MORE SHAMROCK SECRETS.

PLANS TO GO ON INCREASING HER SPREAD OF SAIL APPARENT.

YACHTSMEN AWAITING THE CHALLENGER'S TRIAL SPIN ABOUT TO TAKE PLACE—NEW CONTRIVANCES IN RIGGING WHICH MAY BE COPIED.

At 9 o'clock yesterday morning the Shamrock was lying to at anchor off Tompkinsville, Staten Island, without her canvas bent. At that hour Captains Hogarth and Wringe, who went to the city on the previous evening, had not returned. David Barrie, the representative of Sir Thomas Lipton in America, was still in Boston surveying the alterations on the Shamrock's tender, the steamer Plymouth. Captain Matthews, of the steam yacht Erin, who is with Mr. Barrie on the same business in Boston, was also away. It had been hoped that the challenger would start out yesterday from Sandy Hook to take her first spin in American waters, but there was not a square inch of a mainsail in sight, and the absence of all the captains tended toward the belief that the yacht would not take her first outing until a subsequent day. Moreover, Captain Matthews of the Erin was reported by telegram to have said in Boston on the previous evening that the Shamrock would "not make her trial spin until Monday next, and in no event until Mr. Fife came aboard."

The tug Lawrence, one of the steam fleet chartered for the Shamrock's use, left Tompkinsville early yesterday morning to bring certain sails and spars from the city. She took eight of the Shamrock's crew with her to handle the material. Later in the day she returned with spars and sails. The peak and throat halyards are rove in place and all the standing rigging is set up, so that everything seems to be ready for the vessel to go out when her canvas is bent.

There are three shrouds on each side of the mast that are set up with turnbuckles and lead from the crosspiece to the bounds. The topmast shroud leads over the end of the crosstree to the top of the topmast in the usual way. On the spreader there is a hook about five feet from the mast, and over this a fifth shroud leads to the lower masthead.

On each side of the mast, just back of the forward strut, there is a light round steel spreader, less than two inches in diameter. Each of these is about five feet long, and they each carry a small steel spreader that leads from the bounds to the deck. It is not known yet how the jaws of the gaff get past these spreaders when it is being hoisted. Some say that the slight shrouds are loosed at the deck and that the small spreaders swing forward to let the gaff past. Others say that as the mainsail goes up one of the crew will sit on the spreader of the forward strut and attend to a special mechanism at the end of the gaff which allows the spar to pass these after spreaders. In any case, it does not look like an arrangement that would readily lend itself to a sudden call for reefing, and it is clear that Mr. Fife does not expect to be obliged to reef the Shamrock while in a race.

NEW WRINKLES IN RIGGING.

The arrangement is entirely new to American yachtsmen, and among other peculiarities in the rigging of this vessel there is a stationary lift or preventer on the spreaders. This is a light steel stay that comes down from the topmasthead to each side of the spreader and goes no further. It seems to be designed to prevent the strain on the spreader from crushing it downward.

There is a new wrinkle here shown in the rigging of the lower mast backstays, and it's a first class one. The markstay at its topis a bridle, the ends of which are attached to the top of the lower masthead and at the bounds. On this bridle is a single block, from which descends the steel rope of the ordinary backstay, and the improvement is this, that the new arrangement stays both the mast and the masthead at the same time. This scheme will no doubt be soon copied on this side of the water, as its advantages are seen at a glance. The topmast backstays set up far aft on the counter, and in this way give the best possible support to the upper stick.

The spars now put in place on the Shamrock are those with which she sailed the alleged races with the Britannia, and one of the captains of the vessel said on Tuesday: "We still have one or two more surprises to exhibit on this boat."

So it and one of these surprises will be the final racing rig that will be shown by the challenger just before the race series comes on, and when it will be too late for the Columbia to call for a larger sail plan for herself. There is a steel mast ten feet longer than the present spar, and there is a model topmast seventy-one feet in length, or more than eight feet longer than the one now in use. The steel staff that arrived lately is sixty-seven feet six inches in length, and as already told in these columns it is twelve inches in diameter where the peak halyards make the bulge, tapering to seven inches at the jaws. There is also a gaffpolesail yard to arrive, which Fife ordered before he sailed, and the length of this is not known, but it will be longer than the present one, which is sixty-two feet six inches long.

This all means that the newspaper men are not going to tell the whole story about the Shamrock when they tell of her coming trials off Sandy Hook. It will be a good story so far as it goes, sure as well not and cannot be the final truth about the Shamrock's paces. Until she does the Columbia racing rig with which she will meet the Columbia it will be to some extent guesswork as to what she can do with the home defender in light airs. For practical yachtsmen there is going to be a lot of good reading in the reports of the Shamrock's tests. The pores of the Columbia in light airs are now well known. She is the fastest thing in such weather that America ever knew, but she has been seen so often that it will not be necessary to dispatch her alongside to make a trial comparison on seeing the Shamrock perform, though, as already stated, that judgment can be accepted till the challenger takes on her big rig.

