POOR DOCUMENT

MC 2035



# CHURCH NOT TO TRY DR. GRANT

Bishop Tells Rector His Reply was "Vague and Ambiguous" — "Still Grave Doubt as to Your Belief."

Rev. Dr. Percy Stickney Grant will not be tried for heresy because of recent sermons before his pastorate in the Protestant Episcopal Church of the Ascension, he was informed last week in a letter from Bishop William T. Manning.

The bishop, who had requested Rev. Dr. Grant to "recant or resign" because of his professed doubt of the deity of Christ, said he would let the matter rest for the present, because the pastor, replying to the request, had not made clear whether he really doubted Christ's deity or not.

**"Vague and Ambiguous."**

"You are not brought to trial because your letter in response to mine is vague and ambiguous, instead of clear and explicit," the bishop wrote.

"You have, by your utterances, caused grave doubt in the mind of the church at large as to your belief in the deity of our Lord Jesus Christ. You have been given an opportunity to remove this doubt, but you have not done so. You have made your reply to me in words that fail to make clear your belief in this essential truth."

Of the threatened heresy trial, Bishop Manning said:

"Even though the faith of the church may virtually be denied and doubt cast upon her most essential belief, a court ought to be convened only when this denial is in terms that are clear and free from ambiguity."

**The Bishop's Letter.**

Bishop Manning's letter read, in part:

"The real issue which you have raised by your own utterances is whether you believe that Jesus Christ is Lord and God, for if you do not so believe, it is plain that you cannot with self-respect, or with freedom to express your real convictions, continue to hold your place as a minister of a church whose whole life and teaching is founded on this belief.

"It is this faith in the Lord Jesus Christ which you refrain from clearly expressing in your letter. You rather confirm the impression that you do not so believe, but you do not say so plainly and definitely. The terms in which you express your faith in Christ are all of the terms which may be used, and are in fact used by teachers who definitely deny His diety. There is no statement in your letter which indicates any belief on your part in Jesus Christ, the eternal Son of God, the second person of the Holy Trinity.

"The suggestion that young men of intellect and vigor will be repelled from the ministry if they are required to believe the faith of the church is irrelevant. No one can, with honesty, enter the ministry of this church unless he believes in Jesus Christ as God. Full belief in the gospel of Christ does not repel young men if they are Christians. What may well repel young men of high character and sound mind is any doubt as to the sincerity with which the ministers of the church believe and teach the gospel which they have pledged themselves to teach.

"I do not wish to say anything that is unnecessary or that is needlessly severe, but in view of your reply to my letter, it is my duty to tell you truthfully what the situation is in which you have placed yourself before the church. This is not an isolated incident. It does not stand alone.

"For years past your words and actions have given grave concern to the bishops of this diocese, and to the church. By your advocacy of easy divorce, you have shown your contempt for the law and the teaching of the church of which you are a minister. In terms offensive and shocking to Christian believers, you have cast doubt upon the teachings, the services and the sacraments of your church as you did in your recent sermons. By your own utterances you have seemed to the church to deny the essential faith for which she stands.

"The suggestion that this is a difference between low church and high church is merely an attempt to confuse and obscure the true point at issue. There is here no mere issue between parties in the church. The real issue is that of belief in the power and Godhead of Jesus Christ, and here all parties in the church are at one.

"This issue is far larger than the Episcopal Church, as the letters which I am receiving from ministers of other churches amply testify. The time has come for all believers to stand openly together upon this matter of life or death to the Christian religion.

"You stand in this position:—You have by your own utterances, caused grave doubt in the mind of the church at large as to your belief in the deity of our Lord Jesus Christ. You have been given opportunity to remove this doubt but you have not done so. You have made your reply to me in words which fail to make clear your belief in this essential truth. There, for the present, the matter rests."

## FARMERS NEED WOOD AND THE TOWNS COAL

(Sackville Post.)

The great depth of snow everywhere is paralizing business of every description. Out through the country there is usually a large amount of hauling going on at this time—ice, hay, logs, poles, wood, etc., are being moved, but not so this year. The snow is so deep that practically nothing can be done. It is next to impossible to get hay off the marshes, and as for getting into the woods—many persons have tried and failed.

An Upper Sackville man told the Post yesterday that he and his neighbors were nearly out of wood. He said he could not get his horse into the woods, and had been forced to carry out a little every day on his own back in order to keep his house fires going. He thought town people had very little idea of the actual condition of things out through the country districts.

