

"But 'if by these means he cannot quiet his own conscience, but requireth further comfort and counsel,' let him go to his own minister or, if he has not confidence in that person's sufficient learning in God's word, or discretion in applying it, let him use the liberty which our Church gives and advises him to use—let him choose his own spiritual counsellor—let him choose some other minister of God's Holy word, whom he believes to be both learned and discreet—let him open his grief to him, that he may receive the benefit of Christ's absolution by that ministry of God's Holy word, which the minister is authorized and empowered by Christ Himself with the gift of the Holy Spirit for that express purpose to pronounce. Now, in such a communication between the penitent and the Priest, I can believe that there will be often *not much of Confession*—that is of special Confession of sins—for very often the penitent's mind is disturbed, not so much by doubtfulness about his sin, as by doubtfulness about his repentance and consequent firmness of faith, and reliance on God's mercy through Christ. In such cases, a truly 'discreet and learned Minister of God's Word' would address himself to his penitent's real want and endeavour to bring him by the grace of God, to true Christian repentance, which includes the love of Christ, as the Saviour of every true penitent in particular, thus abstaining altogether from receiving any special communication concerning his sins."

This agrees with what we have often said, that we believe that a faithful Pastor, like a faithful Physician, will seek to bring his patient to such a healthy state that he or she shall not require to have habitual recourse to him, but find strength and sustenance in food, rather than in medicine; and in those cases where we found that the same penitent was constantly and habitually confessing in private to the same Priest, we should have a very strong impression that either the one had no spiritual "constitution," or the other no spiritual skill. The teaching of this Letter agrees with what his Lordship said on this subject in his recent correspondence with Mr. Prynne, published in this Journal, and appended to the present pamphlet:—

"As I do not think that the Church of England prohibits your receiving to Confession those who seek it as an habitual practice, I do not presume to prohibit your doing so. The Church seems to me to discourage such a practice; therefore I should endeavour to dissuade one who came to me in pursuance of the practice from persisting to desire it. If I had sufficient reason to believe that he had not endeavoured honestly and earnestly to quiet his own conscience by self-examination and other acts of repentance, I should not myself admit him."

We believe that we have, on a former occasion suggested to those who indulge themselves in this habitual practice—for we suspect that it is not unfrequently a disguised indulgence—a spiritual luxury—that they should well consider whether they are acting quite consistently with the self-denial they profess, in thus monopolizing or occupying so much more than their necessity and due share of the time and attention of their Pastor. When a fatal epidemic is raging in a locality, and demanding more strength and exertion than Doctors can bestow, who but the most thoughtless or selfish, would trouble them with those trifling or imaginary ailments which their own care and attention might remove? So when the plague of ignorance, immorality, indifference, and infidelity is reigning among the people, is it a time for spiritual hypochondriacs to intrude their morbid fancies and feelings upon the Physicians of Souls.

UNIVERSITY INTELLIGENCE.

CAMBRIDGE.—Graces will be offered to the Senate on Wednesday, the 2nd of February:—1. To accept a legacy of 1,000 l. left by Dr. Chapman, the late Master of Caius, in augmentation of the salary of the Norrisian Professor of Divinity. 2. To appoint a Syndicate to draw up regulations for a prize, founded by means of a fund of 500 l., by friends of the Rev. W. Carus, to encourage the accurate study of the Greek Testament. 3. To appoint a Syndicate to consider the expediency of augmenting the means of University instruction by public professors and lecturers. 4. To appoint a Syndicate to consider the propriety of appropriating to the use of the University the site of the old Botanic Garden and of erecting additional lecture-rooms and museums.

J. Roberts, M. A., Fellow of Magdalen, and Classical Lecturer of Sidney college has been appointed to the Classical Lectureship at Queen's vacant by the resignation of Mr. Carver.

D Nicols, B. A., St. Peter's has been appointed to the vacant Crosse Scholarship.

An examination for Brown's Scholarship will take place on Monday, the 28th of February.

Colonial News.

SECRETARY'S OFFICE,
Quebec, January 8th, 1853.

His Excellency the Governor-General has been pleased to make the following appointments, viz.:

William Smith, Esquire, to be Registrar for the County of Perth, and the Town of Stratford to be the place where the Registry Office for the said County is to be kept.

Alexander McGregor, Esquire, to be Clerk of the County Court, and Registrar of the Surrogate Court, for the County of Perth.