As seen off Tompkinsville yesterday the length of the hull between her mast and the end of the bowsprit was especially remarked. The mast is stepped far aft, much further in proportion than in the Columbia, and this leaves a baby triangle for forward canvas. The steel main boom now in use is only a trifle over 105 feet in length, and while not venturing any decided opinion, some of the "yacht sharps" have seriously asked whether the challenger could avoid carrying a bee boom with such a peculiar amount of head canvas.

As to this a well known expert said yesterday: "It looks to me as if Fife had been obliged to strengthen the mast well all along the hull, as he set it in a strong part of the vessel. The Columbia's mast is stepped considerably forward of where the keel comes up to the upper hull. But the Columbia is a much stronger vessel, and may be better able to stand the strain of the mast in the shallow, canoe-like portion of the hull."

NINE VESSELS NOW IN LIPTON'S FLEET.

Another vessel has been added to the Lipton fleet attendant on the Shamrock. This is a large and apparently new barge, which is now at Tompkinsville and will follow the Shamrock wherever she moves. This barge is for carrying the spare and exchange spars. Some of these are too large to be carried on the tenders and take engaged in the Shamrock's service. They must, however, be continually within instant reach, and the vessel will anchor near the challenger at Sandy Hook Bay during the preliminary and final tests. The vessels now forming the Lipton fleet are nine in number. They are as follows: The steam yacht Erin, the two tenders, Plymouth and Nonowantuc, the tug James A. Lawrence, two launches, the tug Adelaide (for extra works, the Shamrock herself and the spar barge.

The further material for the Shamrock which arrived on the Ethiopia, of the Anchor Line, from Glasgow, was removed yesterday to the Erie Basin warehouse. There was one spar and a case of steel fittings for the bowsprit rigging.

In addition to the alterations already noticed in The Tribune as being made on board the newly chartered tender Plymouth, now at Boston, it was learned yesterday that two upper staterooms will be opened into one large room to be fitted as a bathroom. Accommodations will be arranged for William Fife, the designer of the Shamrock, for whose use an upper stateroom will be prepared. The crew will use the main deck, as will also a corps of skilled sailmakers under Mr. Ratsey, who also will have an apartment on board.

The new officers of the vessel will make use of the rooms now used by the others, and also will have the present public dining saloon converted to their needs. The entire crew aboard from officers to seamen, will number about seventy men. Captain Wolfe, who now commands the Plymouth, and also Engineer Chambers, remain with her, as arranged in the agreement under which the vessel is chartered. Mr. Barrie is coming to New-York via Newport, having left Boston on Tuesday.

From advices received last night it is thought probable that the Shamrock may make her first trip out into the ocean today.

TOO BUSY TO MEET SIR THOMAS.

Albany, Aug. 30.—Owing to previous engagements, Governor Roosevelt has had to decline the invitation to head the delegation that will meet Sir Thomas Lipton, the owner of the Shamrock.

BIG LARCHMONT REGATTAS.

FINE SPORT PROMISED FOR SATURDAY AND MONDAY.

The fall regatta of the Larchmont Yacht Club will be one of the most important of the season. It will be sailed on Monday, and is to follow the special races to be sailed on Saturday. Members of the New-York, Eastern, Seawanhaka-Corinthian, Atlantic, American, New-Bedford, New-Haven, New-Rochelle, Corinthian of Marblehead, Hull, Indian Harbor, Riverside, Horse Shoe Harbor, Corinthian Yacht Club of Philadelphia, Sea Cliff, Knickerbocker, Huguenot, Shelter Island and Manhasset Bay Yacht clubs have been invited to enter their yachts.

In mixed rig races schooners are to be rated at 85 per cent and yawls at 95 per cent of their racing length. Prizes will be offered in each class wherein two yachts start with full intention of completing the course, and in each class wherein four or more yachts start with like intention a second prize will be given, and in each class wherein five or more yachts start with like intention a third prize will be given.

The racing yachts will be classified and started as follows:

SCHOONERS—SERIES A.

Class A—All over 95 feet racing length.
Class B—Not over 95 and over 85 feet racing length.
Class C—Not over 85 and over 75 feet racing length.
Class D—Not over 75 and over 65 feet racing length.
Class E—Not over 65 feet racing length.

SLOOPS, CUTTERS AND YAWLS—SERIES A.

Class G—All over 70 feet racing length.
Class H—Not over 70 and over 60 feet racing length.
Class J—Not over 60 and over 51 feet racing length.

SERIES B.

Class K—Not over 51 and over 43 feet racing length.
Class L—Not over 43 and over 36 feet racing length.
Class M—Not over 36 and over 30 feet racing length.
Class N—Not over 30 and over 25 feet racing length.
Class O—Special Knockabout class.
Knockabout class—Twenty-two feet racing length.

SERIES C.

Class P—Not over 25 and over 20 feet racing length.
Class Q—Not over 20 feet racing length.
Knockabout class—Twenty-one feet racing length.

