

Chapter 1 : Sweetwater Creek State Park - Wikipedia

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December, by Ray Bendici Filed Under: Remnants from the former town, including the remains of abandoned mills, stone foundations and other structures, can still be found here. The town was originally settled in , when Elijah Andrus led a group of persecuted Methodists out of Hartford to a quieter space along the Blackledge River where they hoped they would be left alone by the regional Congregationalists to live and worship as they pleased. Under the guidance of Rev. Henry Sumner, the faithfulâ€”including many members of the Gay familyâ€”attended services twice a week, which included imbibing generous amounts of "spirits" in the hope of finding higher spirits. Apparently, such dedicated alcohol consumption caused a host of social issues, but the settlement continued to thrive. In , a textile mill was built, and soon other mills, shops, homes and even a distillery followed. The town was soon known as Factory Hollow, and had its ups and downs over the next few decadesâ€”the main mill burned down twice, the second time in , and the town never really recovered. According to one story from the Bolton Historical Society , it was claimed that the water in the settlement "ran uphill" from the pond to the mill, which spooked a few residents. Factory Hollow also suffered other problems, including two alleged murders, both of which pre-date the Civil War. As with the other murder, no records exist of the crime, no was anyone apparently ever arrested for it. Grisly stories aside, like what happens to many towns when the main employer burns to the ground and is no longer viable, the residents of Factory Hollow started leaving. By the end of the 19th century, the town was essentially abandoned, and then was slowly swallowed up by the surrounding countryside. Finally, the land was sold by Emma Foster one of the last descendants of those who lived there to the state in , with the stipulation that the area be renamed Gay City. A year later, Gay City officially became a state park. Despite the decades of neglect, a few of the original structures still stand and can be explored, including house foundations, stone cellars and the walls of an old paper mill. Gay City is now more like Ghost City, which is just fine for those who love to explore such locations. For years, visitors supposedly saw the spirits of the murdered victims wandering around the forests that have now grown up through the village. Tragically, in May , a New Britain teenage did drown in the pond while swimming , so that event can now be considered true. What is not confirmed are the dozens of stories, rumors and reports alluding to the supernatural activities in Gay City. In addition to other disembodied voices including one that murmurs "The hollow" and mysterious footsteps, spirit mists and other odd manifestations have been supposedly observed. Paranormal teams who have investigated her claim to have recorded EVPs and taken orb photos as well as having had other unusual experiences. We visited Gay City in Summer and explored a bit of the park. Advertisement If you continue along the main path, you can see some of the remains of the stone foundations of the other buildings that were here. You just have to be looking for them. There are also plenty of stone walls meandering through the woods, a reminder that a century or so ago all this land used to be cleared fields. Lots of stone walls, actually, which helped us maintain our bearings when we wandered from the main path. So there was plenty of flora, fauna and such, and it was all pretty uneventful until we went off the main path a bit in search of more foundations and sort of stumbled upon this. Granted, this was more of a random circular patch of grass than what people might consider to be a true fairy ring, but it still struck us as pretty odd just having grown like that out in the middle of nowhere. Tempting "fate," we walked around the circle, went into it and even danced around in it a bit. The rest of our visit was pretty uneventfulâ€”no unusual experiences or supernatural sights, but it was the middle of a sunny day. No doubt if we return under the cover of night, it may be a different experience Additional photos in the gallery below. Like most state parks, Gay City State Park is open year-round, daily from 8 a. Winter parking is available. In addition to hiking and exploring the abandoned ruins, visitors can also bike, fish and swim, among other recreational activities. The area around the pond makes for a nice little picnic area, so feel free to pack a lunch when you visit! The park entrance is located on Route 85 in Hebron. Log in to post comments Comment with

Facebook.

