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Flag of the British East India Company , " At the time of the Declaration of Independence in July , the Continental Congress would not legally adopt flags with "stars, white in a blue field" for another year. The flag contemporaneously known as "the Continental Colors " has historically been referred to as the first national flag. However, an East India Company flag could have from nine to 13 stripes, and was not allowed to be flown outside the Indian Ocean. He said to George Washington , "While the field of your flag must be new in the details of its design, it need not be entirely new in its elements. There is already in use a flag, I refer to the flag of the East India Company. Some colonists also felt that the Company could be a powerful ally in the American War of Independence , as they shared similar aims and grievances against the British government tax policies. Mullets were comparatively rare in early modern heraldry, but an example of mullets representing territorial divisions predating the U. While scholars still argue about this, tradition holds that the new flag was first hoisted in June by the Continental Army at the Middlebrook encampment. Massachusetts reinforcements brought news of the adoption by Congress of the official flag to Fort Schuyler. A voucher is extant that Capt. Swartwout of Dutchess County was paid by Congress for his coat for the flag. Navy, featuring 13 six-pointed stars arranged in rows. In the late 18th century, the notion of a national flag did not yet exist, or was only nascent. The flag resolution appears between other resolutions from the Marine Committee. Each regiment was to carry the national standard in addition to its regimental standard. The national standard was not a reference to the national or naval flag. Experts have dated the earliest known example of this flag to be in a painting by John Trumbull. Most were individually crafted rather than mass-produced. While there are many examples of star arrangements, some of those flags included blue stripes [20] as well as red and white. Benjamin Franklin and John Adams , in a letter dated October 3, , to Ferdinand I of the Two Sicilies , described the American flag as consisting of "13 stripes, alternately red, white, and blue, a small square in the upper angle, next the flag staff, is a blue field, with 13 white stars, denoting a new Constellation. Navy ships including the well-documented flags of the Serapis and the Alliance. The Serapis flag had three rows of eight-pointed stars with stripes that were red, white, and blue. The flag for the Alliance, however, had five rows of eight-pointed stars with 13 red and white stripes, and the white stripes were on the outer edges. Hopkinson was the only person to have made such a claim during his own lifetime, when he sent a letter and several bills to Congress for his work. Hopkinson initially wrote a letter to Congress, via the Continental Board of Admiralty, on May 25, However, in three subsequent bills to Congress, Hopkinson asked to be paid in cash, but he did not list his U. Instead, he asked to be paid for designing the "great Naval Flag of the United States" in the first bill; the "Naval Flag of the United States" in the second bill; and "the Naval Flag of the States" in the third, along with the other items. The flag references were generic terms for the naval ensign that Hopkinson had designed, that is, a flag of seven red stripes and six white ones. The predominance of red stripes made the naval flag more visible against the sky on a ship at sea. His Admiralty Seal had seven red stripes; [28] whereas, his second U. Seal proposal had seven white ones. The apocryphal story credits Betsy Ross for sewing the first flag from a pencil sketch handed to her by George Washington. No evidence for this exists either in the diaries of George Washington nor in the records of the Continental Congress.

*Days Forever Flown [May A. Haslehurst] on calendrielascience.com *FREE* shipping on qualifying offers. This is a pre historical reproduction that was curated for quality. Quality assurance was conducted on each of these books in an attempt to remove books with imperfections introduced by the digitization process.*

