

CHARLES BRADLAUGH.

The Future President of England at the Fifth Avenue Hotel.

A RADICAL REPUBLICAN.

He Congratulates Castelar and Declares Marshal MacMahon to Be "a Decently Honest Soldier."

You Know!

Fond of Fenians, but No "Home Rule."

Two Hundred Republican Clubs in England Eager to Emulate the Jacobins.

Bradlaugh and His "Peaceful Agitation."

He Declares an American Cesar to Be Impossible and Denounces the English Aristocracy and Clergy of the Established Church.

Yesterday morning, about ten o'clock, and shortly after the Cunard steamship Scotia was made fast to Jersey City, a big, bulky gentleman, dressed in the costume usually worn by English tourists, stepped from the deck of the steamer down the gang plank and took a carriage, which conveyed him to the Fifth Avenue Hotel. Arriving there he registered his name as "C. Bradlaugh" and was assigned to room 406, which he now occupies. The personal appearance of the man would make him noticeable in any assemblage of his peers where the English tongue is spoken. Over six feet in height, with a loose, swinging gait, and his chest like the breast of an oak, his large blue eyes, brown hair, which thickly clusters back of his ears; his fair, ruddy skin, and his thoroughly athletic proportions, bespeak him from the period of his youth as a man of vigor and energy. He has been in England for some time, and has been in the habit of creating trouble for the oppressor and the bloated aristocrat. This is the man who leads and has led for twenty-five years the ever-growing masses of the people in England who pray for a republic of law and order, and whose prayers, if successful, must entail the downfall of the English landed aristocracy. This man is the greatest agitator Great Britain has seen since the days of O'Connell, and his nature is the same "peaceful and incessant agitation." Bradlaugh is the legitimate successor of Ernest Jones and Richard Carlisle, and his name has often been called the arm of the English government. He has been lucky enough to be surrounded by such men as Charles Watts, Foster, S. Travlove, William McCall, Austin Holyoake, Haines, Charles Murray, Beales, Charles Herbert, Odger, Richard Denton, and many others in the republican movement. Behind Bradlaugh, whose name has been universally canvassed as the first President of the English Republic, when it has come to perfection, are hundreds of thousands of republican artisans, miners and mechanics, as well as those who belong to the middle class in sympathy with him, and in addition are the vast body of non-religious known to the English press as "secularists," who are to be found in every town of the United Kingdom, and whose belief consists in the abolition of all forms of religion and the establishment of some faith like that professed by the Athenians of the days of Pericles. Mr. Bradlaugh is over six feet in height, weighs about 200 pounds, and is editor and proprietor of the London National Reformer, the organ of the English republicans and secularists. Not being a bloated aristocrat in any sense, Mr. Bradlaugh, in his republican simplicity, chose room No. 406, on the fifth floor of the Fifth Avenue Hotel, and there he was found in a happy humor to talk, last evening, by a representative of the Herald, who was anxious to know the views of the future Washington, or rather the future London, of this man who resembles the Rev. Henry Ward Beecher, only he is more modest in appearance. His face is a study in itself. Mr. Bradlaugh invited our representative to be seated and the following conversation ensued:—

HERALD REPRESENTATIVE—Mr. Bradlaugh, I have called upon you to gain some clear and thorough knowledge of the republican movement as it exists at present in England. Do you have any objection to my asking you to be seated and the following conversation ensued:—

MR. BRADLAUGH—There are in England, well and efficiently organized, over 200 clubs which are thoroughly and openly republican in their organization and openly in the face of the law. The movement of a republican form of government for the English people. Their rules have been carefully framed by myself as a member of several of these clubs, President of the London Republican Club and one of the Executive Council of the National Republican Association.

HERALD REPRESENTATIVE—What is the understood policy of the English republican party?

MR. BRADLAUGH—Our policy is to promote and assist in England a republic of law and order, and only by them. The objection to that policy by the aristocracy is that it is impossible to establish a republic in a monarchy by constitutional means. The government of England is not by a monarch but by a Parliament. Well, the monarchy is not hereditary, but elective, and the power of the reigning sovereign rule is derived from Parliament; therefore, if in Parliament, we can succeed in repealing the Act of Settlement, and conferring the crown on any other person, we have the power to establish a republic, which gives the present sovereign and House of Brunswick the only title to the Crown, then the throne becomes vacant and may be filled by any other person, and the government of the superior executive authority, as the nation may direct through its then Parliament.

HERALD REPRESENTATIVE—Is among the artisans, or mechanic class, or among the agricultural laborers of England that you have found the most earnest supporters of the republican movement?