MAINSAIL YACHTS.

Class S—All over 25 feet racing length.
Class T—Not over 25 and over 20 feet racing length.
Class V—Not over 20 feet racing length.

All entries must be lodged with the Regatta Committee, at Larchmont, not later than Saturday, September 2, at 8 o'clock p. m. The races will start at 11:30 a. m.

The special races to be sailed on Saturday will also be started at 11:30 a. m., and the judges' steamer, the C. P. Raymond, will leave the clubhouse at 10:30 a. m. on both days, and will carry a limited number of members.

The following is the schedule of races for the day:

Class F—Schooners.
Class K—Fifty-one feet racing length.
Class M—Thirty-six feet racing length.
Special Mallet class.
Class S—Twenty feet racing length.
Class T—Twenty-five feet racing length.
Twenty-five-foot and the Seawanhaka-Corinthian Yacht Club 21-foot knockabouts.

It was hoped that the Columbia and the Defender would sail at Larchmont in the Labor Day races for a special cup, and also at the Atlantic Yacht club races immediately afterward, but the Cup Race Committee of the New-York Yacht Club has ended the hopes of both these clubs by fixing the dates of the official trial races for September 2, 4 and 6. These trial races have now been taken to Newport, and will not be sailed, as heretofore, off Sandy Hook.

L. A. FISH'S DILEMMA TO BE SOLD.

Greenport, Long Island, Aug. 30.—Latham A. Fish, the well known New-York banker, announced today that he would not again sail his famous fin keel sloop Dilemma. This craft has a record of nineteen straight victories and no defeat. Before the regatta of the Shelter Island Yacht Club last Saturday, Mr. Fish said that win or lose, he would retire the Dilemma at the close of the regatta. The Dilemma won. Mr. Fish said to-day that she was for sale. Next season Mr. Fish intends to have a big steam yacht, it is said.

MODEL YACHTS ON LABOR DAY.

The Regatta Committee of the Wave Crest Miniature Yacht Club, of Bay Ridge, will have an interesting programme for its Labor Day celebration, which will begin at 10 a. m.

The American Model Yacht Club will devote all Labor Day to the sport. There will be races for first, second and third class sloops and other classes. One of the biggest day's sport ever planned in the club will begin at 10 a. m. and will continue all day, if wind and weather permit.

A special programme of races has been prepared by the Brooklyn Model Yacht Club for Labor Day. The races will be started on the Reservoir Lake at Prospect Park, at 9 o'clock in the morning. There will be a special series of competitions between first, second and third class sloops, a schooner race, and a general sweepstakes, in which all boats will start even, and the winner will be the first boat home, no time allowance being given, as in the other cases.

The New-York Model Yacht Club will hold a club regatta for model yachts off its clubhouse, at Steinway, Long Island, and as the club's fleet has increased rapidly this summer, the racing is expected to be lively. The club's course on Bowery Bay is considered to be one of the best for model yachting, the course not being much affected by the tides. Some fine craft are now flying the burgee of this club.

The Great Neck Model Yacht Club has been organized at Great Neck, and the following officers have been appointed: Commodore, James W. Alker; vice-commodore, James E. Martin; secretary, J. L. Hoyt, and treasurer, W. H. Williams. The club will hold a regatta off the clubhouse, Morton Hall.

CRICKET.

NEW-YORK-STATEN ISLAND GAME MAY BE PROTESTED.

The last contest in the championship series of the Metropolitan District Cricket League between New-York and Staten Island, which was played yesterday, is likely to be the cause of a protest by the former club. It objected to the umpiring, and especially to a decision which prevented one of its men from batting because he had not fielded. The game was closely contested, and was won by Staten Island by 14 runs. It was peculiar in many ways. The first three wickets of New-York fell for 61 runs, but the last seven yielded only 18. For Staten Island the first seven wickets fell for 48 runs, and the last three cost it 6. The principal feature of the match was the bowling of J. E. Roberts, who captured eight wickets for 31 runs. C. E. H. Griffith played a good not out innings of 30 for Staten Island, while C. Byers and A. E. Smith made their usual good stand for New-York. The score:

STATEN ISLAND.

H. B. Jackson, c and b Roberts	4
N. S. Walker, b Byers	0
C. E. H. Griffith, not out	30
R. E. Bonner, l. b. w. b Roberts	0
G. Quin, c Roberts, b Byers	2
H. Bonner, c Roberts, b Byers	5
R. S. Williams, c Roberts, b Byers	0
Charles Stewart, c Roberts, b Byers	4
W. Williams, c Smith, b Lockhart	27
F. Bonner, c Byers, b Lockhart	0
S. P. Henderson, c Hammond, b Roberts	1
Byes	4
Total	90

NEW-YORK.

