THE EVENING NEWS.

PROTESTANT

Bradlaugh's "Mission" and Autobiography.

THE "REFORMER" INTERVIEWED.

* * * * * * * * * * * *

Reporter—What will be your subjects?

Mr. Bradlaugh—I shall, of course, speak of the prospects of Republicanism in Europe in one or two lectures; but another will be devoted to the impeachment of the Brunswick family.

Reporter—You have given them some hard blows in your own country, but we have scant means of knowing here what the effect has been. How do the people look upon your course?

Mr. Bradlaugh—There is in Great Britain a very large party who favor my views, and it is daily increasing.

Reporter—In your impeachment of the reigning family, what charges will you make?

Mr. Bradlaugh (laughing)—They are too numerous to mention. In addition to the charges I shall bring against them, I intend to offer an opinion in regard to the right of the Brunswicks to occupy the throne of Great Britain. The view I take is an old one, and when first announced in England it took everybody by surprise; but I am happy to say that those who are with me in my belief form a very large and influential class of her Majesty's subjects.

Reporter—What is your opinion?

Mr. Bradlaugh—I maintain that the monarchy is elective. If it is hereditary, the Brunswicks have no right to the throne. If not, then the election of a ruler should be by the two Houses of Parliament.

Reporter—Now for the charges.

Mr. Bradlaugh—I need hardly mention them categorically, but suppose I speak first of the burden of taxation which we have been forced to bear. Taxes have increased out of all proportion during the reign of the Brunswicks. Before their time we were paying £47,000,000. We now groan under the imposition of nearly £76,000,000. Then the manner of the distribution of taxation is worse than ever before. Formerly the land of the kingdom paid two-fifths of the taxes. Now it pays less than one-seventy-fifth part, while land-owners receive enormously increased feu rents. Our rulers have allowed 7,000,000 acres of common land to be taken from the poor and added to the estates of the rich under what is known as the System of Private Inclosure Act. We secured the repeal of this infamous Act in 1845, but the land has not been reclaimed. * *

Then I charge that the Brunswicks are not English, but German, and German in the worst sense—German without German intelligence and German courage. Before their time the pensions were paid out of the monarch's civil list—today not a halfpenny is disbursed therefrom for that purpose. Even so late as George the II.'s reign all diplomatic expenses, and the salaries of all officers of the State, and all State expenses, except those of the army and navy, were paid out of the civil list. Now the expense is saddled upon the treasury.

Reporter—You will, of course, refer to the eccentricities of the Prince of Wales?

Mr. Bradlaugh—Oh, yes; but I shall say nothing of private conduct, except where it affects public conduct. The personal vices of this family have been productive of more harm than you on the side of the water would deem possible—or rather, I should say, you cannot appreciate as we can the mischief that has been done through the immorality, licentiousness, recklessness and stupidity of the Brunswicks. As monarchs they have invariably been incapable. Whenever they have meddled in affairs they have brought us into trouble, and subjected us to national humiliation. The Hanoverian policy has always been a curse to us. See what followed the attempt of George I. to make one of his stupid sons Bishop of Osnaburg; and then what resulted from the foolish hatred of the American colonies. Until the accession of this family to the throne we had only a nominal debt; now it is so vast that we can never hope to liquidate it. *

Reporter—You have led a busy life for one so young, Mr. Bradlaugh?

Mr. Bradlaugh—Yes. I have been before the public since I was fourteen years old.

Reporter—How came it that you started so early?