The Rev. Ephraim Patterson, the Rev. Daniel Allan, the Rev. Thomas McPherson, John C. W.

Daly, James Hill, William Baron, Alexander F. Mickle and John Fitzgerald, Esquires, to be a Board of Trustees for superintending the Grammar Schools in the County of Perth.

Robert Bell, James Duncan, and James Rosamond, Esquires, to be Associate Members of the Board of Trustees for superintending the Grammar Schools in the United Counties of Lanark and Renfrew.

John Patton, Esq., to be an Associate Member of the Board of Trustees for superintending the Grammar Schools in the United Counties of Leeds and Grenville.

Charles Alexander Weller, of Peterboro, Esq., Attorney-at-Law, George Mackenzie Clark, of Cobourg, Esq., Barrister-at-Law, James George Currie, of St. Catharines, Esq., Attorney-at-Law, and Henry Cassidy, of Kingston, gentleman, to be Notaries Public in that part of the Province called Upper Canada.

Last week a fire occurred in Bytown, destroying some \$3000 worth of property.

On Thursday last, a carpenter fell from the Railroad Bridge over the Grand River, near Paris, and was killed.

The Huron *Loyalist* of the 4th says that the survey of the line of Railroad between Brantford and Goderich has been completed, and that ground will be broken on the line in a few days.

The Montreal *Pilot* makes the following announcement:—We are informed, on good authority, that the contract for the Grand Trunk Railroad from Montreal to Toronto, has been signed by Mr. Jackson and his associates, on the arrival in London of the Hon. Mr. Ross. The line from Toronto to Hamilton has been undertaken by another Contractor, at £1000 more per mile than the Grand Trunk line. The prospects of the Trois Pistoles Railroad are good.

NARROW ESCAPE.—A little girl, about ten years of age, daughter of Mr. Longmore, was run over on last Saturday evening, by the London Stage. The accident occurred on the crossing opposite Hamilton and Kneeshaw's, and although the stage and four horses passed over the body of the child she escaped nearly unhurt. A cutter was immediately hailed by a gentleman who was present at the time, and the little sufferer conveyed to her father's residence on Bond Street.—*Hamilton Express*.

SERIOUS ACCIDENT IN NORWICH.—On Saturday last, a public meeting was held in a large room adjoining Bedford's Hotel, Norwichville, to take into consideration matters connected with the projected Railroad to St. Thomas, &c. &c. Several members of the Brantford Committee were present on the occasion. The room was crowded to excess, and in the centre, near where the stove stood, a dense mass of persons was collected. Shortly after the meeting had been organized, and while the second speaker was eloquently portraying the benefits to be derived from the above mentioned line of road; the floor suddenly gave way, and the greater portion of audience were precipitated to the bottom of the wood shed, which was underneath the room, a distance of 10 or 12 feet. The scene which ensued is said to defy description. Mingled with the chaotic mass, struggling as it were for life, amid the fallen timbers of the floor, the burning brands from the stove, and the hot plates of the stove itself, lay over an hundred human beings. They were soon extricated, however, and then it was found that several were very seriously injured. An old man named Berry, was so dreadfully bruised, and it is supposed, injured internally, that he is not expected to recover. Mr. W. P. Wilson had his arm broken. Mr. Oatman had one of his legs literally smashed to pieces. Mr. H. Catton was considerably hurt by one of the stove plates. Another man—name unknown, had one of his ears terribly mangled, and several others received severe wounds in the head.

After the accident, the meeting was organized in the open air. We have not been able to procure a copy of the proceedings, but have heard that the resolutions in favor of the projected Railroad were carried by a large majority.—*Expositor*.

The contract for the construction of the Cobourg and Peterborough Railway was let on Saturday last to Zimmermann, Balch & Co.—work to commence immediately, and the whole road to be finished in eighteen months. The contract comprises road buildings and fixtures complete, together with rolling stock. Mr. McKechnie is President.

VARIATIONS IN THE WATERS OF LAKE ONTARIO.—Captain H. T. Spencer, has kept an account of the variation in the height of the water at Charlotte, on the American side of the lake during the past year. He states the measurement from the top of the dock to the water to have ranged thus:—

Jan. 1-4 feet 3 in.	Aug. 1-2 feet 0 in.
Feb. 1-4 " 3 "	Sept. 1-2 " 6 "
March 1-4 " 0 "	Oct. 1-1 " 11 "
April 1-3 " 8 "	Nov. 1-3 " 2 "
May 1-2 " 2 "	Dec. 1-2 " 10 "
June 1-1 " 2 "	" 31-2 " 11 "
July 1-1 " 10 "	

Captain Spencer affirms that the longer the observations are made, the greater is the certainty that the fluctuations prove no regular or periodical change, but are dependant chiefly on the quantity of rain falling upon the great surface from which the waters are discharged through the lake and rivers into the ocean.