A. E. Smith, l. b. w. b Bonner	15
C. Byers, b Bonner	22
J. Roberts, c Bonner, b Bonner	14
W. Hammond, c Henderson, b Bonner	8
A. Wright, not out	2
H. F. Lourtig, c Jackson, b Bonner	0
A. Brown, c Stewart, b Bonner	0
A. Lockhart, c Griffith, b Bonner	0
A. Hargreaves, not out	0
Byes	4
Leg byes	1
Total	66

GAMES TO-DAY.

The New-York and the Kings County Cricket clubs will play a game at Prospect Park today, when the latter club will endeavor to turn the tables on its opponents, which administered a defeat to it in their last contest on the same ground. Kings County has fetched its championship pennon for the season and will now contend itself with exhibition matches.

CUSTOMS LAW REVISION COMMITTEE.

G. W. J. Angell, secretary of the Executive Committee of the General Committee appointed by the Merchants' Association at the suggestion of President McKinley to revise the Customs Administrative Act and the rules under which it is enforced, yesterday received acceptances of appointment on this committee from A. H. Wilmerding, president of A. R. Whitney & Co., of New-York, agents of the Carnegie Steel Company, as a representative of the iron and steel industry; George H. Barbour, vice-president of the Michigan Stove Company, of Detroit, representing the stove industry; John Wardlow, of the Sánchez & Haya Company, Tampa, Fla., representing the tobacco interest, and Patrick O'Maria, of Peter Henderson & Co., New-York, representing the importers and growers of seeds and bulbs.

ROCKEFELLER STRIKERS BACK AT WORK.

The striking union plasterers employed on the new house which William Rockefeller is erecting in Fifty-fourth-st., near Fifth-ave., returned to work yesterday. Details patched up their trouble with Mr. Hammerstein, the contractor. The men said they had made no demand for increased wages, and attributed the differences to an infringement of union rules in the methods employed in doing the work of moulding and artificial ornamenting.

WHISKEY TRUST WILL NOT COMPROMISE.

John F. Pogue, chairman of the committee appointed by the Independent Distillers of Kentucky, has written a letter announcing the failure of the conference with Edson Bradley, vice-president of the Whiskey Trust, held at the Astor House on August 28, to limit the output of the seasons of 1899-1900 to 15,000,000 gallons. Mr. Pogue says a meeting will be held at the Gault House, Louisville, on September 7, to discuss the matter.

BRAVE RESCUE BY A BOY.

HE SAVES A LAD FROM DROWNING AND MODESTLY ASKS HIS COMPANIONS TO SAY NOTHING ABOUT IT.

A hundred persons on the pier at East One-hundred-and-thirty-first-st. and the Harlem River last night witnessed an inspiring exhibition of courage. That the hero of the incident is only thirteen years old made it all the more interesting, and when he successfully accomplished his work, after a struggle creditable to any full grown man, the cheers of the spectators were loud and hearty.

Philip Shaeffer, twelve years old, of No. 45 East One-hundred-and-thirty-fourth-st., was diving into the river from the Davis float in the East One-hundred-and-thirty-first-st. slip. The boy was suddenly attacked by a cramp and sank almost immediately. The other boys on the float and some on the pier were so frightened that they could do nothing except call for help. Their cries were heard by Herman Niggesmith, thirteen years old, of No. 31 East One-hundred-and-thirty-first-st., known around that part of the waterfront for his skill as a swimmer, and nicknamed by his comrades "Nig."

"Where's de kid wats drowndin'?" asked "Nig" as he slipped out of his coat and waist and stood for a moment on the float.

"There," cried half a dozen boys, "there where them bubbles is at!" "Nig" needed no more. Cutting the water like a knife the brave little fellow went down after his drowning companion. He was gone so long that fears for his safety were expressed, and it looked as if two were lost, instead of one. Just then Niggesmith came to the surface. He was alone. He stayed at the surface just long enough to take a fresh breath and was back under the water before he could be stopped.

When he came up again he had young Shaeffer. The boy appeared to be beyond help. Both were lifted out by willing hands, and an ambulance surgeon soon arrived to care for them. It took half an hour to restore the Shaeffer lad, but "Nig" was about as spry as ever in a few minutes.

"Say, kids," "Nig" requested when he came out, "don't youse say nuthin' about it or me ol' man'll hear it and gimme fits." The "old man" is Policeman Henry Niggesmith, of the Harlem Court Squad. He heard about the brave work of his boy, and, needless to say, the lad got almost anything except the dreaded "fits." He received several pieces of silver from admiring friends, and he got permission from his father to spend them in whatever way he wanted.

ARMY AND NAVY ORDERS.

Washington, Aug. 30.—The following Army and Navy orders have been issued:

ARMY.

Second Lieutenant NATHAN J. SHELTON, 20th Infantry, will proceed to Fort Grant for duty.

Second Lieutenant CHARLES S. FRANK, 20th Infantry, will proceed to Fort Niobrara for duty.

Second Lieutenant HAROLD S. SWANN, 43d Infantry, will proceed to Fort Ethan Allen for duty.