Such a day for me occurred on Sunday 8th July My good friend and leading Irish long distance flyer Paul Swindell, had invited me to join him at his home to watch for the birds from the Irish national flying club INFC , Kings cup grand national from St. Allouestre France liberated on Friday 6th July. Racing for Paul as many will know is all about 3 weekends of the year. The last weekend of June is when all the organisations in Ireland hold there longest old bird race of the year. This year held from the port city of St. Malo in the Brittany region of North Western France. All year Paul had been building for this race alone, it represented his first opportunity to compete for one of the most important distance trophies in Irish pigeon racing, The Millar Gold Cup. Early in the Ulster Federation took the very bold step to try and expand its membership by opening up membership to its historical base the 9 counties of Ulster, instead of restricting itself to the boundaries of greater Belfast as it had done for nearly 2 generations. This gave Paul the opportunity to join the fed and so be entitled to race for the cup. From the day he joined he had one objective, prepare as good a team of birds as possible to have a real go for the Millar Gold Cup. He had 32 birds paired and sitting on eggs, everything was going perfectly. Then a bombshell, 4 days before the birds were due to be hampered he received a phone call from the Ulster Federation treasurer to tell him that due to pigeon politics the Ulster fed would not be transported to the race and so therefore the fed had no other alternative than as an organisation not to take part. Unlike all other parts of the UK when one of your 3 French races is gone there is no alternative organisation to race with. Now there were 32 birds that were going to be a full 7 days ahead of schedule. What could be done, the Kings cup was a fortnight away and the only other French race a week after that. Something had to be sorted and sorted fast. A few further phone calls and within the hour Paul was booked on the Dublin Holyhead ferry and the adventure would be on. Decisions now had to be made, how many would he send to the Kings cup? Which birds would he send to Le Mans? Would it be an all or nothing approach? Adversity is a great tool for focusing the mind to its purpose. The birds were caught, evaluated and graded. Only those that Paul was both certain were bred for Le Mans and in the right condition to give them the best possible chance to succeed went into the Le Mans hampers. It was a very rigorous selection process, if there was the slightest doubt then the bird was set aside for the Kings cup. At one time all 32 were going to Le Mans so close was the quality of birds. On Tuesday 3rd July, 8 birds were taken to the INFC marking station for the Kings Cup by our good friend Tommy Mooney, the other 24 were safely hampered fed, watered and ready for the morning ferry crossing to Holyhead. The drama was not yet over a phone call from Tommy to inform us our entry was now down to 7, as an ETS ring had not registered. Worse still the bird in question was a yearling cock that had performed steady all year with several top 10 finishes. Could anything else go wrong? Stupid question of course it could. Paul was booked on to the 8. The plan was that he would meet up with Michael Feeney at 7. Upon arrival they started to draw the attention of dept. We had prepared transport papers in accordance with EU regulations and everything was okay. I had taken a call from Pat Nolan the previous Saturday, who told me that when he was taking his birds on board he was sending to Barcelona International a fellow fancier had been forced to release his birds by a Stena Line official, a years preparation gone on the actions of a jobs worth. This was why when booking the ticket I had insisted on having pets on the ticket. Thanks Pat Nolan for the heads up. After that as soon as the boat departed Dublin an air of relief set in, the birds were underway. After the boat docked in Holyhead, Paul and Michael were met by the wonderful folk from the Eclipse club. I have to state at this point that this organisation has revitalised the interest in long distance racing in Northern England, Wales and Ireland. From an embryo of an idea late in they have evolved into a slick well run operation running their own marking station at Chirk and transporting with the BICC to the first 6 races of the BICC programme as well as to the Agen International. An awesome organisation run by and for awesome people. They are what pigeon racing should be about. No bitchiness, no back stabbing just positiveness and