Mr. Bradlaugh—My education was finished before I was eleven. Three years later, while clerk to a coal firm in Britannia Fields, the excitement of the Chartist movement was at its height in England. Meetings were held all day Sundays, and every week night, in the open fields. They were occupied in discussions of theological, social, and political subjects, everybody being allowed to take part. The authorities, alarmed at the magnitude of the movement, which was sweeping like a wave over Europe, were preparing to prosecute and punish the leaders. I was at this time a member of the Church of England and a Sunday School teacher, but a boy's curiosity frequently took me to the Sunday night meetings in Bonner's Fields. One day the Bishop of London was announced to hold a confirmation in Bethnal Green, and the clergyman of my district, desiring to attract the notice of his grace, urged me to prepare for confirmation, so as to astonish the bishop with the quickness and accuracy of my answers. While studying the thirty-nine articles and the four gospels I was convinced that there was a radical difference between them, so I wrote to the minister, asking for aid and explanation. Instead of replying, he went to my parents and denounced my letter as atheistical, and suspended me for three months from my office as teacher. This freed me from Sunday duties, and I became a regular visitor to Bonner's Fields, at first only to listen, but soon as a participant in the public discussions. I began by speaking on the orthodox Christian side, but after a while I found that my views were getting much tinged with free thought. In the winter of 1850 I became a lecturer, which led the minister of my parish to look upon as "confirmation strong as Holy Writ" that I was surely an infidel, and he caused my discharge from the coal office. I then launched out as a lecturer on temperance and on theological questions, and was warmly greeted by hundreds of people.

Reporter—You were not an atheist at that early age?

Mr. Bradlaugh—No, I was a deist; but my opinions were rapidly tending toward atheism. In 1850 Dr. Campbell assailed me in a leading article in the *British Banner*, but I survived the attack, and studied Hebrew and the modern languages at night, while in the day time I tried to make a fortune as a coal merchant. I became very poor, and as a last resort enlisted in the Seventh Dragoon Guards. In 1853, after having served with the regiment in Ireland, making numerous temperance speeches in and out of barracks, my want diminished by a little money, with which I purchased my discharge. I was now twenty years old, and the world was before me. On returning to civil life I again began to write and speak, and became, for a youngster, so famous as to be considered worth the trouble of crushing, but *so qui*, here I am.

TO BE CONTINUED.

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Preston, H. H. Dalrymple, " "
Ovid, N. C. Kelsch, " "
Liberty, E. N. Austin, " "
Paris, H. N. Horne, " "
Bloomington, George Osmond, " "
St. Charles, John A. Hunt, " "
Fish Haven, Hugh Findley, " "
Lake Town, *alias* Ithica, Ira Nobeker, " "
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Meadowville, Josiah Tufts, " "
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Franklin, L. H. Hatch, " "
Weston, John Maughan, Cache co., Utah
Clarkston, Simon Sudbury, " "
Newton, W. P. Littlewood, " "
Lewiston, W. C. Lewis, " "
Richmond, M. W. Merrill, " "
Smithfield, Samuel Roskelly, " "
Hyde Park, Wm. Hyde, " "
*Logan, W. B. Preston, " "
Providence, M. D. Hammond, " "
Millville, O. O. Elkin, " "
Hyrum, C. N. Lillenquist, " "
Paradise, David James, " "
Wellsville, Wm. Maughan, " "
Mendon, Henry Hughes, " "

WM. B. PRESTON is Presiding Bishop over the foregoing eighteen Wards.

*Malad City, Daniel Daniels, Oneida co., Idaho
Samaria, Samuel Williams, " "

DANIEL DANIELS, Presiding Bishop over the two last named places.

Portage, O. C. Hoskins, Box Elder co., Ut
Deweyville, J. C. Dewey, " "
Call's Fort, Thomas Hasper, " "
Bear River City, Wm. Neeley, " "
Mantua, H. P. Jensen, " "
*Brigham City, Alvin Nichols, " "

A. MICHOLES, Presiding Bishop over the six last named Wards.

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WEBER COUNTY, UTAH.

L. J. HERRICK, Presiding Bishop.

*Ogden, L. J. Herrick.
North Ogden, Henry Holmes.
Plain City, L. W. Shurtliff.
Mound Fort, David Moore.
Lynne, Robert E. Baird.
Slaterville, Thomas Richardson.
Harrisville, David Rawson.
Marriat, S. P. Halverston.
West Weber, John I. Hart.
East Weber, A. Spaulding.
South Weber, John Cook.
River Dale, Sanford Bingham.
Eden, Richard Ballantyne.
Huntsville, F. A. Hammond.
Hooperville, Gilbert Belnap.

DAVIS COUNTY.

Kaysville, Christopher Layton.
*Farmington, John W. Hess.
Centreville, Wm. R. Smith.
Bountiful, John Stoker.

MORGAN COUNTY.

Mountain Green, Eli Spaulding.
Weber City, C. S. Peterson.
Enterprise, Jesse Haven.