MR. BRADLAUGH—Chiefly among the artisans and mechanics of Birmingham, Sheffield and Nottingham. The operatives of Manchester and the Scotch weavers of Glasgow are also very active in the movement. In Scotland we have many good republican members, but no good organization. At Norwich, there is a very active republican society. I have sent forward a complete list of republican candidates for the first time in the history of England, and the evidence that we have in the fact that the town councils of some of the largest towns in England freely receive the terms of the republican candidates.

HERALD REPRESENTATIVE—Have you enjoyed the acquaintance of any of the Italian republican leaders?

MR. BRADLAUGH—Joseph Mazzini for more than twenty years was one of my warmest friends. Thirteen years ago Garibaldi sent me a letter in which he had written to promote the cause of republicanism in Italy.

HERALD REPRESENTATIVE—Is there any understanding between the English and the republican party, or any concert of action among them?

MR. BRADLAUGH—That question might cause a misunderstanding as you have framed an organization which sought to make its way by force. I have defended many people in that organization

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CHEAP TRANSPORTATION.

Meeting of the Directors of the New York Cheap Transportation Company—New Committees Selected and Action Taken to Cheapen Freight.

A meeting of the Directors of the New York Cheap Transportation Association was held yesterday afternoon, at rooms on the corner of Wall and Water streets. The meeting was convened for the purpose of appointing several standing committees and advancing such projects and undertakings as would best tend to foster and promote the various branches of trade in New York. Mr. B. B. Sherman assumed the presidential chair, after an introduction by the Secretary, Mr. F. B. Thurber, gave the opening address, in which he advocated a united movement in favor of cheap freights, and urged the adoption of a new system in case this important point was neglected. The Committee of Arrangements was then proposed and voted upon, after which Mr. B. Baker delivered a short speech advocating and elucidating the advantages that would accrue in commercial circles if the tenets of the organization were rigidly adhered to. Resolutions were adopted from Messrs. George Clarke, Franklin Woodruff and Isaac Reed declining the office of director. Messrs. F. B. Moulton, William Duryea and Charles H. Johnson were nominated by vote to supply the places of these gentlemen. The following gentlemen were then regularly appointed to act on the committees:— Executive Committee—D. B. Sherman, B. P. Baker, F. B. Arnold, John F. Henry, George C. Collins, J. B. McLaughlin, H. C. Smith, H. C. Brown, G. C. Clifton, B. G. Arnold, George L. Traas, E. F. Browning. Committee on Terminal Facilities—B. P. Baker, W. B. Parrish, S. M. Parker and Charles Pratt. Committee on Claims and Objections—W. M. Duryea, James Ivey, John Kemp, W. H. Wiley and J. B. McLaughlin. Committee on Railroad Transportation—F. B. Thurber, B. P. Baker, E. K. Durker, E. J. Martin and John H. Johnson. Committee on Canal Transportation—Charles Cobb, F. D. Moulton, James Ivey, D. J. Morency. Committee on Legislation—George C. Collins, H. C. Brown, J. B. McLaughlin, John S. Stitt, C. Wymann, H. B. Clifton, B. B. Sherman, John F. Sherman, H. J. Dwight. Committee on Finance—J. B. McLaughlin, J. H. Cheever, C. T. Reynolds, R. P. Bruff. Committee on By-laws—Simon Stearn, R. F. Baker, F. B. Thurber, Franklin Edson, B. B. Sherman. In regard to the by-laws it was agreed that they should be compiled and adopted upon at the meeting to be held at the Centennial Exposition, in Hanover square, next Wednesday. The meeting then adjourned. The general expression of the meeting seemed to be in favor of doing what could be done to advance Congressional legislation on the subject of cheap freights from New York to the West, and it was expressed confidence that the present Senatorial investigating committee would do much to advance the interests of the East, and that the passage of the bill by the Senate, and the daily losing itself, to the detriment of our metropolis and its commercial interests. The meeting was adjourned until the next meeting, and the men who were present, was influential, and will probably help the great tide which has set in against railroad monopoly.

THE TRANSPORTATION COMMITTEES.

Arrival of the Party at Prescott, Ogdensburg and the Thousand Islands—The Oswego Route Inspected.

After a day of labor and excitement the Congressional committee and members of the State Legislature, including Senator Lewis Assembliesmith, Mr. Weed, Bachelor and Alger, left Montreal at half-past nine A. M. to-day by special train by the Grand Trunk Railroad to Prescott, on the Canadian shore, arriving there at two P. M. On leaving the cars the Congressional and State committees were met by Senator Winslow, of Waterbury, who now took charge of the party, accepting Assemblyman Weed, who had charge of it from "Hastings." Senator Winslow was also accompanied by Assemblyman Daniel C. Fort, W. L. Proctor, Mayor of Ogdensburg; Messrs. Merriam, Hasbrouck, Foote, J. W. C. Smith, Brown, Johnson, Little and Remington, who were presented to the Congressional Committee. The party then went toward the steamer Mand and after steaming along Ogdensburg Harbor, steamed through the Thousand Islands to Cape Vincent, thence by special train to Oswego, and it was there that the Transportation Committee an inspection of the route proposed to increase the water facilities for transportation. This is the enlargement of the Oswego canal, and the construction of a canal of Oswego Lake connecting with the Erie Canal at Durhamville, which is proposed to be also enlarged. The party then returned to Ogdensburg from Buffalo. The Oswego route is to be heard to-morrow in favor of this scheme, and on Friday the party will leave for the city of Oswego, where they will have their case and set forth the physical and political difficulties they say the Oswego scheme will have to contend with.

