

THE WAR IN
SOUTH AFRICA.Boers Deal a Heavy Blow to British
Forces.Surround Two of the Crack Regiments and
a Mountain Battery.The British Obligated to Capitulate
After Heavy Loss—Forty-Four
Officers Among the Captured
Soldiers—Boers Also Reported
to Have Suffered Heavy Loss.

LONDON, Oct. 31.—The War Office has received a dispatch from General White, commanding the British forces at Ladysmith, reporting that the Royal Irish Fusiliers, Mountain Battery No. 10 and the Gloucestershire Regiment were surrounded in the hills by Boers, and, after losing heavily, were obliged to capitulate.

LONDON, Nov. 1.—An ominous curtain has again descended upon affairs in Natal. No dispatch except the official telegrams of General Sir George Stewart White has thus far been permitted to mention the disaster to the British forces, and no telegram from Ladysmith has been received in London since the advice from the British commander. This gives rise to a belief that communications have already been cut, in which event some time must elapse before details regarding British losses are received.

If the War Office officials have received information on this point they have refrained from publishing it. General White's estimate that the British losses were about ninety is evidently quite separate from the probable losses in killed and wounded among the captured battalions.

On this point there is the greatest suspense among the relatives of the prisoners. It is supposed that the stampeding of the mules meant the carrying away of the reserves of ammunition, and that the troops capitulated after firing the rounds each man carried.

The following is the text of General White's dispatch:

"Ladysmith, Oct. 30—10:45 p. m.—I have to report a disaster to the column sent by me to take a position on the hill to guard the left flank of the troops. In these operations to-day the Royal Irish Fusiliers, No. 10 Mountain Battery and the Gloucestershire Regiment were surrounded in the hills, and, after losing heavily, had to capitulate. The casualties have not yet been ascertained."

"A man of the Fusiliers, employed as a hospital orderly, came in under a flag of truce with a letter from the survivors of the column, who asked for assistance to bury the dead. I fear there is no doubt of the truth of the report."

"I formed a plan in the carrying out of which the disaster occurred, and I am alone responsible for the plan. There is no blame whatever to the troops, as the position was untenable."

General White in a subsequent dispatch says:

The following is a list of the officers taken prisoner to-day:

Staff Major Adaye.
Irish Fusiliers—Colonel Carleton, Major Munn, Major Kincaid, Captain Burrows, Captain Rice, Captain Silver, Lieutenant Heard, Lieutenant Southey, Lieutenant Phibbs, Lieutenant McGregor, Lieutenant Holmes, Lieutenant Kelly, Lieutenant Dooner, Lieutenant Kentish, Lieutenant Killehan, Lieutenant Jewdine, Captain Matthews.
Of the above, Captains Rice and Silver, and Lieutenant Dooner were wounded.

Gloucestershire Regiment—Major Humphrey, Major Capel-Cure, Major Wallace, Captain Duncan, Captain Conner, Lieutenant Bryant, Lieutenant Nesbitt, Lieutenant Ingham, Lieutenant Davey, Lieutenant Temple, Lieutenant Radice, Lieutenant Breul, Lieutenant Hill, Lieutenant Smith, Lieutenant MacKenzie, Lieutenant Beasley, Lieutenant Grant.

Of the above, Captains Duncan and Conner were wounded.
Royal Artillery—Major Bryant.
Mounted Battery—Lieutenant Wheeler, Lieutenant Nugent, Lieutenant Moore, Lieutenant Webb.

While minor reverses were not wholly unexpected, nothing like the staggering blow General Joubert delivered to General White's forces yesterday was anticipated. The full extent of the disaster is not yet acknowledged, if it is known at the War Office. The loss of effective men must be appalling to a General who is practically surrounded. Two of the finest British regiments and a mule battery deducted from the Ladysmith garrison weakens it about a fifth of its total strength, and alters the whole situation very materially in favor of the Boers, who have again shown themselves stern fighters and military strategists of no mean order.

The disaster cost the British from 1,500 to 2,000 men and six seven-pound screw guns, and as the Boer artillery is already stronger than imagined, the capture of these guns will be a great help to the Boers.

Further news must be awaited before it is attempted to fix the blame where it belongs. General White manfully accepts all the responsibility for the disaster, which apparently was at least partly due to the stampeding of the mules with the guns.