But here in town conditions are far from being ideal. There is something closely resembling a coal famine. Many people if not actually out of coal, have a very limited supply—only sufficient for a few days in fact.

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# URGES LAW TO CONTROL FLYING

Would License Aircraft and Pilots and Ban Stunts Except in Training.

Washington, Feb. 5.—In an article written for the Aeronautical Digest and made public today by the National Aeronautical Association, Charles M. Schwab says that as the next generation is to make wide use of the airplane, this generation should do everything to make flying safe. Fatalities, he said, were due almost invariably to haphazard flying or stunt flying. As the cure for this situation Mr. Schwab proposed the enactment of a Federal law to control the licensing of aircraft pilots and the prohibition of stunt flying except in restricted areas during the training of flying personnel.

"I do not mean to imply that flying is particularly dangerous," said Mr. Schwab. "Far from it. Properly regulated and properly conducted, air navigation can be made safe. It is only the unregulated use of aircraft with reckless 'stunt' flying which has cost us lives.

"This, of course, is aside from the military and naval use of aircraft, which is largely experimental and consequently hazardous. The commercial use of aircraft is the legitimate use, although there is no greater factor in the common defense of our country than a well-developed air power. Aircraft employment during the great war and in the aerial bombing experiments against naval vessels since that time have given conclusive proof of the military and naval value of aircraft, both lighter and heavier-than-air.

"That flying is safe is proved, however, in the performance of commercial aircraft in this country in the past two years. The Air Mail maintaining a line running entirely across the Continent, making twenty-four flights daily, has operated during the last eighteen months without a fatality and has closely approached perfection in its schedules. Mail planes have left on time and arrived on time in over 95 per cent. of their service, notwithstanding flying has been conducted during rainy, foggy and snowy weather.

**Carry 500,000 Without Fatality.**

"Furthermore, those aircraft operating companies which have approximated in their self-imposed regulations the standards adopted by the Air Mail have carried in the last two years more than half a million passengers without a fatality.

"The other side of the picture is not so pleasant. The records for the year 1922 are not yet complete, but in 1921 itinerant or unregulated aircraft operations were responsible, I understand, for forty-nine deaths, most of which would have been avoided had proper regulatory laws been in force, making inspection and licensing of pilots obligatory. Even this record of unregulated flying is not so dismal when we realize that such flying comprised more than two and one-half million miles and involved the carrying of nearly 130,000 passengers.

"It speaks well for the ruggedness and stability of American aircraft and the general excellence of our flying personnel when we learn that this record of deaths shows a greater degree of safety than that of the European continental aircraft operations. Our pilots in their haphazard flights were responsible for a lesser number of deaths per passenger-mile than the well-regulated subsidized air lines of Europe.

"Our problem is not a difficult one. It is plainly a matter of regulation. An example of this was brought out at the air meet and air races held in Detroit last October, where racing machines under competent control flew approximately 250,000 miles at speeds ranging from 170 to 240 miles an hour without so much as scratching an aviator. Speed in flying in itself I do not feel is dangerous. The real danger lies in defective aircraft, both in the machines and the engines, and undue recklessness and disregard of flying conditions on the part of the pilot.

**Wants a Federal Law.**

"To make flying safe the enactment of a Federal law is absolutely essential. Such a law should control the licensing of aircraft, their pilots, and the prohibition of 'stunt' flying except in restricted areas during the training of flying personnel. A knowledge of 'stunt' flying, I understand, is necessary for pilots, in order that they may properly handle the aircraft, which, for one reason or another, becomes unstable, instability being brought about by air pockets or unusual atmospheric conditions.

"Aviation fits into so many phases of our commercial life that measures should be taken immediately to regulate and foster its growth and control. There is, at the present time, a bill before the Committee on Interstate and Foreign Commerce of the House of Representatives for creating a bureau of civil aeronautics in the Department of Commerce, and squarely placing the responsibility for the regulation and control of commercial flying upon the shoulders of the Government. This is, as it should be, because unified control in the hands of the general Government, will preclude conflicting legislation on the part of the various States and will tend to reduce confusing and ill-conceived rules and requirements which would hamper rather than assist in the development and general use of air navigation.

"Together with the regulatory measures proposed, the Government will be required to furnish navigational facilities for day and night flying, and for the regulation and building of airways and terminals at various points throughout the country. This is conformable to Government aid to shipping through the establishment of docks, breakwaters, lighthouses and buoy and beacon systems, which have contributed so much to the development of ocean-borne commerce and safety in its use."