THE ST. JOHN (N. B.) REGATTA.

A Large Assemblage Present, but the Boat Races Postponed on Account of a Squall Until To-day.

St. JOHN, N. B., Sept. 17, 1873. Ten or twelve thousand persons were on the banks of the Kennebec and in steamers expecting to see the regatta to-day. The threatening weather last night was followed to-day by a clear sky and still breeze from the northwest, which prevented any boats being sent off. The four-oared rigged boats were once brought up, but as a squall came on and half-past four arrived, the event was postponed until to-morrow. Biglin expressed his determination to row at the regatta, if it doesn't come off for a week. There was a rumor to-day to the effect that he was going to Halifax to row against Brown on Saturday, but he has assured me that he does not intend to lose his chances for the \$600 prize here. The match between himself and Brown is not for the 30th, but for the 24th days after the regatta. There was a great deal of drunkenness and fighting amongst the crowd to-day. One man had a broken nose, another was severely injured, and the scenes on the shore generally were very disagreeable. The stewards are managing their arrangements well, although they are slow down to protect the course has drifted in on it and will delay the first race to-morrow, which is set down for eight o'clock, weather permitting. At the post sailing as indicated last night Biglin is the favorite in the single scull. The Paris crew is a way ahead of all the others in the first class scull, and the crew of Boston, is thought to be good for only the last.

CONVENTION OF INSURANCE COMMISSIONERS.

Boston, Sept. 17, 1873.

The fourth annual conference of the Insurance Commissioners of the country commenced to-day in Boston, in one of the rooms of the State House. The Convention is composed of officers having charge of insurance matters in their respective States. Among the gentlemen present are the President, L. Breeze, Secretary of State of Wisconsin; Oliver Pillsbury, Insurance Commissioner of New Hampshire; Julius L. Clark, Insurance Commissioner of Massachusetts; A. W. Chapman, Superintendent of the Insurance Department of New York; Gustavus Franklin, Insurance Commissioner of Kentucky; August P. Harvey, Actuary of the Insurance Department of Missouri; Joshua X. Ye, Insurance Commissioner of Maine; Lucien J. Hoag, Commissioner of Arkansas; Henry R. Acost, Commissioner of Louisiana; and John C. Adams, New York, ex-Secretary of the Convention. Only eight States were represented. A number of the representatives of States not represented, which were read. The business before the convention to-day was merely of a preliminary character.

FRATUATED HIS SKULL.

Michael Seal, a plasterer, fell from the balcony of No. 43 Market street yesterday afternoon, fracturing the base of his skull. He was removed to Bellevue Hospital.

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A Spanish Cabinet "Soother" to the Colonial Population—Peltain's Publication of a Ministerial Message from Madrid—Will Castelar Continue the Plan of Coercion?

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THE ST. JOHN (N. B.) REGATTA.

A Large Assemblage Present, but the Boat Races Postponed on Account of a Squall Until To-day.

St. JOHN, N. B., Sept. 17, 1873. Ten or twelve thousand persons were on the banks of the Kennebec and in steamers expecting to see the regatta to-day. The threatening weather last night was followed to-day by a clear sky and still breeze from the northwest, which prevented any boats being sent off. The four-oared rigged boats were once brought up, but as a squall came on and half-past four arrived, the event was postponed until to-morrow. Biglin expressed his determination to row at the regatta, if it doesn't come off for a week. There was a rumor to-day to the effect that he was going to Halifax to row against Brown on Saturday, but he has assured me that he does not intend to lose his chances for the \$600 prize here. The match between himself and Brown is not for the 30th, but for the 24th days after the regatta. There was a great deal of drunkenness and fighting amongst the crowd to-day. One man had a broken nose, another was severely injured, and the scenes on the shore generally were very disagreeable. The stewards are managing their arrangements well, although they are slow down to protect the course has drifted in on it and will delay the first race to-morrow, which is set down for eight o'clock, weather permitting. At the post sailing as indicated last night Biglin is the favorite in the single scull. The Paris crew is a way ahead of all the others in the first class scull, and the crew of Boston, is thought to be good for only the last.

CONVENTION OF INSURANCE COMMISSIONERS.

