they were built, but they still remain as monuments of engineering skill. The dock at Charlestown was commenced in 1827, and completed in 1834, the old frigate “Constitution” being the first vessel docked. The docks at Charlestown and at Norfolk were made from the same working drawings, although the former was lengthened about sixty feet in later times to accommodate the increased length of modern vessels of war. It is strange to look back now and to note the lack of engineering machinery for carrying on heavy work, even so late as 1830. The pile drivers used at the Charlestown dock were worked by a treadmill, although some objection was made to putting the free-born American into a machine which had so unsavory a reputation. A large part of the masonry was laid without the use of derricks, by means of inclined ways. The cost of the Charlestown dock was $677,000, and of the Norfolk dock $943,000, a very large sum in those days.

In addition to the above works, Mr. Baldwin was consulted in regard to almost every important work of internal improvement in his time. His great skill, wide experience, and sound judgment made his opinion sought for far and near. The impression left upon all the young men who served him as assistants, several of whom yet live, is a feeling not only of profound respect for his talent as an engineer, but of love and veneration for him as a man.

In person, Mr. Baldwin was over six feet in height, and superbly built, though inclining to be rather heavy towards the latter part of his life. His face, as shown by an admirable portrait now in possession of the family, presents one of those rare combinations of intelligence, of manliness, and of dignity, which once seen can never be forgotten; a face which shows, as Hamlet says: —

“A combination and a form, indeed,  
Where every god did seem to set his seal,  
To give the world assurance of a man.”  

G. L. V.

Query to the Architectural Class. In building a house for a dentist, would it be correct to put a dentil course on it?

To Althea.

After a Moonlight Ride.

May I hope that these flowers recall to your mind  
That glorious night when we two rode behind  
The rest of our friends, in a three-seated team,  
And revelled in moonlight! It seems like a dream.  
Which too soon passed away,  
Leaving naught but the hope  
That at some future day,  
We may meet once again  
In as festive a mood,  
When no puns shall be made  
And no friends shall intrude.

Then the fair Cinderella will have on her shoe,  
And listen to sentiment entirely new;  
I look forward with joy to th’ impending hour,  
When our mutual eyes meet in Madame D——'s bower.

TH. PELL.

HISTORY IN A NUTSHELL,  
OR BOSTON WITHOUT A GUIDE.

Written by one who lives there, and knows all about it.

Knowing that there are many students in the Institute who, on account of their studies, are unable to take time to explore Boston, and consequently, knowing little or nothing about this Hub of the Universe, are often much embarrassed when questioned by friends at home about the city, etc., — knowing this, we have at great expense of both brains and money, collected the following facts, and now present them to the public, hoping that they will prove a blessing to one and all.

BOSTON. — This venerable and ancient city dates back a good deal further than the tower of Babel. (For farther particulars see some other history.) It is situated somewhere in the State of Massachusetts, and was discovered by the Right Honorable Johnnie Sullivan, known as the Boston strong boy, in the year 1024 B.C., (beans commenced), and at that date showed many signs of extreme antiquity.

Faneuil Hall is supposed to have been the original Solomon’s Temple, and Boston Common is known to be the garden of Eden, with modern improvements. The Tree of Knowledge has