willingness to help. I would strongly recommend to anyone wishing to send birds to BICC races or Internationals, if you live in the North of England, Wales or Ireland, join the club they will look after you better than you could imagine possible. The journey back was uneventful and the craic with Michael was very enjoyable. Any reader of this journal will be familiar with Michaels Barcelona Dream articles. It was very interesting to get his take on methods and preparation for the channel races. So the wait began 2 days to the Kings cup, the expectations were not high the preparation was wrong, the birds other than races had not been able to exercise for nearly 8 weeks other than a 40 mile training toss the day before hampering, such has been the threat from peregrines around the loft, it was what it was, better to try than to give up. Throughout June and early July, the island of Ireland has been in the grip of one of the longest driest periods of weather on record. This has meant very difficult racing conditions for the channel and French races with soaring temperatures North Easterly winds and fog on the sea. The 2, Kings cup birds were released at 8. Any bird getting home would be a brave one. At lofts across Ireland the vigil was on from early light on the Saturday, the Kings cup winner was still out there. Landing boards were burnt into tired eyes as the skies were scanned endlessly, dreams were still alive in every entrants mind. We now had 2 races on. It had been attempted on many occasions by numerous top Irish racers but no one had ever succeeded. Now Paul was attempting the impossible, on a weekend when the cream of Irish distance racing had been unable to clock, from North West France with a full Irish convoy. Paul was asking his birds to break out from a convoy heading to England, from central France some miles east of where the Irish birds had been liberated. They then had to fly on their own across the Irish sea the toughest race route possibly in the world. Oh and yes do all this on one of the hottest weekends in 25 years. No small task for birds set up to race 7 days earlier. This season has been particularly difficult for the preparation of the birds due to the frequent attacks by hawks around the loft. This has restricted the birds to the loft from the 2nd old bird race of the season. Each week Paul was only able to let the birds out for a 30 minute fly the day of basketing such was the threat from the hawks, throughout these sessions Paul monitored the situation and would do his best to scare of any hawks that approached. This has been without doubt the worst season Paul has ever experienced with hawk attacks around his loft. Paul however was very confident of succeeding, he maintained that he had sent the best he had. They were well fed, having stocked up on high energy fat mixes for the 5 weeks before French races, due to the fact that the birds were confined to loft not been able to get out for a fly. All had been given multi-vitamins in the drinkers as well as his home brewed natural pigeon tonic which he has been making for at least 20 years, having been given the original recipe by the famous Dave Allen, he has over the years added a few extra ingredients to suit his requirements. All were in great condition in the hand, most importantly all were bred by him and all from matched pairings. He had confidence in the birds as he believed if they had went a week earlier they would have been serious contenders for the Millar Gold cup. As Saturday evening drew to a close it was obvious there would be no 1st day bird from Le Mans the visibility had deteriorated early with many of the valleys visible from his loft filling with mist from early evening. A check on the INFC website told us that there were 54 brave pigeons recorded in Ireland on the second day, there were still a lot of very good birds out there Paul was confident one would make it. Sunday was forecast to have clear skies, light winds but once again to be blisteringly hot. It would be a brave pigeon that made it. Sunday morning at 7. When Paul returned from the loft he told me that it was a Kings cup bird. The heat was a huge factor, the sheer guts of this young cock to get up on the 3rd morning and come on home, meant only one thing. Instant retirement he had earned the right to his place in the stock loft. He has everything Paul believes is essential for the tough long distant pigeon flying into Ireland. Small to medium sized, well balanced and most of all full of will power and determination. Most other birds would just have stopped out, when as tired as he was. He is a chequer yearling cock that we would later find out had won 1st club, 53rd North section and 62nd open Kings Cup Grand national. He had flown the miles 1, yards gruelling race distance, at a velocity of Both parents had won their positions as yearlings TOUGH LADY was in fact a late bred being only 7 months old when finishing 1st club, 1st fed, 4th open and the only bird home in club and fed from the race, in the 3 day race-time. So it proved to be, as if there had been any doubt. The hen that I had put an asterisk against on the race list was indeed back in the loft. In doing so, she was writing herself and Paul Swindell into the history books. Many had tried including Paul

himself on several occasions. All had failed and there in his loft was a yearling hen, Yes I did say yearling that had just flown miles. She was one of the hens that got off the eggs as described earlier, Paul took a young one from the stock loft and gave it too her thankfully she took to it and it was this extra motivation Paul believed would drive her home. The hen from this point on to be known as Queen of Le Mans, is out of a chequer cock named the Wizard, he has sired many French pigeons including a hen that flew France 5 times. Reality then struck, we had to verify the bird, now for all members in the BICC this will probably be old hat, for someone from Ireland this was a first, it had never been done before. We knew that we had to ensure this was perfect or we risked jeopardising the result. Having received the verification code we could relax. He had done it, what had been said was impossible had been achieved. Remember this was a first and no one wanted to make any mistake that could have affected the result. Once complete and with the clock reset it was back to the loft.

Chapter 3 : Presidential Proclamation -- Day of Remembrance for President Abraham Lincoln | calendrierdelascience.com

*Days Forever Flown (Classic Reprint) [May A. Haslehurst] on calendrierdelascience.com *FREE* shipping on qualifying offers. Excerpt from Days Forever Flown At the repeated request of many friends, these leaves from my Journal of are given.*

Chapter 4 : The Days Pass Slowly But The Years Fly By - The Cole Mines

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Chapter 5 : Kelly Ray 🍷½ on Instagram: “Happy Mother’s Day!! Forever thankful of you 🍷” • #ca

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Chapter 6 : South Holston: Weir Dam “ Forever Flyfish

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Chapter 7 : Time Flies Quotes (19 quotes)

Record Store Day Exclusive. The legacy of Blowfly deserves an RSD release as wild and unorthodox as the man himself. The notoriously dirty funkster passed away last year (), and his 40+ year career is being commemorated with one of the most unique pieces of vinyl we've ever seen.

Chapter 8 : A day on the South Holston “ Forever Flyfish

Kids Wish Network, a children's charity that grants wishes for kids with life-threatening illnesses, was instrumental in making her melodious dream come true, flying Mazie's family to Nashville for her star-studded Music City experience that she will forever remember.

Chapter 9 : Days Forever Flown

The South Holston River in Tennessee is home to more than 9, trout per mile and is known for its legendary dry fly action. Check out this video for a glimpse of the beauty I get to experience nearly every day.