. L. Marks, of New Orleans, with inspector E. B. Holman, of New York, secretary, completed the board. Mr. Holman acted as secretary, on account of his proficiency as a stenographer, and in order to be able to make a full and accurate report to the department at Washington.

Every one of the 133 Sicilians were examined, and when the investigation closed at 4 p.m., ninety-eight had taken their departure, having proven satisfactorily that they had relatives and friends in this city who would see that they shall not become a public charge. The twenty who were temporarily detained will have to give conclusive evidence to-day of ability to earn their own living, and they must also be vouched for by friends residing in New Orleans, otherwise they will be kept aboard the Bolivia, and will go back to Italy when the steamship will sail hence.

Thirteen were excluded altogether, because of their having no money, no friends or relatives to vouch for them, and they will be returned to their native land.

There are two stowaways on the Bolivia. They were duly reported to the inspectors by Captain Craig, commander of the vessel, and were safely and securely "stowed away" again, under guard, so that there will be no possibility of their escaping.

The stowaways will also go back to Italy without having had the privilege of touching the soil of Louisiana.

Inspector Holman will, as soon as the twenty cases are disposed of to-day, prepare his report, which will be somewhat lengthy, especially in regard to rejected immigrants, whose examination is reported in full.

This board of inquiry does not sit as a court to debar the landing of immigrants, but, on the contrary, it is disposed to deal fairly, considerately, and liberally with the newcomers. The immigration laws and the alien labor law lay down certain rules whereby immigrants must be accepted or rejected. There are classes which it would not be desirable to admit---paupers, idiots, insane persons, and such individuals as are likely to become a charge on the community; also persons imported under contract to work in this country.

The law lays down general propositions as to excluded classes, but the inspectors may exercise their own judgment to suit individual cases, as, for instance, when a young, strong and healthy immigrant acknowledges that he has little or no money, but he has relatives or friends in this city who are ready to stand security that he will not become a charge on the people, and that he will be given work as soon as he is allowed to land.

In such a case the immigrant is permitted to go free. On the other hand, the inspectors might exclude a newcomer, even if he has money, if, in their judgment, that particular person might eventually become a burden on the community. Long experience in

the business often qualifies an inspector to gauge accurately the character and peculiarities of the person he has under examination.

**"The Inspection of the Immigrants," Saturday, October 29, 1898,
p. 3, c. 3.**

Witnessing the rapid and systematic manner in which the United States inspectors of immigration examined, registered and disposed of the hundreds of Sicilians on board of the steamship Bolivia, any careful observer could not help deprecating the woful lack of facilities in such a large and important port. The inspection and handling of over a thousand people on board of a ship, are, accomplished under difficulties which could very easily be obviated, if proper and adequate accommodations were afforded. The gentlemen, whom the commissioner general of immigration sent to this city to help the local officers in inspecting the immigrants on the Bolivia, are highly experienced and very able, and proved their efficiency in a practical way, when they handled the 1368 Sicilians just arrived. Messrs. Holman, Arbeely, Robinson, Heppler, Baker and Di Micheli were surprised, on this, their first official visit to New Orleans, to find no accommodations at all for the prompt and humane inspection of immigrants. The word "humane" is advisedly used, for it is, indeed, a hardship on these poor people to keep them cooped up on board of a ship until all the formalities are completed. It often happens that some of the immigrants, after having been refused the permission to land, obtain a rehearing,

and during that interval they are compelled to remain aboard ship.

In other large ports of this country, conditions are vastly different. Three hours after the immigrant ship has landed they are lodged in a convenient and near-by place, where all the work of inspection, registration, etc., is done by the United States inspectors, thus relieving the ship of all further responsibility and care relative to the immigrants, for the law specifically sets forth that the immigrants are not to be considered beyond the responsibility of the ship's captain until they have been permitted to land.

It would be greatly to the advantage of New Orleans and it would add to this city's good name abroad, especially with the desirable class of immigrants, if the same facilities which they obtain in other ports existed here.

Yesterday the board of inquiry heard twenty appeals on board of the Bolivia. Seventeen proved their eligibility to land, and three were sent to keep company to the thirteen who had been rejected the day before. The board then accorded a third hearing to this batch of sixteen, and decided to release three, thus leaving thirteen rejections.

To-day every one of the rejected men, including those on the steamship Britannia, will be given a final rehearing, after which the board will close the inquiry and forward its report to the proper authorities. At the hearing to-day, Mr. A. N. Howell, special deputy collector of the port, will be present as deputy

commissioner of immigration. In ports where there is no commissioner of immigration, the collector of the port is acting deputy commissioner, as the immigration bureau is under the treasury department.

"The Immigrants," Sunday, October 30, 1898, p. 1, c. 5 and 6.

The board of inquiry of the immigration bureau, Messrs. Robinson, Holman, Baker and others, closed, yesterday, its labors, after hearing several appeals from immigrants who had been rejected, both on the Bolivia and on the Britannia. On this final rehearing, Special Deputy Collector of Customs, A. N. Howell sat with the board, as it was through the collector's office that the special appeals were filed. Of the twenty men, previously rejected on the steamship Britannia, seven were allowed to land, while the thirteen on the Bolivia were not permitted to go ashore. It is strange how the number 13 has played a conspicuous role in this immigration matter. The immigrants were 1368 in number on the Bolivia. Thirteen were finally rejected, and the same fateful figure stands for the total which was refused on the Britannia, so that thirteen men on each vessel will have to be taken back to Italy. Further-more, the inspectors began work on the Bolivia on the 26th of October--twice thirteen being twenty-six.

Mr. Howell took action yesterday in regard to the two stowaways on the Bolivia. He fined the captain of the vessel \$10 in one case, as the stowaway was not included on the manifest,

although he was declared, by the commander of the ship, to the inspectors when they boarded the Bolivia. In regard to the other party, it was clearly proven that he had paid for his ticket, but somebody on the other side of the ocean had pocketed the money and left the ignorant peasant lad to his fate, on board of the vessel. Both men were sent below decks, to be returned to Italy.

Captain Craig, commander of the Bolivia, finds it very inconvenient to have the rejected immigrants watched, in order to prevent their escape. He tried to make arrangements with Sheriff Unlacke to keep the immigrants in the boarders' department of the parish prison, but the Italian consul objecting to that proceeding, another plan was arrived at. Two Boylan police officers and two customs inspectors were placed on guard aboard the Bolivia.

Messrs. E. B. Holman, N. J. Arbeely, Sam A. Eppler, B. W. Baker, L. H. Robinson and Joe D. Mically, the visiting inspectors, will leave this evening for their respective stations, at New York, Baltimore, and Norfolk.