From the list it will be seen that forty-two officers were made prisoners, besides a newspaper correspondent, J. Hyde.

The interest in the news was universal, pervading all classes and conditions of London's populace. The newspaper extras were eagerly read in business houses, in the streets and by women in their carriages.
Then there was a rush to the War Office, which by noon was surrounded with private carriages and hansom.

while many of the humbler class of people came on foot, all waiting and watching for the names they held dear. Never was the old saying, "Bad news travels quickly," better exemplified than to-day. By noon gloom and bitter sorrow prevailed throughout the British metropolis.

An official of the War Office said to a representative of the Associated Press: "The disaster is more likely due to the error of our younger officers to distinguish themselves, obtain mention in the dispatches and earn the Victoria Cross than to the fault of that splendid Indian veteran, General White, in spite of his avowal."

As the day wore on, the crowd around the War Office swelled to enormous proportions, and at Gloucester, the home of many of those engaged, the wildest excitement prevailed.

The throngs of visitors at the War Office remained all day. Anxious people practically fought their way to the notice board. Most affecting scenes were witnessed. Many women were heard to gasp: "Thank God, he's alive at any rate," as they found the name of some beloved one on the list of prisoners. The sidewalks were packed with solid masses awaiting their turn to enter.

There was a continuous stream of callers at the War Office until a late hour, everybody anxiously inquiring regarding yesterday's casualties, but the War Office declared that nothing had been received since Gen. White's dispatch communicating the news of the capture of the Royal Irish Fusiliers and the Gloucestershire regiments. This delay in getting further intelligence is attributed in part to the breakdown of the East Coast cable, but it stands to reason that the War Office must be possessed of further news which it is probably not thought advisable should be published as yet.

The disaster has caused a feeling akin to consternation, and in Gloucestershire and the North of Ireland, where the captured regiments were recruited, the blackest gloom prevails, families awaiting with beating hearts the names of the killed and wounded, which are fully expected to reach a high figure. Many homes are already in mourning in consequence of the losses sustained by these regiments in previous engagements. Public anxiety was increased by a special dispatch from Ladysmith published in the late editions of the London papers to the effect that before darkness yesterday the Boers recaptured the old position held by their heavy artillery, which General White had reported silenced by the guns of the naval brigade from the Powerful, and had opened fire again.

The dispatch further says: "The enemy are again closing in, the situation is one of grave anxiety. Beyond doubt the Boer movement yesterday (Monday) was a ruse to draw General White into the hilly country and away from the British camp."

This last sentence is significant, and confirms the opinion of military experts that General White is allowing himself to be out-generaled by Commandant General Joubert.

From the scant advice received up to 11 p. m. it seems tolerably certain that the disaster was a simple repetition of the battle of Majuba Hill, though on a large scale. The two regiments were allowed to march into a trap set for them by the Boers. It is simply a case of the Boer spider and the guileless British fly. In fact, the whole engagement of Monday seems to have been brought on by Commandant General Joubert, who skillfully conceived a significant trap, out of which, as the official dispatch shows, Sir George White only escaped with difficulty.

General White advanced with the idea of driving the Boers from the hill seven miles out, which General Joubert made an ostentatious show of fortifying on Sunday. The Boer commander left a force sufficient to draw General White, while the mass of the Boers moved stealthily round the British right to deliver a flank attack, and to endeavor to cut off General White from Ladysmith. The British commander succeeded in beating off the attack, but only with great difficulty, and during the fighting movement, his troops suffered from a lack of food.

Harsh things are said in military circles of the British tactics which have made possible the ambush of the Eighteenth Hussars at Glencoe and now the loss of two fine regiments. It is feared that Sir George White is no match for the Boers in that cunning by which the Boers are believed, and it is pointed out that if the British commanders continue to lead their men into obvious traps further disasters must be looked for.

An interview is published with a British officer, whose name is withheld, but who is described as a "well known general with a distinguished record during the Indian mutiny," in the course of which he passes severe criticism upon the conduct of the campaign.

"Yesterday's disaster," says the officer, "is only another proof of serious blundering. Although Sir George White is a good regimental commander, he does not seem to excel in strategy or the management of a big division. I regard the Glencoe business as another example of blundering."