Chapter 2 : Houses for sale in Markinch, Fife, KY7 6ZP - The Old Mill

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As he bakes biscuits, cornbread, and lattice-topped fruit pies to go with the chicken-fried steaks, beans, potatoes, and sawmill gravy that round out his menu, Lexie uses ingredients, tools, and techniques true to the period. Chuck wagon cooking, it seems, has become a competitive pastime as well as a nostalgic hobby. Lexie and Katy Dean cooking and baking with more than a dozen heavy cast-iron pots. Look for Lexie wearing his trademark stovepipe hat, muttonchop whiskers, cowboy boots, and bandanna at the fourth annual Chuckwagon Cookoff in Pigeon Forge, Tennessee , in late February. He and Katy, his wife and trusty sidekick, will be busy among more than a dozen big, heavy, scalding-hot, cast-iron pots and a string of campfires. Lexie cuts strips of pie dough for a lattice top crust. I also take two inch skillet, two inch skillet, and two gallon bean pots. I wipe them with olive oil for storage. Other vegetable oils or any sprays will turn to a glue-like paste and ruin the pots. The acid in tomatoes will take off the finish. I put a layer of pie dough on the bottom and make a basket weave pattern for the top [see diagram]. They might give you apples or peaches or dried apricots or blueberries. You have to be prepared for anything, just like camp cooks on cattle drives, where sometimes they had to cook whatever they could scrounge up. Same with the crust, made from flour supplied by The Old Mill , an historic water-powered mill in Pigeon Forge, lard or vegetable shortening, a pinch of salt, and cold water. Pies, rolls, and cornbread go into aluminum pans that go into cast-iron Dutch ovens perched over beds of hot embers and covered with more glowing coals. Hundreds of people wander through camp to inspect wagons and watch cooks at work. Judges gather under a tent for an official tasting before awarding prizes in several categories. Not a bad day for a cowboy camp cook. No cell phones or plastic coolers or aluminum foil that judges will see. I started looking for a chuck box to outfit an old farm wagon that has been in my family for generations. What I do is something like. I try my best to tear up the lift trucks we make in order to see how we can improve our designs. Most teams have four or five people, but we do fine with just us two. If I had to, I think I could be a one-man show. February , in Pigeon Forge, TN:

Chapter 3 : The Winter's Tale Act 4 - Perdita and Florizel plan to gain forgiveness

How old is a Harrington and Richards cal. ultra auto rifle? No sn data in the pubic calendrierdelascience.com H&R model ultra semi-auto rifle was made from Share to.

Why tour an old flour mill? When I think of Downtown Minneapolis I picture glass obelisks that almost appear ablaze at sunset. Also, the thoughts of Corporations such as 3M and target, among many others, come Enter a caption to mind as they insure a thriving metropolitan area. However, there was a time when the St. Anthony falls, the only waterfall on the Mississippi river, powered an industry and gave the city a different identity. That staple is flour and the Mill City Museum, built inside the ruins of an old flour mill, in downtown Minneapolis pays homage to the industry that birthed this Midwestern city. What is so interesting about an old flour mill? Nothing really, unless you consider that the Washburn A mill was the largest and most state of the art mill of its time. Rebuilt from the ashes of the first A mill in , it was the first mill in the world to use Iron rollers instead of millstone. First of all, Minneapolis was at the center of the flour trade, John S. There are modest exhibits in the museum that boast some of these Boardroom conceived Icons. A behemoth of a tractor is standing in the corner of the main exhibit area as testament to those farmers. The railroads also reaped rewards as they were the main transporter of both wheat and flour. The trains, some 36 cars long, carried up to 7, barrels of flour, each barrel containing approximately lbs. The rails are still imbedded in the concrete at the exit from the museum into the Mill Ruins Park. The stone arch bridge in Mill Ruins park, built in allowed trains to bring grain from the Midwest Perhaps my favorite exhibit of the museum is a two fold tour. The first part of the tour is an elevator ride up and down eight floors. As you pass from floor to floor in a gigantic elevator fitted with tiered benches, you see replicated scenes of what portions of the old mill would have looked like. All the while, audio recordings of people who worked in the mills tell of their experiences. You sense the grit, danger and hard work these men and women endured while being the backbone of the city. The second part of the tour is a room with the actual ventilation ducts and grain troughs on a floor frozen in time, just pure stone and steel. The ventilation shafts are additions that were not present in the first A mill. The first A mill was destroyed by a fire and, because flour dust causes static electricity, an explosion that blew the roof of the first A mill one hundred and fifty feet in the air, sending debris in the streets for blocks and destroying other buildings, not to mention claiming the lives of all 14 night shift employees in the mill at the time. What of the environmental hazards? The mills would ignorantly discard their excess flour in the river. This caused Islands of dough, these Islands became large enough that the river became impassable for ships. Which makes me think of the Paris Climate Accord, sure you can fix a river, what about the Atmosphere? Ancient technology like the tailraces make the walk on mill ruins park a treat. A system of headraces, tailraces, canals and wheel pits were used to harness the power of the river for the mills. Inside the museum, there is an Exhibit that demonstrates exactly how this technology worked, kids love it. Besides these attractions and the subsequent history, there is a kitchen for baking bread, nothing like tasting the primary purpose for flour. After a visit, walk mill ruins park and take a look at the engineering that harnessed the river for power of the mills.