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# WORKS COUEISM ON A CRIPPLE

Unsuspected Healer Gives a Prisoner Six Months to Get Better.

(New York Times.)

Magistrate Charles A. Oberwager, hitherto unsuspected healer, who never had practiced in Nancy, worked a remarkable cure in Night Court recently.

At the door of the Detention Room, thirty feet from the bench, stood Samuel Hodowitz, professional beggar, leaning heavily on two crutches. He leaned heavily last night with the art that is not effort; he was there for intoxication. The Magistrate, who has been reading about Emile Coue, looked at Horowitz and crutches.

"I believe you can walk," he said.

"Ah, no," sighed Horowitz. "I am a cripple. I wish I were well."

"Why, you can walk," said the Magistrate. "Walk over here."

"It is no use," said Horowitz, smiling sadly.

"Put your subconscious mind to work," said the Magistrate. "Come on, now, walk."

"No, I can't."

"Drop those crutches and walk! The order came with a snap.

Horowitz's crutches dropped with a thump and he sauntered over. He was about to report improvement, when the Court said:

"There you are; you're feeling better and better. Six months in the workhouse."

The word "longshoreman," a man who loads and unloads boats, is derived from the original "along shoreman."

After Stock-Taking Sale
AT BROWN'S
A Surplus Stock And Odd Lines of Merchandise To Be Cleared At Bargain Prices
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**Underwear**

Ladies' heavy long sleeve high neck vests and drawers. Regular $1.00 each ..... Sale 59c each
Harvey, Watson and Turnbull's vests and drawers; all styles. Regular $1.25 each ..... Sale 89c each
Children's heavy vests and drawers. Regular 75c each. Sale 39c each
Boys' heavy fleece underwear (Penman's). Regular 75c each ..... Sale 59c each

**Bloomers**

First quality. Makers—Watson, Harvey, Turnbull and Oxford. Values to $1.50 ..... Sale 79c

**Cottons**

White cotton; good quality. Regular 23c yard. Sale 17c yd
Longcloth; fine quality. Regular 30c yard... Sale 20c yd
Bleached sheeting, 8-4. Reg. 69c yd..... Sale 49c yd
Unbleached sheeting, 8-4. Reg. 69c yd..... Sale 49c yd
Unbleached cotton, 40 inch. Reg. 25c yd.... Sale 19c yd
Unbleached cotton. Reg. 16c yd..... Sale 121-2c yd

**Hosiery and Gloves**

Odd Lines Less Than Cost.
50c Wool Hose; small sizes. Sale 19c pr
75c Wool Hose; all sizes. Sale 49c pr
50c Children's and Ladies' Gloves. Sale 19c pr

**Corduroy**

Velvet cord, fine rib, 36 inch; seal brown, golden brown, rosewood and dark grey. Reg. $1.50 yd. Sale $1.00 yd

**Velvet**

500 yards velvet, good quality, silk finish. Reg. $1.50 yd. Sale 75c yd
300 yards black velvet, width 23 in. Reg. $1.95 ..... Sale $1.29

**Corsets**

Corsets, pink or white; low or medium bust. Reg. $1.50 pr. Sale 95c pr
Corsets—Low, medium and high. Reg. $2.00..... Sale $1.39

**Dress Goods**

Serge, all wool, 40 in; navy. Reg. $1 yard ..... Sale 75c yd
Serge, all wool, heavy quality; navy only, 42 inch. Reg. $1.50 yd. Sale 95c yd
Serge, all wool, 54 in.; navy, Copen, medium and dark brown. Regular $2.25 yd ..... Sale $1.59 yd

**Special**

Print House Dresses. Reg. $1.89. Sale $1.29 each

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# INDIA GRIPPED BY COCAINE TRAFFIC

Habit Widespread Among Natives — Drug Imported from Japan.

London, Dec. 25.—(By Mail).—"The cocaine habit is widespread in the north of India, particularly among the Mahometans of the Punjab and their co-religionists, the Pathans, and Delhi is one of the chief distributing centers of the drug," writes a correspondent of "The London Times." In a recent message I recorded the arrival here of one consignment of 160 pounds, which, at the ruling price of £10 an ounce, was worth about £25,600. The authorities are active in suppressing the traffic; last year, for instance, they made a sensational raid, which resulted in the conviction of two notorious Hindu traffickers.