Proceeding to discuss the engagement at Glencoe, the officer observes: "Some of the enemy's officers were allowed to occupy and plant guns on Talana Hill. Nothing was done to stop this until the following morning. As for yesterday's casualty, it seems to me that the two regiments should have been allowed to separate themselves from the main body, especially with a considerable swarm of the enemy against them. I know I am expressing the opinion of many military officers. We are disappointed with the War Office for having prematurely given the substance of glowing reports of victories without equal frankness and promptitude in disclosing the circumstances discounting these reports."

Sir George White's honest admission of responsibility and the terms of his dispatch are regarded in some circles as virtually placing his case in the hands of the home authorities, and it is even rumored late this evening that the War Office has already decided to supersede him. The report, however, is discredited in well-informed quarters.

About 6,000 fresh troops will arrive at Cape Town on Sunday next from England, and will be available to reinforce Sir George White. Transports will be sent to him.

(Continued on Seventh Page.)

THE SINKING
OF THE CHICAGO.It Has Not as Yet Been Definitely
AscertainedHow Many Lives Were Lost in the New
York Harbor Disaster.People Leaped Overboard by the
Dozens, Many Without Waiting
to Put on Life Preservers—Cap-
tains of the Two Vessels to Be
Arrested on Charges of Man-
slaughter.

NEW YORK, Oct. 31.—It is not definitely known how many persons were on board the ferryboat Chicago, which was cut down by the Savannah Line steamship City of Augusta this morning about 1 o'clock as the ferryboat was crossing to the east side of the North River, but the number is variously estimated at from fifty to 100. John Bryson is known to have been aboard, and he was recovered. Fireman Vroom of the Chicago is missing, and is thought to have been caught in the hold. It is not improbable that other lives were lost.

When the Chicago left Jersey City at 12:44 a. m. Captain William Durham was in the forward pilot-house, directing the boat personally, and one of his deckhands was at the wheel. The night was perfectly clear. The tide was ebbing fast, and Captain Durham was on this account obliged to keep his boat headed well up stream. As he neared the New York shore he put his helm over to head into the slip, and the Chicago swung around the Captain's wharf, and one of the City of Augusta's deckhands was at the wheel. The night was perfectly clear. The tide was ebbing fast, and Captain Durham was on this account obliged to keep his boat headed well up stream. As he neared the New York shore he put his helm over to head into the slip, and the Chicago swung around the Captain's wharf, and one of the City of Augusta's deckhands was at the wheel.

A scene of wild excitement followed. The passengers, most of whom had risen to go to the forward end of the ferryboat to be prepared to leave as soon as she reached her slip, made a wild scramble for life preservers. Fortunately there were few women aboard—no more than five or six. At first they were shoved to the rear. George Blumenberg and George Ray, truckmen, who were coming to the city with their loads of milk, jumped into the midst of the struggling mass and yelled:

"Hands off; the women first. Save the women!"

A score of men took up the shout, and in a trice the women were fitted with life preservers. The small number of passengers did not exhaust the supply of life preservers, but many in their excitement did not stop to put them on, but leaped overboard unprovided. It is feared that some such persons must have gone down in the chilly waters before help came.

The deckhands displayed commendable courage. Captain Durham and Chief Engineer Penfield set them splendid examples. Captain Durham was the last man to leave his boat. He kept up a constant call for help with his whistle, and when he finally left he tied the whistles to keep up the sounds, and when the Chicago finally went down she did it with her whistles blowing. Engineer Penfield kept his hand on the throttle until the water put out his fires, and he had scarce time to run on deck and jump overboard when the boat went down.

"Don't get excited. She won't sink," the deckhands cried as they ran among the passengers. "Plenty of time."

They managed to reassure the majority of the passengers.
Captain Durham saw the Chicago was doomed, and he gave the command for all hands to go up on the upper deck. This created a new panic, and people by the dozen leaped overboard and struggled to get away from the vortex when it came.

The City of Augusta found herself unable for a few moments to get out of the hole she had made. Her anchor chains were entangled in the splinters, and despite her reversed engines she was unable at first to move more than pull the Chicago down stream with her. The City of Augusta's nose was clear into the Chicago's hull. She finally managed to get clear and backed away. No effort was made by her crew to lower boats to help the passengers of the Chicago, who were then in the water by the score, their cries being plainly audible on shore.