Boston, Sept. 17, 1873.

The fourth annual conference of the Insurance Commissioners of the country commenced to-day in Boston, in one of the rooms of the State House. The Convention is composed of officers having charge of insurance matters in their respective States. Among the gentlemen present are the President, L. Breeze, Secretary of State of Wisconsin; Oliver Pillsbury, Insurance Commissioner of New Hampshire; Julius L. Clark, Insurance Commissioner of Massachusetts; A. W. Chapman, Superintendent of the Insurance Department of New York; Gustavus Franklin, Insurance Commissioner of Kentucky; August P. Harvey, Actuary of the Insurance Department of Missouri; Joshua X. Ye, Insurance Commissioner of Maine; Lucien J. Hoag, Commissioner of Arkansas; Henry R. Acost, Commissioner of Louisiana; and John C. Adams, New York, ex-Secretary of the Convention. Only eight States were represented. A number of the representatives of States not represented, which were read. The business before the convention to-day was merely of a preliminary character.

FRATUATED HIS SKULL.

Michael Seal, a plasterer, fell from the balcony of No. 43 Market street yesterday afternoon, fracturing the base of his skull. He was removed to Bellevue Hospital.

WASHINGTON.

A Spanish Cabinet "Soother" to the Colonial Population—Peltain's Publication of a Ministerial Message from Madrid—Will Castelar Continue the Plan of Coercion?

THE FIRST EXPLOIT.

He Congratulates Castelar and Declares Marshal MacMahon to Be "a Decently Honest Soldier."

You Know!

Fond of Fenians, but No "Home Rule."

Two Hundred Republican Clubs in England Eager to Emulate the Jacobins.

Bradlaugh and His "Peaceful Agitation."

He Declares an American Cesar to Be Impossible and Denounces the English Aristocracy and Clergy of the Established Church.

WASHINGTON, Sept. 17, 1873. Tax on Tobacco. In a letter to a revenue collector Commissioner Douglas calls his attention to the provisions of section 3, act December 24, 1872, which requires every person engaged in any business made liable to a special tax, except tobacco pedlars, to place and keep conspicuously in his establishment or place of business the stamp denoting the payment of said special tax, imposing a penalty of not less than \$10, with costs of prosecution, upon any person who, through negligence, fails to so place and keep such stamp, and directs him to require all persons selling tobacco or cigars upon railroad trains running through his district to have their special stamps properly framed, so that it may be hung up in a conspicuous place in the car where such sales are authorized to be made at retail. A planter in Georgia, writing to the Commissioner of Internal Revenue, inquires in regard to his liability to pay a special tax as a dealer in manufactured tobacco for furnishing tobacco, among other supplies, to hands employed by him in working a crop on shares. Commissioner Douglas replies that the law does not impose this tax upon every person who shall sell or offer for sale, etc., as in the case of liquor dealers, but upon every person whose business it is to sell or offer for sale manufactured tobacco, and that he does not think that the furnishing of hands with tobacco in the manner and under the circumstances stated constitutes such a business as the law contemplates in the imposition of this tax, and that he has no hesitation in so construing the law as to exempt from the special tax a farmer or planter who furnishes tobacco to his hands, whom he employs to make a crop on shares, as he furnishes them with corn, bacon, shoes or other supplies, charging them with the same on account, to be settled for at the close of the season, and paid for out of the crop produced, but who never sells for cash nor sells to any other person than his own employes engaged in making the crops for him as aforesaid, and who never offers manufactured tobacco for sale nor advertises nor holds himself out to the public in any manner as a dealer in or as having manufactured tobacco for sale. The Universalist Convention. The Universalist Convention at the session this morning discussed and passed a resolution setting forth the necessity for the erection of a Universalist church in Washington, and pledging not less than \$100,000 for that purpose, providing the society purchase a lot; the building to be completed and dedicated in 1876, as a memorial of the completion of the hundredth year of the national independence. Rev. J. M. Pullman, of New York, then preached the occasional sermon to a large audience, when the usual recess was taken. The subject for to-night is, "The Outlook of Universalism and its Work," and will be discussed by Rev. Messrs. Minor, of Boston; Brooks, of Pennsylvania; Cantwell, of Cincinnati; Ryder, of Chicago; Pullman, of New York; Mitchell, of Scotland; and Miss Chapin, of Iowa. The National Swiss Association. The National Swiss Association to-day considered various topics of interest to the association, and after fixing on St. Louis as the place for the next Convention, adjourned to visit, under the escort of the members of the Bunds of this city, various objects of interest. This afternoon the delegates are enjoying a banquet at the Washington Seaside Park, as the guests of the Schweizer. A Banquet to the Bunker Hill Encampment. The Bunker Hill Encampment arrived here this morning, and were escorted