O. S. PETERSON is Presiding Bishop over the three last named Wards.

Milton, L. P. Christiansen.
Littleton, Wells Smith.
Richville, John Seaman.
Porterville, Amos Porter.
Morgan City, Richard Fry.
Round Valley, Samuel Carter.

W. G. SMITH is Presiding Bishop over the six last named places.

Croydon, Ephraim Swann.

SUMMIT COUNTY.

Henneferville, Chas. Richens.
Echo, Elias Asper.
*Coalville, W. W. Cluff.
Unionville, Alonzo Winters.

WM. W. CLUFF presides over Morgan County and the above four Wards in Summit Co.

Wanship, G. G. Snyder.
Rockport, Edwin Bryant.
Peoa, Abraham Marchant.
Morell, John K. Lemon.
Kamas, W. Harder.
Parley's Park, Ephraim Snyder.

SAMUEL F. ATWOOD, Presiding Bishop over the above six Wards.

WASATCH COUNTY.

ABRAHAM HATCH, Presiding Bishop.

*Heber City, Abraham Hatch.
Midway, Henry S. Alexander.
Charleston, John Watkins.
Wallsburgh, Wm. E. Nuttall.

SALT LAKE COUNTY.

1st Ward, S. L. City, Jos. Warburton.
2d " " James Leach.
3d " " Jacob Weiler.
4th " " Thomas Jenkins.
5th & 6th " W. H. Hickenlooper.
7th " " Wm. Thorn.
8th " " R. F. Sheets.
9th " " A. A. Woolley.
10th " " John Beesley.
11th " " Alex. McBeth.
12th " " I. W. Hardy.
13th " " E. D. Woolley.
14th " " Thomas Taylor.
15th " " R. T. Burton.
16th " " Frederick Kesler.
17th " " Nathan Davis.
18th " " I. D. Young.
19th " " A. H. Raleigh.
20th " " John Sharp.
Sugar House Ward, W. C. A. Smoot.
Brighton, A. H. Raleigh.
Big Cottonwood, Isaac Chesson.
South Cottonwood, J. S. Rawlins.
West Jordan, Archibald Gardner.
South Willow Creek, I. M. Stewart.

Capital of Tooele co. see S. L. Co.

TOOELE COUNTY.

JOHN ROWBERRY, Presiding Bishop.

E. T. City, G. W. Bryan.
Pine Canyon, Moses Martin.
*Tooele City, John Rowberry.
Grantsville, T. H. Clark.
St. Johns, G. W. Burridge.
Centreville, James Jordan.
Vernon, Hyrum Reunion.
Deep Creek, Edwin Tadlock.
Skull Valley, E. P. Kimballton.
Lake Point, Brian Sumner.

A. O. SMOOT, Presiding Bishop, Provo.

First Ward, J. P. R. Johnson,
Second Ward, A. H. Scott,
Third Ward, Hyram Tanner,
Fourth Ward, Wm. Follett,
Lehi, David Evans,
Cedar Fort, H. F. Cook.
Fairfield, John Carson.

DAVID EVANS, Presiding Bishop over the three last named places.

American Fork, L. E. Harrington.
Alpine, T. J. McCullough.

L. E. HARRINGTON, Presiding Bishop over the two last named places.

Pleasant Grove, John Brown.
*Provo, A. O. Smoot.
Springville, Wm. Bringhurst.
Spanish Fork, A. K. Thurber.
Salem, *alias* Pondtown, Robt. H. Davis.
Payson, J. S. Tanner.
Santaquin, D. H. Halladay.
Spring Lake Villa, B. F. Johnson.

J. S. TANNER is presiding Bishop over the four last named places.

Goshen, Wm. Price.

JUAB COUNTY.

JOEL GROVER, Presiding Bishop

Mona, Etward Kay.
*Nephi, *alias* Salt Creek, Joel Grover.
Levan, Elmer Taylor.

SANPETE COUNTY.

Fountain Green, R. L. Johnson.
Moroni, G. W. Bradley.
Fairview, Amasa Tucker.
Mount Pleasant, W. S. Seeley.
Spring City, Frederick Olsen.
Ephraim, Kanute Peterson.
Manti, A. J. Moffitt.
Gunnison, J. S. Horne.
Fayette, John Bartholomew.