The tugboat Chauncey M. Depew reached the scene before the Chicago sunk and took thirty-five people from the ferryboat and out of the water. The fireboat, the policeboat Patrol and several launches were called to the scene, and did valuable work in rescuing people. Several small boats were sent out from the neighboring piers, and in ones, twos and threes the drenched, chilled and sometimes unconscious passengers were brought into the piers, where they received needed attention.

John Bryson, who was drowned, was the driver of a United States mail van, going to the New York Postoffice. Besides the vehicle in Bryson's charge, there was on the Chicago a truck belonging to the Adams Express Company containing \$8,000 in silver bars, two produce trucks, two milk trucks and one other wagon.

Coroner Bausch, after consultation with the harbor police, decided to issue warrants for the arrest of the captains of the steamship City of Augusta and ferryboat Chicago, on the charge of manslaughter.

Mrs. Mary Weil of Brooklyn called at police headquarters to-day and stated that her husband, Alexander Weil, a coal dealer, was missing, and that she feared he was on the Chicago.

Word was received at police headquarters from Brooklyn that a man named Carl McCready had been reported missing. He was a Brooklyn man, and is supposed to have been on the Chicago. The police think that the body of a woman which was picked up in East River, off Eighty-second street, is one of the bodies of the victims.

GANS WON.

Receives the Decision in His Fight
With McFadden.

NEW YORK, Oct. 31.—At the Broadway Athletic Club to-night Joe Gans, the colored lightweight of Baltimore, received the decision over George McFadden, the white lightweight of New York, after one of the hardest fights witnessed at this club in a long time.

This was the third meeting of the men, the other two bouts resulting in a decision for McFadden on a knockout and a draw. To-night they met to go twenty-five rounds at 133 pounds, and when they entered the ring both men were in the best of condition.

McFadden departed from his usual tactics of blocking until his opponent had worn himself out with his own exertions, and then going in for a knockout. He was aggressive from the start, and acted as if confident of scoring a knockout in short order, but Gans was too clever by far for him, and he figured from the start. Time after time he staved off Mac's rushes with straight lefts, and swung repeatedly with his right to the jaw, but McFadden seemed to be made of iron, and refused to be put out. Mac's best work was with his left, and Gans showed the effects of it at the finish. After the fight Gans' manager challenged Ernie O'Brien for \$5,000 a side for the lightweight championship of the world.

REVOLT IN COLUMBIA.

Seven Insurgent Vessels Destroyed
and Many Lives Lost.

COLON (Columbia), Oct. 31.—A report has reached here that on October 24th two armed Government steamers destroyed seven insurgent vessels, one of the latter sinking with it, is rumored, 200 soldiers. The Government troops were victorious in pitched battle with the insurgents near Bucaramanga. The insurgent leader Uribe was killed and the insurgent leader Ruiz taken prisoner. It is now believed that the revolution is ending.

Embassador Pauncefote.

LONDON, Oct. 31.—Lord Pauncefote, the British Ambassador to the United States, will be accompanied on the White Star steamer Oceanic, which sails from Liverpool for New York to-morrow, by G. Lowther, the new Secretary of the British Embassy at Washington, and R. Bromley, honorary attaché of the Embassy, who is engaged to be married to Lord Pauncefote's daughter. The Ambassador expects to remain in Washington until April, but if the Alaskan boundary dispute is not settled by that time, and a chance of agreement on the question is apparent, he will remain longer. Lord Pauncefote had a conference with the United States Ambassador, Joseph H. Choate, to-day.

Had a Terrible Experience.

LONDON, Oct. 31.—Details have been received regarding the British ship Scottish Hills, Captain Blackmore, which was reported as arriving at Calcutta on October 9th from Port Blakeley, April 25th, damaged and with deckload jettisoned. She encountered a gale on May 2d, in which her stanchions were started and the deckload jettisoned. She was subsequently in latitude 4 north, longitude 170 west, when she struck by a tornado, and her sails were blown off, and in a hurricane that followed, she was thrown on her beam ends, her wheel was carried off, she sprung a leak, the main winch was torn up, taking with it a portion of the main deck, and various other damage was sustained.

Philippine Commission.

WASHINGTON, Oct. 31.—The Philippine Commission will be formally received by the President at 10 o'clock to-morrow morning. At the session of the commission to-day it developed that their report may possibly be completed until very near the meeting of the President. The President may want certain information now in the hands of the commission for use in the preparation of his message, and the conference at the White House to-morrow will give opportunity for an exchange of views. To-day's session consisted only in further blocking out the commission's report and actual work can hardly be said to have commenced.

