

Hair manufactures of finer descriptions.
 India-rubber manufactures.
 Fur caps, hats, muffs, tippets.
 Carpets, carpetting, hearth-rugs.
 Carriages, and parts of carriages.
 Cheese.
 Clothing of every description.
 Coach and harness furniture.
 Coal and coke.
 Combs.
 Confectionery.
 Corks.
 Cutlery of all kinds.
 Jewellery.
 Toys.
 Earthen, china, and stone-ware.
 Manufactures of gold.
 Artificial feathers and flowers.
 Umbrella materials.
 Cabinet and household furniture.
 Stained glass.
 Glass and porcelain manufactures.
 Iron in bars or blooms, or other forms.
 Iron-castings.
 Japanned wares.
 Manufactures of cotton, linen, silk, wool, or worsted, if embroidered.
 Marble manufactured.
 Manufactures of paper, or papier-maché.
 Manufactures of wood.
 Muskets, rifles, and other fire-arms.
 Ochres.
 Oil-cloths.
 Plated and gilt-ware of all kinds.
 Playing-cards.
 Soap.

That pay 40 per cent.

Cut-glass.
 Manufactures of expensive woods.
 Tobacco manufactures.
 Alabaster and spar ornaments.
 Sweetmeats.
 Preserved meats, fish, and fruits.

That pay 100 per cent.

Brandy, whiskey, and other spirits distilled from grain.

A similar list might be made of East Indian and British Colonial staples and productions, with the endless variety of small manufactures which they stimulate, and to which these high duties apply.

I pass now to the only remaining topic, the formation of Public Works, or approved utility, as a means of strengthening the empire,—developing the resources of the provinces,—and as an aid to more rapid and systematic Colonization.

Having, my Lord, in my former letter, entered largely upon this branch of the general subject, I need not repeat what that paper contains. Every mail brings fresh evidences of the feverish longing and intense anxiety with which all classes in the provinces look forward to the establishment of those great lines of inter-colonial and continental communication, which are not only to bind us together, and secure to the British Provinces great commercial advantages, but which would, with cheap steamboats, reduce the Atlantic to a British Channel, and continue the Strand in a few years to Lake Huron, and ultimately, perhaps even in our own time, so rapidly does the world advance, to the Pacific Ocean.