SEVIER COUNTY.

A. PETERSON, Presiding Bishop.

Glenwood, Heleman Pratt.
*Richfield, Nelson Higgins acting.
Monroe, Moses Gifford.
Annabelle Springs, Edward Roberts.
Joseph, Iver Isaacson.

MILLARD COUNTY.

THOMAS CALLISTER, Presiding Bishop.

Scipio, Daniel Thompson.
Cedar Springs, *alias* Holden, David Stephens.
*Fillmore, Edward Partridge.
Meadow Creek, Geo. Stott.
Oak Creek, P. D. Lyman.
Kanosh, Culbert King.

BEAVER COUNTY.

JOHN R. MURDOCK, Presiding Bishop.

*Beaver, John R. Murdock.
Minersville, James McKnight.

IRON COUNTY.

Parowan, W. H. Dame.
Summit.

W. H. DAME, Presiding Bishop over the three last named places.

Panguitch, G. W. Seys.
Cedar City, Henry Lunt.

KANE COUNTY.

Kanarra, L. W. Roundy.
Harmony, W. D. Pace.
Bellevue, J. H. Johnson.
*Toker, J. T. Willis.
Virgin, John Parker.
Pine Valley, E. Snow.
Long Valley, Edwin Smith.
Kanab, Levi Stewart.

WASHINGTON COUNTY.

Harrisburg, G. H. Adams.
Washington, J. W. Freeman.
*St. George, D. D. McArthur.
Santa Clara, Edward Bunker.
Pine Valley, Wm. Snow.
Pinto, Richard Robinson.
Hebron, G. H. Crosby.

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TRAVEL.

Utah Southern RAILROAD.

On and after Dec. 20, 1872,

Daily Trains

Will Leave the

Utah Central R. R. Depot

Salt Lake City at 7 a.m and 2.30 p.m
Arrive at Lehi at 8.45 a.m and 4.15 p.m
Leave Lehi at 9.30 a.m and 5 p.m
Arrive at S. L. City at 11.30 a.m and 7.00 p.m.

In addition to the above

MIXED TRAINS

Will run Daily, Sundays Excepted, leaving the

UTAH CENTRAL R. R. DEPOT

Salt Lake City at 6.10 a.m. and 1 p.m.
Arrive at Sandy at 7.25 a.m. and 2.15 p.m.
Leave Sandy at 8.50 a.m. and 4.50 p.m.
Arrive at Salt Lake at 11.00 a.m. and 6 p.m.

Passengers will please purchase tickets at the Office. Fifty Cents additional will be charged when the Fare is collected on the Train.

For all information concerning Freight or Passage, apply to

JAMES SHARP, General Freight and Ticket Agent.

F. LITTLE, GENERAL SUPERINTENDENT.

UTAH CENTRAL RAILROAD.

Pioneer Line of Utah.

On and after May 12, 1872,

Daily Trains

Leave Salt Lake City at 8.50 a m and 3.45 p m
Arrive at Ogden at 7.50 a m and 5.45 p m.
Leave Ogden at 6.40 a m and 6.30 p m.
Arrive at Salt Lake City at 10.40 a m and 8.30 p m.

In addition to the above,

Mixed Trains

WILL RUN DAILY,

Sundays Excepted,

Leaving Salt Lake City at 8 a m and 4.3 p m, and Ogden at 9 a m and 6.50 p m.

Freight trains leave Salt Lake at 12 m and Ogden 12.30 p m.

Passengers will please purchase their tickets at the offices. Fifty cents additional will be charged when the fare is collected on the train.

For all information concerning freight or passage apply to

JAMES SHARP, Gen. Freight and Ticket Agent.

JOHN SHARP, GEN. SUPERINTENDENT.

GILMER & SALISBURY'S

DAILY

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THROUGH

Utah, South-east Nevada and Montana.

Leaving Salt Lake City daily, running south to Tintic, American Fork, Mount Nebo, Sevier, St. George, Utah; and Pioche, Nevada.