"The story of this raid illustrates the extent of the organization of the cocaine smuggling trade and the difficulties of coping with it. These two Hindus were formerly Dacoits, who had been caught and imprisoned. When released, about six years ago, they were known to be penniless. When their cocaine trade came to an abrupt end one of them was living in a veritable palace in one of the narrow mohallas (residential quarters) of the city. The house was luxuriously furnished and heavily barred. It was even fitted with steel gates inside to guard against the intrusions of the police. Like others of this trade, this smuggler employed spies, whose duty it was to warn him in advance of the appearance in the vicinity of Europeans and police officers.

"The method of distribution of the cocaine is, roughly, as follows: The consignment reaches Delhi from Japan by way of Calcutta. There it is passed on to various retailers in the shuttered palace of the super-smuggler. The retailers, in their turn, have distributors, who, in the guise either of betel-nut sellers or of casual traders, sell the drug in packets to the agents of the eventual consumers."

## BIBLE CLASS BANQUET.

The members of the Bible class of the Carleton Methodist church gave a banquet last evening to more than seventy members of the church. After the party had disposed of the turkey and other good things which were provided a sing-song was enjoyed followed by toasts and speeches. The toasts were as follows: The King, proposed by James Lutton and responded to by the singing of the National Anthem; Our Church, proposed by George J. Barrett, responded to by Rev. F. T. Bertram; Our Trustee Board, proposed by Wellington Cronk and responded to by E. Thompson, E. S. Tibbitts and B. C. Holder; Men's Bible Class, proposed by C. B. D'Arcy and responded to by H. S. Bissett; The Sunday School, proposed by Charles Watters and responded to by Clarence Beatteay; The Choir, proposed by Alfred Burley and responded to by Choir Leader F. J. Punter; Our Visitors, proposed by S. W. Henderson and responded to by Harold Ketchum; The Ladies of the Church, proposed by E. S. Bissett and responded to by C. Ketchum. Leonard Wilson acted as pianist during the evening.

# MUST APPEAL TO PUBLIC FOR HELP

Needs of Labrador Medical Mission Told at Annual Meeting.

(Montreal Gazette)

Announcement was made yesterday afternoon at the annual meeting of the Labrador Medical Mission, Montreal branch, that the time has come when a definite appeal must be made to the public in connection with the endowment fund. It was stated at the meeting, which was held in Erskine Church hall, and largely attended, that $75,000 has been asked from Montreal, with appropriate amounts for other cities of the Dominion.

The purpose of the endowment is to ensure the carrying on of the splendid humanitarian work to which Dr. Grenfell has already devoted nearly thirty years of his life, and to enable the doctor to give the entire remaining years of his life to this work and not to have to spend nearly six months of each year personally soliciting funds for the following year's work.

Miss Isabella G. Reekie, president, who referred to this endowment need, also sketched some of the work being accomplished by the mission. Miss Reekie, in speaking of the loss of the "Strathcona," the ship of the mission, which meant to thousands of men, women and children on the coast healing justice, clothing and service, hoped that some generous person would make good the loss of this boat. The orphanage, which was built to take care of the orphans left destitute after the influenza epidemic, has been taken over by the Grenfell Association, Miss Reekie reported. Tribute was paid to those engaged in the work of the mission.

J. A. Machado, general secretary for Canada of the Grenfell Mission spoke of the growth in the mission's work in the Labrador district, and said there was tremendous hope for the future in that section of the country. Rev. Dr. Hanson presided at the meeting.

## A Small Margin.

Sydney, N. S., Feb. 7—Cape Breton County did not make much profit on its Nova Scotia Scotia Temperanc Act operations last year according to the recent report of Inspector Samuel MacKenzie. Fines amounted to $3,400 and the cost of getting them was $3,233.36.

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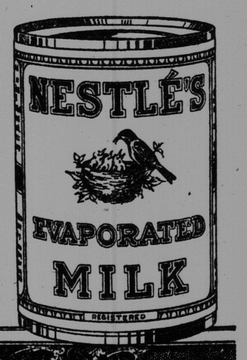


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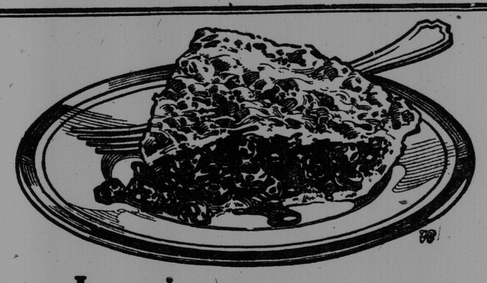

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