Spain Claims Islands in Philippines.

MADRID, Oct. 31.—A sensation was caused in the Senate to-day by the declaration of Count d'Almenara that, owing to the ignorance of the Spanish-American Peace Treaty Commissioners, three islands in the Philippine group, both north of Luzon and in the scope of the treaty. These islands, he asserted, ought to be made the basis of negotiations for the liberation of the Spanish prisoners.

Mail Went Down With Ferryboat.

WASHINGTON, Oct. 31.—The Treasury Department has received information that all of the treasury mail which left New York yesterday evening at 4 o'clock for the sub-treasury in New York went down in the ferryboat Chicago. It is expected that practically all the letters, warrants and drafts will be found on recovery to be decipherable, and in that event little delay will be experienced in sending duplicates. No money was sent by that mail.

Captain Ludlow Retired.

WASHINGTON, Oct. 31.—Captain Nicol Ludlow has been retired with the rank of Rear Admiral in the navy on his own application, after thirty years' service, and under the terms of the personnel bill conferring one grade in rank in case of such retirement. Captain Ludlow is a non-in-law of Mrs. Washington McLean and brother-in-law of Mrs. Hazen.

An American Steamer Ashore.

NASSAU (N. P.), Oct. 31.—The American steamer Celina, Captain Murray, of Bath Me, from Philadelphia October 9th for Galveston, is ashore off Abaco, and signaling for assistance, but is not approachable.

M'KINLEY IN
OLD VIRGINIA.The Chief Magistrate of the Nation
Visits RichmondTo Witness the Launching of the Torpedo
Boat Shubrick.The President Given an Enthusiastic
Reception on His Arrival
at the Southern City, Though
the Scheduled Parade Had to
be Postponed on Account of a
Heavy Rainstorm.

RICHMOND (Va.), Oct. 31.—The torpedo boat Shubrick was launched here to-day in the presence of President McKinley, many members of his Cabinet, Governor Tyler of Virginia and an immense outpouring of people. The demonstration was marred in some of its features by a heavy rainstorm. The civic carnival parade had to be abandoned until to-morrow. But the people, residents as well as visitors from other Virginia cities and points outside who came to witness and see the President, were enthusiastic.

The Presidential party arrived on time, and as it rolled through the suburbs of the city the howitzer battery fired a Presidential salute. At Elba Station, at the West End, where the President embarked and took a carriage, he was formally welcomed by Mayor Taylor, and responded with a brief speech.

Immediately after this ceremony the party was driven to the Jefferson Hotel and held an informal and somewhat enforced reception in the Franklin-street lobby of the building. It is estimated that a thousand persons shook hands with him before he would permit the police to take the way for him to go to his private apartments.

A little later luncheon was served in the dining rooms of the hotel, some 300 persons sitting down, and then the Presidential party was driven to the ship yard, the President being cheered warmly along the route. At the yard entrance an immense crowd had assembled. The President, having been introduced from the stand by Mayor Taylor, spoke as follows:

"Mr. Mayor, Ladies and Gentlemen: I am glad to meet my fellow citizens of Richmond, and to join with them in this interesting celebration in honor of the launching of the torpedo boat Shubrick, built in this city, of American material, by the labor of American workmen, for the use of the American navy. I congratulate the builders and workmen upon this evidence of their skill and industry, so creditable to the manufacturing company and so highly commended by the officers of the Government."

"This is not the first contribution which Richmond has made to our splendid navy. She equipped the warship Texas with all her machinery, boilers and engines, which were tried and tested with entire satisfaction in the brilliant naval engagement in the harbor of Santiago, when that vessel so gloriously assisted in the destruction of Cervera's fleet, winning a memorable victory and hastening an honorable and enduring peace."

"I heartily rejoice with the people of this great city upon its industrial revival, and upon the notable progress it is feeling in all of its business enterprises. You are taking advantage of the commercial opportunities of the hour. You are advancing in manufactures, extending your markets and receiving a deserved share of the world's share."

"What can be more gratifying to us than the present condition of the country. A universal love of country and a noble national spirit animate all the people. We are on the best of terms with each other, and on most cordial relations with every power in the earth. We have ample resources with which to conduct the Government. Our credit is not menaced. Money is abundant in volume and unquestioned in value."

