

6. Southern Small Yellow Corn. The ears of this variety are more slender as well as shorter than the last named; the grains are smaller, though of the same form, of a deep yellow, more firm and flinty, and contains an abundance of oil, which renders it more valuable for the purpose of shipping, or for feeding poultry or swine.

7. Rhode Island White Flint Corn. The grains of this variety are about the size and shape of those of the Tuscarora corn, but differs from them in containing an abundance of a transparent colourless oil, which may be easily seen through their clear pellucid hulls. The farinaceous parts of the grains are white, and as the quantity of oil which they contain is large, the flour or meal is more substantial as an article of food, and less liable to ferment and become sour.

8. Southern Little White Flint Corn. The kernels of this variety are smaller than those of the preceding, and much resemble them in shape, but they are more firm and solid, contain more oil, and consequently are of more value for feeding poultry and swine, and for human food.

9. Dutton White Flint Corn. A variety not differing materially from the Yellow Dutton corn, except in the colour of the oil.

10. Early Canadian White Flint Corn. Cultivated principally for early boiling and roasting, while green.

11. Tuscarora Corn. The ears contain from twelve to sixteen rows of grain, which are nearly as deep as they are broad, of a dead whitish colour on the extreme end, are entirely composed within of pure white dextrine, except the germs. As it contains neither gluten nor oil, it may be profitably employed in the manufacture of starch. It is much softer and better food for horses than the flinty kind; and if used before it becomes sour, it may be converted into excellent bread. It is also an excellent variety for boiling when green, or in the milky state.

12. Fine White Flint Corn. The ears of this variety contain twelve rows of rather white, roundish, thick grains, which are filled with a snowy-white flour, composed principally of starch, but contains neither gluten nor oil. It is much used. As it possesses similar properties with the preceding variety, it may be profitably used for the same purpose. It is also an excellent variety for boiling, when green.

13. Virginia White Seed Corn. The ears of this corn, which are not very long (nor is the cob so long as those of the Big White or Yellow Flint) contain from twenty-four to thirty-six rows of very long narrow grains. These grains, at their extreme ends, are almost flat, and grow so closely together from the cob to the surface, that they produce a greater yield than any other variety in proportion to the size of the ears. They contain more starch, and less gluten and oil, than those of the Flint kinds, and from their softness they serve as better food for horses, but are less nourishing to poultry and swine. This variety ripens later, though it is more productive, than any other kind.

14. Early Sweet Corn. There are two kinds of this corn; one with the cob red, and the other white. The ears are short, and usually contain eight rows, the grains of which, when mature, are of a higher colour, and become shrivelled, appear-

ing as if they were unripe. It contains a very large proportion of the phosphates, and a considerable quantity of sugar and gum, though but little starch. It is extensively cultivated for culinary purposes, and is delicious food when boiled green.

15. Rice Corn. A small variety, with small conical ears, the kernel terminating in sharp points, which give them the appearance of burrs; the kernels in size and shape something like rice. It contains more oil and less starch than any other kind, and when ground its meal cannot be made into bread alone, but is dry like sand. From its oily nature and peculiar size this corn is well adapted for feeding poultry.

16. Pearl Corn, commonly called pop-corn, from the fact of its being used for popping or parboiling. The ears of this variety are small, the grains are soured, of various shades of colour (8), the white of a pearly appearance; and contains with the rice corn, more oil and less starch than any other variety.

17. Chinese Tree Corn. It is a pure white variety, a very handsome ear, about ten inches long, has ten rows, grain very closely set, long and wedge-shaped, well filled out to the end of the cob, some of the grains slightly indented. One peculiarity of this corn is, the ears grow on the buds of the branches, hence its name "tree corn." It is said to yield from one-third to one-fourth more than the common varieties; when ground into meal it is handsomer and better flavoured than the common varieties of white corn. There are generally two ears on a stalk, and often three.

The foregoing embrace those species thought worthy of cultivation.—*Technologist*.

NOTES ON THE INTRODUCTION OF STEAM NAVIGATION.

Mr. Dyer stated, at a recent meeting of the Institution of Civil Engineers, that this subject, being of great importance, had engaged many able pens in tracing the origin of the several inventions and experiments that preceded the final triumph of steam power over that of wind for navigating ships; each writer claiming the honour of priority for his own country. It may be useful to state the order in which and the parties by whom the principal attempts were made to realise that object. Several letters lately appeared in the *Times*, and were thence transferred to the pages of the *Engineer*, giving a graphic account of the "first steamer in English waters," the *Margery*, built at Dumbarton, by the late William Denny, for William Anderson, of Glasgow, and passed through the canal to the Forth and thence to the Thames, where she arrived on the 23rd January, 1815." On the authority of Mr. Anderson, then, this date is fixed when the first steamboat was seen on English waters. The first steamboat, the *Claremont*, was started as a regular packet on the Hudson River, in the spring of 1807; so that the first steamer seen on the American waters was fifty-five years ago, a lapse of time that should now insure a calm view of the steps that led to this first actual success in steam navigation. It will be shown that, by a long course of persevering labours, the honour of that success must be conceded to Robert Fulton, by whom it was achieved. Whilst admitting the merits of other ingenious men long engaged in the same pursuit, it is clearly proved that, either from good fortune, or by the exercise