Second Lieutenant GEORGE CURRY, 12th Cavalry, will report to First Lieutenant CAMPBELL B. HODGES, 9th Cavalry, president of a board convened for recruiting duty in the 10th Cavalry in the vicinity of El Paso, Tex.

A Board of Medical Officers is convened at Major WILLIAM H. HALE, surgeon, Major WILLIAM H. ARTHUR, surgeon, Captain WILLIAM L. KNEEDLER, assistant surgeon, First Lieutenant DOUGLAS L. DUVAL, assistant surgeon, and First Lieutenant CLARENCE J. MANLY, assistant surgeon, is appointed to meet on board the hospital ship Missouri after the arrival of that ship at Manila, for the examination of candidates for admission into the Medical Department of the Army.

The following transfers are made, to take effect this date:

Captain EDGAR B. ROBERTSON, from the 9th Infantry to the 10th Infantry. He will be assigned to a company by the commanding officer.

Captain EDWIN V. BOOKMILLER, from the 10th Infantry to the 9th Infantry, Company E.

Second Lieutenant E. E. HAWKINS, 1st South Dakota Infantry, is honorably discharged, to take effect this date.

Second Lieutenant PAUL W. HARRISON, 47th Infantry, will proceed to Camp Meade for duty.

At the request of the officers concerned the following transfers are made, to take effect this date:

First Lieutenant THOMAS W. DWYER, from the 9th Infantry to the 10th Infantry. He will be assigned to a company by the commanding officer.

First Lieutenant WILLIAM K. NATLOR, from the 10th Infantry to the 9th Infantry, Company F.

The officers named will join the regiments to which they are transferred.

Second Lieutenant CHARLES L. BALLARD, 11th Cavalry, will proceed to San Francisco for duty with recruits at the Presidio.

Second Lieutenant JOSEPH W. AVERY, 20th Infantry, is honorably discharged from the Volunteer Army, to take effect this date.

Second Lieutenant ROY THOMAS BALLARD, 32d Infantry, will proceed to Fort Leavenworth for duty.

Captain HOBART K. BAILEY, 4th Infantry, is relieved from further recruiting duty, and will then proceed to New-York City and await further orders.

NAVY.

Assistant Surgeon W. M. GARLOW, when detached from the Annapolis will join the Prairie.

Paymaster H. H. JEWETT is detached from the Pensacola and ordered to the Nevada.

Paymaster L. C. KERR is assigned to duty at Tutuila, Samoa, and at Pensacola.

Pharmacist I. W. HUBBS is detached from the Naval Hospital, Mare Island, on three months' sick leave.

KORESHAN COLONY IN CHICAGO.

COMMUNISM IN BUSINESS AND DIRTY PRACTICES.

Chicago, Aug. 30 (Special).—"Koreshanity" has broken out on the West Side. This particular batch of religio-commercialism is to be found at Nos. 466 and 468 Lake-st. It hovers under the name of "Bureau of Equitable Commerce." It is really a little communistic colony, engaged in ordinary trade and the practice of a peculiarly miscellaneous piety. Its motive power is "Dr." Cyrus R. Teed. It is cooperative in a labor sense and in the abandonment of individual will and want to the object in view.

That object is the universal adoption of the "Koreshan system of absolute imperialism," better known as "Teedism." It is harmonious in monetary sentiment, and is that it serves as the working bottom right under the executive magistrate's financial thumb. Its chief means of support include a grocery and meat market, a bakery and restaurant, and several route wagons stocked with bread, baked goods, groceries and other domestic commodities. Exchange is made in a good deal of West Side patronage and money. There are about thirty-five men and women in the colony.

FRED C. CRUGER ASSOCIATION GAMES.

Golfers of the members of the Frederick C. Cruger Association will be held at City Island September 9. Besides the annual picnic and [illegible] the following contests will be held: One-hundred-yard dash, for men; [illegible] dash race and [illegible] for a fat man's race, for which the following have entered: Henry Sellke, Dennis [illegible], Murray, Peter Garvey, Thomas [illegible] and William Pope. The competitors [illegible] three-cornered pistol match at 100 yards.

COLTON-BLACK MONEY TO MOVE COTTON CROP.

The transfer of [illegible] to the South through the New-York Sub-Treasury for the purpose of moving the cotton crop is not as large this year as [illegible] that there is not as much cotton to be moved, but because the South, like the West, is better supplied with money than in former years. Silver dollars are taken in need in handling the cotton crop. Silver certificates of Treasury notes are deposited in the New-York Sub-Treasury, and an equivalent in silver dollars is paid out by the Mint in New-Orleans, on the order of the New-York depositor. There is a saving in express charges of $1.25 on $1,000 in making transfers through the Sub-Treasury. The Treasury Department will make transfers of silver dollars in lots of five hundred or multiples thereof, and of subsidiary coin in lots of $250 or multiples.

TESTING THE YACHT WAPITA.