United States.

The first number of the *Register* which replaces the *Banner of the Cross*, has in its Editorial "Announcement," the following paragraph:—"It is in no boastful spirit, but rather with a sense of responsibility that we state that this en-

terprise, both in the proprietorship and in the editorial duty, has been entered on with an entire singleness of purpose. No mere personal interests of any kind enter into it; it looks singly to the good of the Church and of the country.—To these, and to these alone, does it hold allegiance, and to these does it devote its services. The paper identifies itself with no set of men—with no particular Bishop or Diocese—with no sectional or personal interests; but acknowledging no circumspection other than what the Church enjoins, looks for the power of future usefulness in first planting itself upon a ground of genuine independence. That this independence shall not degenerate into self-will and lawlessness must be proved by future conduct rather than by present profession."

INFIDEL CONVENTION.—A Convention was recently held in Salem, Ohio, at which the following points were discussed: "The origin, authority, and influence of the Jewish and Christian Scriptures." At this Convention it is stated the most glaring infidel sentiments were boldly avowed, principally by an Englishman named Barker, and others. The claims of the Bible were sustained by several clergymen and one lawyer. At the close of the meeting resolutions were sustained, denying the Divine origin of the Bible, its authority as a rule of faith and practice, and the truth of its statements, and declaring a belief of these to be injurious.

ERICSSON'S CALORIC SHIP.

The *Ericsson*, taking the name of her inventor, is a first-class vessel of ordinary steamship pattern, though combining in her construction many valuable improvements. She is owned by a company of merchants in this city, among whom is Mr. J. B. Kitching. The builders of her hull were Messrs. Perrine, Paterson and Stack, of Williamsburgh. Her engines are the workmanship of Messrs. Hogg & Delamater of this city. The register of the ship is 1,903 tons. Her length is 250 feet, with 26 feet 6 inches depth of hold, and forty feet, breadth of beam. Her paddle-wheels, which are similar to those of the Collins steamers—Differing only in being somewhat smaller—are 35 feet in diameter, with buckets of 10 feet inches. The decks are abundantly provided with life-boats, among which is one of Francis' celebrated 'life-cars,' ready to be cast off from the davits at a moment's notice. The peculiar conformation of the boilers has served to produce very essential modifications in the exterior as well as the interior of the vessel, which we endeavour to describe as briefly as possible.

To commence, then with the upper deck. In place of the solitary smoke funnel commonly employed in the steamships to convey away the smoke and gasses of the furnace, the calorific ship presents four small tubes; gaily painted in white and gold, rising but five feet above the paddle wheels, and only thirty inches each in diameter. Two of these tubes, or chimneys are intended for use, and two for ornament and to preserve uniformity. The two corner chimneys are attached to the cylinders of the engine, and the remaining two protect the hold from the impure and heated air which would otherwise render a residence therein quite uncomfortable. By this arrangement also, and in consequence of the peculiar construction of the engines, the upper deck of the vessel is entirely clear. No impeding machinery serves to hinder free passage fore and aft.

The four chimneys, each resting upon a neatly carved and painted octagonal pedestal, are formed, two of sheet iron and two of wood. They are the only noticeable alterations in the exterior of the ship, save the unusual clearness and roominess of the deck, where the passenger may promenade. But the chimneys are not alone in their ventilating properties. Besides each pair of these, pipes passes into a well extending to the bottom of the ship, through which a current of cold air is carried down to the fire-room, rendering that place as cool and comfortable as the upper deck and effectually preventing all danger of conflagration from over heating. The mouths of these "wells" are carefully covered with tarpaulins, and the room occupied is hardly equal to a hatchway. Through the open space thus afforded, an additional advantage is given for the working of the force pumps, the pipes of which are carried up through its entire length, projecting upon the upper deck in a manner very convenient for the seamen to work them to free the ship from water. The deck, accordingly, supplies three desiderata, viz: 1. Ventilation of the hold; 2. Safety from fire; 3. A means of preventing danger from leakage, by readines of access to the pumps.

