New York, and at the memorable crossing of the Delaware, on the night of Dec. 25, 1776. After the war, he was for many years high sheriff for the county of Middlesex, and he also represented Woburn in the General Court. He was one of the original corporators, and a large proprietor of the old Middlesex canal, built to connect Lowell with Boston, and the entire work was constructed under his superintendence. In a very different direction we are also indebted to the elder Loammi Baldwin, as it was through him that the well-known Baldwin apple was perfected and brought into use.

Loammi Baldwin, the younger, was born at North Woburn in 1780. He fitted for college at Westford Academy, and passed through Harvard College, graduating with the famous class of 1800, in which were Judge Lemuel Shaw, Joshua Bates, Washington Allston, Charles Lowell, Joseph S. Buckminster, and other noted men. His scholarship does not seem to have been very high while in college, but he was unequalled for telling good stories, and was a universal favorite. His inclination seems to have been towards mechanical subjects, to which very little attention was paid at that time. It was during his college life that, with his own hands, he made a clock which kept very good time, and was the wonder and admiration of his class. At the semi-annual visitation of the committee of the Overseers, preceding Commencement, we find Baldwin put down as No. 9 on the list for “an exhibition in mechanics.” At Commencement, he does not seem to have had any part, but in 1806 we find him recorded as vice-president of the Phi Beta Kappa, John Thornton Kirkland being president.

Like many others, Mr. Baldwin does not seem to have found out at once for what he was intended. Upon graduating, he entered the law office of Timothy Bigelow, at Groton. But even here Nature asserted her rights, and we find him constructing with his own hands a fire engine, of which the village stood in desperate need; and this small engine is still in active service after a use of over eighty years, and will throw a stream over the highest roof in town.

Having completed his legal studies, he opened an office in Cambridge in 1804; but his love for mechanical matters soon showed him where his work lay, and in 1807 he went to England to pursue the study of civil engineering. In 1812 he opened an office in Charlestown, and was employed by the State in erecting fortifications about Boston Harbor. A little later he was engaged to survey the “Falls of the Ohio” at Louisville, Ky., with a view to building a canal around the rapids; and soon after, he was employed in making surveys for canals in Virginia, and was also in charge of the Union Canal of Pennsylvania. Having, however, a disagreement with Gov. Mifflin in regard to the proper size of the canal and its locks, he left the State, and returned to Charlestown. It afterwards turned out that Mr. Baldwin’s opinion was the correct one in regard to the Pennsylvania canals.

About this time he published a very able pamphlet, “Thoughts on Political Economy,” and also a carefully written description of the Middlesex canal, and a memoir of his father’s early friend and companion, Benjamin Thompson, better known as Count Rumford. In 1824 he spent a year in France in the study of engineering and in the collection of publications upon that subject, and laid the foundation of what was, at that time, the best engineering library in this country.

Soon after his return home he was placed in charge of surveys to ascertain the practicability of building a canal from Boston to the Hudson River, and at that early date he proposed piercing the Green Mountain Range almost exactly on the location of the present Hoosac Tunnel.

Upon the death of Uriah Cotting, who had commenced the construction of the Boston Mill Dam, now Beacon Street, Mr. Baldwin took charge of that work, and carried it to a successful completion. In 1826 he made an elaborate report to the Salem Mill Dam Corporation in regard to extensive dams at Beverly Bridge. In 1835 he made an extremely valuable report on introducing pure water into the city of Boston, in which a very full examination is made of