

sports. At some of the schools the pupils were proficient in the military drill. Cricket was becoming universal. The Halifax Cricket Club, who enjoyed a rare privilege in having among their competitors the flower of the British youth belonging to the garrison and the ships-of-war on the station, had speedily shown themselves to be not unworthy of that distinction.

Nova Scotians used to charge themselves with being peculiarly wanting in enterprise. The Shubenacadie Canal was commonly quoted as an instance, but, in the author's opinion, it was rather an example of enterprise anticipating the demand for it. Its failure for a time had many remarkable parallels in the mother country. But look at the proofs of our commercial enterprise. In maritime pursuits Nova Scotia stood at the head of all the Colonies, and the Provincial tonnage far exceeded that of the whole Eastern Colonies put together. With the above material advantages, and others connected with their geographical position, and with a natural energy so evidently capable of doing these justice if rightly guided, Nova Scotians, instead of having reason to despond, had everything to cheer and encourage them. The author referred to the projected railroad to Canada and the Pacific, which would at once tend to enrich the Province by making it, like New York, a great thoroughfare to the West. The idea of this enterprise appeared to have originated with Nova-Scotians.

As a means of elevating the industrial pursuits and rendering them more attractive to young persons debating as to their choice of an occupation, the author spoke highly of an institution he had seen in England called a "Farmers' Club." Our farmers were separated from Halifax by a wide unproductive tract, and in coming to market felt themselves strangers in their own capital; but such an institution would tend to destroy the social barrier, and render agricul-