"Confidence in the present and faith in the future are firm and strong and should not be shaken or unsettled. The people are doing business on both principles, and should be let alone—encouraged rather than hindered in their efforts to increase the trade of the country and find new and profitable markets for their products. Manufactures are being so active and so universally enjoyed throughout the States. Work was never so abundant. The transportation companies were never so taxed to handle the freight offered by the people for distribution. The home and foreign markets contrived to be so prosperous. Happily, the latter has increased within any return of the former. Your locomotives go to Russia, the watch cases from my little city of Canton to Geneva, the bridges of Philadelphia span the Nile, and the products of the American farm and factory are carried upon every sea and find welcome in most of the ports of the world."

"In what respect would we change these happy conditions—what promises they give of the future? The business activity in every part of the country, the better rewards to labor, the wider markets for the yield of every farm and shop, the increase of our shipbuilding, not only for Government but for purposes of commerce; the enormous increase of our export trade in manufactures and agriculture, the great comforts of the home and the happiness of the wonderful uplifting of the business conditions of Virginia and the South and of the whole country, make this not only an era of good will, but an era of good times."

"It is a great pleasure to me to stand in this historic Capitol and look into the faces of my countrymen here assembled, and to feel and to know that we are all Americans standing as one for the Government we love and mean to uphold, united for the honor of the American nation and for the faithful fulfillment of every obligation which national duty requires. I cannot forget—I would not forget in this presence—

to make acknowledgment to the men of Virginia for their hearty and patriotic support of the flag in the war with Spain, and for their continued and unflinching loyalty in the suppression of the insurrection in Luzon against the authority of the United States. They came in swift response to the call of the country—the best blood of the State, the sons of noble sires, asking for service at the battle front where the fighting was the hardest and the danger the greatest. The rolls of the Virginia volunteers contain the names of the bravest and best, one of them the descendant of the most illustrious Virginian of its earliest and latest times. They have shed their blood for the flag of their faith, and are now defending it with their lives in the distant islands of the sea. All honor to the American army and navy. All honor has been shown the men returning from the field of hostilities, and all honor attends those who have gone to take their places."

"My fellow citizens, two great historical events, separated by a period of eighty-four years, affecting the life of the republic and of awful import to mankind took place on the soil of Virginia. Both were participated in by Virginians, and both marked mighty epochs in the history of the nation. The one was at Yorktown in 1781, when Cornwallis surrendered to Washington, which was the beginning of the end of the war with Great Britain and the dawning of independence and union. The great Virginian, Sage and patriot, illustrious commander and wise statesman, installed the republic in the family of nations. It has withstood every shock in war or peace from without or within, experiencing its gravest crisis in the civil war. The other at Appomattox, was the conclusion of that crisis and the beginning of a unification now happily full and complete, resting in the good will and fraternal affection of one toward another of all the people. Washington's terms of peace with Cornwallis secured the ultimate union of the colonies, those of Grant with Lee the perpetual union of the States. Both events were mighty gains for the human family, and a proud record for a nation of free men. Those were triumphs in which we all have a share. Both are common heritage. The one made the nation possible, the other made the nation imperishable. Now no jarring note mars the harmony of the union. The seed of discord has no sower now so soon upon which to live. The purveyor of hate, if there be one left, is without following. The voice which would kindle the name of passion and prejudice is rarely heard and no longer heard in any part of our beloved country."

Lord of the universe
Shield us and guide us;
Trusting Thee always
Through shadow and sun.
Thou hast united us;
Who shall divide us?
Keep us, O keep us,
The many in one.

"Associated with this great commonwealth are many of the most sacred ties in our national life. From here came forth many of our greatest statesmen, and heroes who gave vigor and virtue and glory to the republic. For thirty-seven of the sixty-one years from 1789 to 1850 sons of Virginia occupied the Presidential office with rare exceptions. A period covering more than one-fourth of our nation's existence. What nation can have a greater heritage than such names as Washington, Jefferson, Madison, Monroe and Marshall. Their deeds inspire the old and the young. They are written in our nation's life. From here came forth many of our greatest statesmen, and heroes who gave vigor and virtue and glory to the republic. For thirty-seven of the sixty-one years from 1789 to 1850 sons of Virginia occupied the Presidential office with rare exceptions. A period covering more than one-fourth of our nation's existence. 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