The descent from the upper deck is accomplished, not as in steamships, by impracticable ladders, but by neat staircases, for which ample space is afforded by the position of the engine-room. The peculiarities of construction of the vessel begin to appear in this region. The compact form of engine leaves a free space on each side of the ship, from fore to aft, both above and below, thereby affording opportunities for easy transition between all parts of the vessel. The shaft which turns the paddlewheels is concealed between decks, and offers no such obstruction to the

midship section of the vessel as is generally to be found, even in first-class steamers. The dining saloons are located aft of the engine, and the state-rooms lie below; easy access to them being obtained by means by substantial and spacious stairways. The apartments of the saloons, state-rooms, and other parts of the vessel intended for the accommodation of passengers, are very perfect, and expense has not been spared to render the *Ericsson* without a superior in these respects.

The construction of the furnaces, and the small amount of fuel required to feed them, causes a great saving in the stowage room of the vessel, by which it gains largely in accommodations for merchandize and freight. The freightage of the ship will be about 1,400 tons. The freight deck, strongly secured from accidents, is roomy and cleanly. It is perfectly clear from stern, in consequence mainly of the small space occupied by the machinery of the ship, and affords, beside the freighting space proper, a considerable supply of store rooms and recesses, always useful for the stowage of precious articles. The coal hold is below the freight deck, and is abundantly spacious to contain the entire mass of fuel required for the outward and return voyages of the ship. It is, in fact, contemplated that the vessel will be able to carry her coals for the longest trips out and back; even should the voyage be extended beyond the customary route of our packet steamers.

The experiments already made with the engines of the new ship, promise a very auspicious commencement of her career. The operations of the machinery, so far as the different portions have been tried, are perfectly smooth and accurate, and the revolutions of the wheels of the vessel have taken place with all the regularity and order which was to be expected of them. The prognostics of success are very promising. The public will await the result with eager interest. But one opinion can be expressed in regard to the probabilities of the plan. The necessity of a new motive power is every day more pressing. Advantage must be gained by the application of the leading principles of nature to new uses, and the inventor who shall accomplish this fact will entitle himself to the lasting gratitude of the commercial and travelling world. It is to be hoped, in view of the labour and ingenious resources which have been expended upon a project that seems so feasible as this, that the honour of the new machine may be finally awarded to the studies of Capt. Eriesan.—*New York Times*.

THE FLOOD ON THE MISSISSIPPI—IMMENSE DESTRUCTION OF PROPERTY.

The river continues to rise at a fearful rate, with every apprehension of a flood equal to the disastrous overflow of 1847. During the 24 hours ending with last evening at 5 o'clock, the river had risen 5 feet 7 inches in front of the city, all the houses along the line of the wharf were submerged. And the river extending one third of the way to the cross streets.

Last evening the water was in on the first floor of the store of Ford & Bro., and John Shroeder, on opposite sides of Wall Street, and the second floors of many of the houses on Water street, was inundated. The sufferings and losses of hundreds of poor families who resided along the river is very great. From the upper wharf all the way up along the creek, and the saw mills, the whole country is overflowed, without a vestige of dry ground to be seen in any direction. Some six or eight acres of lumber are in great danger of being swept away by the flood.

The Rolling Mill, flouring mills, and the Louisville bagging manufactory are inundated, and operations of course suspended. In the lower part of the city the factories, including the boiler makers, and the Smithers, are all overflowed, and much of their material under water.

The shipping port is overflowed, and Portland possesses but one spot of dry land, all else as far as the eye can reach is a desert of waste waters, all the houses along the shore having the river flowing over their first floors.

At New Albany the pork houses are endangered by the back water, and the hogs on the hooks and the pork in the warehouses had to be removed. Two of the snag boats on the stocks are partially under water. Capt. I. C. Russell and the contractors are using every exertion to prevent loss, and have chained the boats down.

The water rises almost as fast as our merchants can remove their goods from their warehouses. B. Duffield & Co., had a force of 90 men at an expense of 25 cents per hour, engaged 23 hours in removing hams from their provision warehouses on the river. They removed 45,000 hams, and sustained no loss. At the farmers tobacco warehouse 600 hhds, of sugar, and 5000 barrels of molasses have been stored by persons who were threatened by the water.

The Mississippi River was falling yesterday, and full of floating ice.