PASSING THROUGH

Provo, Springville, Spanish Fork, Payson, Salt Creek, Chicken Creek, Round Valley, Fillmore, Corn Creek, Beaver, Minersville, and all the principal towns and mining camps in Southern Utah and South-east Nevada. Also leaves Corinne, Utah, daily, running north to Virginia City, Helena, Fort Benton, Deer Lodge, Cedar Creek Mines, and passing through all the principal towns and mining camps in Montana.

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RAILROADS.

C. P. R. R.

ON AND AFTER SUNDAY, MAY 4th, 1873, Trains will leave OGDEN, as follows:

5.40 p.m. (Daily) Passenger Train for Reno (for Carson and Virginia), Sacramento, Marysville, Redding (for Portland), Oakland, Stockton, Merced (for Yosemite), Tipton (for Los Angeles), San Jose and San Francisco. T. H. GOODMAN, Gen'l Passenger and Ticket Agent.

5.00 p.m. (Daily) Through Emigrant Train for Sacramento and San Francisco.

A. N. TOWNE, Gen'l Sup't.

GEO. H. RICE, Agent, Salt Lake City, Office with Marshall & Carter, over W. F. & Co's Bank.

U. P. R. R.

UNTIL further notice trains will leave and arrive at Ogden daily as follows:

LEAVE:

Daily Express,	8.30 a.m.
Mixed,	6.30 p.m.
Freight,	12.00 m.

ARRIVE:

Daily Express,	5.35 p.m.
Mixed,	8.25 a.m.
Freight,	6.10 a.m.

Daily connections made at Ogden with Utah Central Pacific road from Salt Lake City, and all points in South Utah.

At Bryan with stages for Sweetwater mines.

At Cheyenne with Denver Pacific road for Denver, Central City, Georgetown and all points in Colorado and New Mexico.

At Omaha with Chicago and Northwestern, Chicago, Rock Island and Pacific, Burlington and Mo. River, Kansas City, St. Joe and Council Bluffs railroads, and Missouri River line of steamers for all points East and South.

Tickets for sale to all points East at office of Wells, Fargo & Co., Exp. Temple street, and at the office of Utah Central Railroad, in Salt Lake City; also at Union Pacific Railroad Ticket Office in Ogden, at which office berths on sleeping cars can be secured.

Arrangements have been made whereby passengers desiring to visit Denver on their way East can avail themselves of an excursion rate from Cheyenne to Denver and return at greatly reduced rates.

For particulars and all information in regard to passage, apply at ticket offices.

Passengers should be careful to secure their passage tickets to all Eastern and Southern points via Omaha, and thus avail themselves of the advantages of a through sleeping car, comfortable accommodations and quick time.

THOS. L. KIMBALL, Gen'l Ticket Agent.

T. E. SICKELS, Chief Eng'r and Sup't. d79

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Des Moines, Rock Island and Chicago,

The only route carrying the through Overland Letter Mail, making close and reliable connections at

OMAHA,

With trains arriving from the West by Central and Union Pacific Railroads, and at

CHICAGO

With all Fast Express Trains, East, North and South.

The most elegantly furnished PARLOR SLEEPING CARS ever used on any railroad are now built, owned and run by this Company between

OMAHA AND CHICAGO.

THROUGH TICKETS to all points East can be obtained at Company's Office, 218 Montgomery Street, and at C. P. R. R. offices in San Francisco and Sacramento.

Be sure your tickets read VIA ROCK ISLAND.

A. M. SMITH, General Passenger Agent, Chicago.

HUGH RIDDLE, Gen'l Sup't, Chicago.

A. L. WARY, Gen'l Agent for Pacific States, San Francisco. d244 6m

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WITHOUT CHANGE,

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Harrisburg,	Baltimore,
Boston,	
Burlington, Ia.,	Whitehall,
Pekin,	Rock Island,
Springfield, Ill.,	Chicago,
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And all points East and North and in Canada.

Elegant Day Cars and Pullman Palace Sleeping, Dining and Smoking Cars run through WITHOUT CHANGE between St. Louis and Chicago and Kansas City and Chicago.

The only line running these cars between St. Louis and Chicago, and running both Palace Sleeping and Dining Cars between Kansas City and Chicago.

Connections in Union Depot, Chicago, for Philadelphia, Baltimore, New York, Boston and all points East.

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