The steam yacht Wapita, the purchase of which by the Government is under consideration, has been tested in a trial trip in the lower bay by a board of officers. She developed a nominal speed of twelve and one-half knots an hour. Should the yacht be accepted it is proposed to assign her to patrol work along the Florida coast in the National Quarantine Service. The Wapita is 110 feet in length and her displacement is about 300 tons.

PART OF A BODY FOUND.

Seneca Falls, N. Y., Aug. 30.—A part of the body of a man was found in the canal to-day. It was badly decomposed and there was no mark by which it could be identified. A search is being made for the other part of the body.

RUN OVER BY A CAR.

Plattsburg, N. Y., Aug. 30.—John Brooks, sixteen years old, son of Levi Brooks, of Port Henry, had both feet run over by a freight car in the railroad yard at Port Henry this morning. It will be necessary to amputate the right foot.

RACE WAR IN SAN DOMINGO

PORTO PLATA AND OTHER CITIES SURRENDER TO THE REBELS.

AN EFFORT OF THE WHITES TO WREST THE GOVERNMENT FROM THE BLACKS—AMERICANS THINK IT WILL SUCCEED.

At the office of the San Domingo Improvement Company yesterday, it was said that a cable message had been received from one of the company's agents there, announcing that the Dominion Congress had been adjourned by the Government, and that Porto Plata and other cities on the north coast had surrendered to the revolutionists.

"This is not to be construed as indicating that there has been any serious fighting," said E. D. York, secretary of the company, "or that it is a surrender to physical force. It simply means that the people have got together and expressed themselves as dissatisfied with the existing government and declared for the revolutionists. Nor does it necessarily mean that Jiminez will gain control of affairs. Our dispatch says that nothing has been heard of him for two days, that there is no violence and that business is going on as usual. The people have, of course, been influenced by the Governors of the towns, who have vested in them all the powers of a dictator. These Governors have decided it to be best to side with the revolutionists. They have told the people so, and the latter, after making a show of discussing the matter, have obeyed the governors. This will not affect business. I believe that the success of the revolutionists is practically assured."

J. H. Balch, of Greenwich, N. Y., electrical engineer for the San Domingo Improvement Company, returned from San Domingo yesterday, and was seen at the office of the company. He has been in San Domingo for several years in the interests of his company, and is thoroughly familiar with the condition of political and commercial affairs there. Mr. Balch spends most of his time at Porto Plata, the principal seaport on the northern coast, and the headquarters of the Central Railway, which is fifty miles long, and is owned by the Improvement Company.

Mr. Balch left Porto Plata on August 21, and Port Antonio, Jamaica, last Thursday.

CACERAS, WHO SLEW HEUREAUX, DEFIANT.

"On Wednesday, August 16," said Mr. Balch, "the Governor of San Francisco de Macoris, a town sixty miles from Santiago, in the interior, surrendered the town to the insurgent chief, General Ramon Caceras, the assassin who killed President Heureaux, and who has not been captured since the murder. Caceras had but three hundred men with him. The Governor of San Francisco de Macoris had a garrison of only fifty infantrymen armed with Remington rifles. The Governor offered no opposition, consequently there was no fighting and no bloodshed. Upon the surrender General Caceras at once telegraphed to the Governors of other important cities in San Domingo, who were appointed by the President, that he, Caceras, was then in supreme command at San Francisco de Macoris, adding with a fine sarcasm, that he held himself at their command. This message was a subtle defiance for them to come and take him. His invitation was not accepted by any of them. He then marched toward Porto Plata, of which General Emelio Cordero was Governor, and I see by to-day's papers that Governor Cordero surrendered Porto Plata yesterday. I think it is quite likely that all the larger towns of San Domingo, and finally the capital itself, San Domingo City, will surrender. I say this because a state of great dissatisfaction exists in such cities as Santiago, La Vega, Moca, Dajabon, Mao and Savanetta, and the seaports of San Domingo, Porto Plata, San Pedro de Macoris, Sanchez, Damana and Monte Cristy.

"The population of the republic is about half a million. Whenever a town surrenders the insurgents take the defeated Government troops with them. All Government employes, the police, watchmen, etc., are armed with Remingtons and revolvers. An American is as safe in San Domingo as he is in New-York—safer, when the trolley and cable cars are considered.

CURRENCY QUESTION AT FAULT.

"The chief cause of dissatisfaction and uprising in San Domingo is the currency question. A man who has prestige and who can obtain loans is the man the natives are seeking for as President. Jiminez is hardly the man. He is well known in New-York, Hamburg, London and Paris, where his banking houses have suspended. The chief products of San Domingo are tobacco, chocolate, fruits, wood, honey, beeswax and hides. The best mahogany in existence grows there. Mahogany is the sourcest and most valuable timber known to the lumber trade. The tobacco crops of this year will be Seized sefons, of 110 pounds each. The country is in a fine sanitary condition, the interior furnishing excellent springs for drinking water, while rain water is caught in shallow vessels for drinking purposes in the cities. There is nothing offensive in the way of sewage in any of the towns, notwithstanding the fact that there are as yet no waterworks in the republic of San Domingo, except at points along our railroad.

"As to the people—the country people, I mean—all that the boys and girls go abroad perfectly nude. The first article of apparel is invariably a hat, the next a pair of shoes. After a while the boys wear a belt and a knife, and the girls short dresses.

"Notwithstanding the present insurrection commerce is not affected. San Domingo was never so prosperous as at the present time. The present generation does not inherit the revolutionary propensities of the last and former generations. The country people do not want to fight, either for the Government or against it, and not infrequently in order to avoid military service they take to the bush."

Alexandro Woo y Gil, the Dominican Consul General, will return from Saranac Lake to-day. At the Consulate it was said that the dissatisfaction with the Government was confined to a small number, and that if the Government had fallen the Consulate would certainly have been informed, but no such word had been received. It is said that a good many Dominicans and Americans whose sympathies are divided between the insurgents and the existing Government would like to see Consul Gil back in the Presidential chair, which he formerly occupied.

A REVOLT OF WHITES AGAINST BLACKS.

Andriano Grullon, a representative in New-York of the revolutionists, was visited yesterday by a friend who for twelve years was a partner of General Jiminez in this city.

"This revolution," the visitor said, "is an effort of the white men to wrest the control of the Government from the colored element. Heureaux was a negro, Figueroa is also a negro, and practically all the men in power are negroes. In short, the negro is supreme in the Government, notwithstanding that the pure whites of the island—that is, those descended from Europeans and Indians—compose two-thirds of the population. But negro rule might have been tolerable had not the negroes virtually undertaken to drive the whites out. By oppression, confiscation, imprisonment, murder and what not, they have tried to make the island a place a white man could not live in. The white men, who comprise also the majority of the educated, enlightened and liberal people, have concluded to take things into their own hands and institute a decent government. Jiminez was on excellent terms with Heureaux, but Jiminez was the only Dominican whom Heureaux feared. Jiminez built a canal, diverted a river to its old mouth at Monte Christi, reclaimed a large logwood district from swamps, and in return received from the Government a title to all the district. Then Jiminez exported logwood, and it was the foundation of his fortune. By and by Jiminez found that he had given Heureaux $200,000, and that the latter was demanding more. He refused to give again, and he and Heureaux ceased to be such cordial friends."

NEW-MEXICO MINING MOVEMENTS.

Santa Fe, N. M., Aug. 30 (Special).—H. B. Cartwright to-day sold his option on the Crown Point group of mines at Bland, for $60,000, to ex-Senator Warner Miller and William E. Spier, of New-York, who will make extensive improvements on the property.

The Modoc Mining Company was incorporated to-day with $100,000 capital, to work the famous Modoc mines in the Organ Mountains. The incorporators are Chicago and Las Cruces capitalists.

A JIMINEZ GOVERNMENT.

ESTABLISHMENT OF A PROVISIONAL ADMINISTRATION.

GENERAL HORATIO VASQUEZ PRESIDENT—MORE DOMINICAN CITIES DECLARE FOR THE REVOLUTION.

Porto Plata, San Domingo, Aug. 30.—To-day the revolutionists established a provisional government in the city of Santiago, with General Horace Vasquez as President and General Ramon Caceres as Minister of War.

Cape Haytien, Aug. 30.—Advices received from the cities of Santiago and Porto Plata in San Domingo say that both have proclaimed in favor of General Jiminez, the revolutionary aspirant to the Presidency. A provisional government has been established at Santiago, where the presence of General Jiminez is demanded with enthusiasm by the people.

GENERAL BROOKE AND JIMINEZ.

Havana, Aug. 30.—Governor General Brooke does not know that Jiminez, the aspirant to the San Domingo Presidency, has been arrested at Santiago de Cuba, as reported. He says he received a telegram from General Wood, Military Governor of the province of Santiago, yesterday evening, asking if Jiminez should be detained, and he immediately answered in the negative.

RACE COMPLICATION CAUSES A STRIKE.

NEGRO LONGSHOREMEN AT NEWPORT NEWS REFUSE TO WORK WITH WHITE MEN WHO WILL NOT JOIN THEIR UNION.

Newport News, Va., Aug. 30.—A strike which threatens to reach serious proportions occurred this morning at the Chesapeake and Ohio docks. About two hundred negro longshoremen who belong to the local league of the National Longshoremen's League quit work unloading the Chesapeake and Ohio steamer Kanawha, from Liverpool, because fifty-three white longshoremen, who refused to join the negro union, started to take out the import cargo.

Six hundred negro wharfmen will be affected by to-day's strike, as the local union numbers that many, and none of the negroes will work with white non-union men. Black Mariner, a steveedore, who handles the longshoremen for Furness, Withy & Co., agents of the Chesapeake and Ohio Steamship Company, went to Baltimore several days ago, and it is reported that he will return to-morrow with several hundred white longshoremen to take the places of the striking negroes.

When the white men here refused to join the negro union, the leaders of that body waited on Mr. Mariner on July 29 and informed him that the men would strike in thirty days if the white men did not join the union or were not discharged. The stevedore made no reply to the negroes. He quietly left the city, and is expected to return with reinforcements. If he brings white men here to replace the colored men, trouble is feared. It is stated to-night that the Chesapeake and Ohio will put the white men at work to-morrow morning, loading cattle on the steamship Appomattox, which is almost ready to sail. The negroes, it is reported, say they will not let the white men go to work.

The white longshoremen are not opposed to joining the National League, but they will not affiliate with the negroes in the same union. They have applied for admission to the league, but the regulations prohibit more than one local organization. Since then the white men have been trying to get recognition from the National labor organizations. They have asked the American Federation of Labor for a charter. They have also appealed to the local labor organizations for assistance in their fight for right. It is reported that the longshoremen working for the United States Shipping Company will go out to-morrow.

C. E. Dodd, general manager of the Chesapeake and Ohio Railroad, arrived in the city to-night to use his influence against a general strike. It is understood that an effort is being made by some negroes to induce the longshoremen of the Old Dominion and Merchants and Miners' steamship lines, as well as the railroad wharfmen, to join in the strike. If the strike lasts any time it will have a disastrous effect on the business of the port, which is exceedingly heavy at this time.

DEAD WITH A WOUND IN HIS HEART.

BODY OF A CHINAMAN FOUND SITTING IN A LAUNDRY—THOUGHT TO BE A SUICIDE.

See Choo, who was employed in a Chinese laundry at No. 206 West Fifty-third-st., was found dead in the laundry yesterday morning. His death was due to a stab wound in the heart. Hanging on the wall near where he was found was a pair of blood stained scissors. As there were no signs of a struggle the police and Coroner's Physician Weston, who performed an autopsy on the body, were of the opinion that the man committed suicide. Some boys looked through a window of the laundry and saw See Choo sitting in a chair. They saw blood coming from the wound, and through an open door entered the room. When the police entered the store the Chinaman was dead. The cash in the store had not been rifled.

It is said that the laundry was not a success, and the police think See Choo became despondent and committed suicide on account of money matters. See Choo was an intimate friend of the Chinaman who committed suicide on Tuesday at No. 19 Doyers-st. by drinking ammonia.

WOMAN KILLED BY AN EXPRESS WAGON.

Mrs. Margaret Lovett, a widow, fifty-five years old, while on her way home from work last night, was knocked down by a United States Express Company wagon and died before the arrival of an ambulance. The woman, who has been employed as a scrubwoman in one of the downtown office buildings, had walked down Rector-st. and was about to cross Trinity Place when a big express wagon came up the street. The driver, Matthew Forster, thirty-three years old, of No. 149 Fifteenth-st., Jersey City, saw the woman and held up his horses, when Mrs. Lovett, who had stepped back on the curb, again essayed to cross to the west side of the street. Forster had seen her step back, and had made up his mind that she would wait till he had passed, and drove on.

The right front wheel struck the woman, knocking her down, and then it ran over her, breaking her arm and crushing her head and breast. Forster was locked up in the Church-st. police station on a charge of homicide.

LIQUOR DEALERS ELECT OFFICERS.

The second day's session of the annual convention of the New-York State Wine, Liquor and Beer Dealers' Association began at noon yesterday in Terrace Garden Hall, Fifty-eighth-st., between Third and Lexington aves.

After the opening of the session had been gone through with a call was made for nominations. The following ticket was submitted:

President, Peter Medlong, of New-York; first vice-president, P. H. Butler, of Brooklyn; second vice-president, Albert Weinsol, of Jersey City; third vice-president, John Morrissey, of New-York; recording secretary, Christopher Halslop, of Brooklyn; treasurer, August Betzhold, of Buffalo; sergeant-at-arms, Martin W. Golden, of New-York.

The election of the ticket was unanimous. President McGinn was escorted to the platform, and he delivered a short address.

John A. Hawkins, of Typographical Union No. 6, was then introduced. He made a speech in which he outlined the troubles of the union with "The Sun."

NEW VOLUNTEER OFFICERS.

MANY STATE APPOINTMENTS—FAITHFUL SERVICE OF ENLISTED MEN REWARDED.

Washington, Aug. 30.—The following appointments in the Volunteer Army were announced to-day. The figures following each name indicate the regiment to which the officer is assigned:

CONNECTICUT.

Captain—DAVID CONNER, late captain 3d Connecticut, 46th.

First Lieutenant—D. R. JONES, late first lieutenant 1st Connecticut, 43d.

Second Lieutenant—THEODORE GEUENER, late corporal 1st Connecticut, 46th.

MARYLAND.

Captain—CHARLES W. JACKSON, late captain 5th Maryland, 41st.

First Lieutenants—JOHN G. CONSTABLE, late lieutenant 1st Maryland, 40th; SAMUEL RIGGS, late captain 1st Maryland, 47th.

Second Lie