Chapter 4 : Gay City, Hebron | Damned Connecticut

I have finished all the demo quests except the third task for the Thieves Examination. We are told to find a chest in the ruins of the old mill, open it, and bring the note back.

Anyone who likes history is keenly aware of this. Change can be slow or fast-paced. It can be subtle or drastic. Local communities experience such changes all the time. If local industries go out of business, a small town can be devastated. The borough of New Hope provides an example of how an old town whose economy was based on industry has morphed into a community that draws its strength from the arts, tourism, and a unique spirit of independence and nonconformity. Today, New Hope has the image of a tourist town with a heritage profound in its roots in theater, art and the antiques trade. It was not always so. Around that time, a few artists moved into the neighborhood, attracted by the beauty of the Delaware River valley, the old stone farmhouses, barns and mills. Few of the people who worked in the mills probably noticed. They were busy grinding grain, manufacturing paper, or quarrying stone. The products of their work found their way into the wider world by means of canal boats or the railroad. Today, the gristmills are ruins or registered historic buildings, the paper mills have been converted into condominiums and shopping areas. The canal is a state park that is ever more difficult to maintain, and the railroad carries mostly excursionists. New Hope got its start because of the two things that drove its economy throughout its first two centuries: Indeed, during the time of William Penn, a thousand acres of land were surveyed for a man named Robert Heath in , covering the site of present-day New Hope. This large tract of land was divided into two acre parcels. In the early years of the eighteenth century, Solebury Township was just beginning to be divided up into land grants that were settled by pioneer families that were mostly of English origin and members of the Society of Friends, or Quakers. The same was true of those who were settling across the Delaware River in New Jersey. Robert Heath may well have chosen the location of his land grant because it included a stream that came to be known as Ingham Creek from the name of a prominent landowner a century later , which provided a strong enough flow to power mills. Even in the earliest years of settlement, sawmills were needed to assist in the clearing of the virgin forest and make the building materials that were in great demand. Likewise, as soon as the land was cleared, farmers began planting fields of wheat and other grain crops. This required gristmills that ground the grain into flour, both for the subsistence of the pioneer families themselves, and as the beginning of a cash crop that could be marketed in cities like Philadelphia. Overland transport was primitive, and roads were little more than trails through the forest. Wagons and carriages were a fond memory of the old country, but few existed in rural Pennsylvania. Robert Heath died in . The potential of the creek as a power source continued to attract attention, and in , Holcombe sold the tract to Thomas Canby and two wealthy Philadelphia investors, Morris Morris and Richard Waln. Canby held the majority share and ran the mills. A shrewd businessman and an ambitious developer, he used his political skills to get road laid out and other improvements to get better access to his mills. Philadelphia rapidly grew to be the largest city in the British colonies in North America, and New York was also growing apace. It was natural that overland communication between these two urban centers became increasingly important. A new, alternative, route might prove to be advantageous. In a new route was proposed, but the new highway proved to be a matter of much strife. These names today seem quaint, but they represent an early example of two neighboring governments not to communicate very well, something that is not at all unfamiliar today. New Jersey surveyed the road to a landing at the place we know today as Lambertville. The embarrassed Pennsylvanians, perhaps prodded by Thomas Canby, revised their plans to match up with those of their counterparts across the river. The upper road, neglected for many years, survived, although it never became as significant as the crossing a few miles downstream. The establishment of the new highway brought with it the need for a ferry to cross the Delaware and for an inn to shelter those waiting to make the passage. John Wells bought the Ferry Tract in , and two years later got a license to operate a tavern there. Within another two years an act of the Pennsylvania assembly gave him the exclusive right to operate the ferry. Wells had to carry out a protracted political struggle with his rival Thomas Canby in legislative debates and court cases to gain his victory. When Thomas Canby died in , his son Benjamin took possession

of the mills. As another enterprising businessman, he bought the ferry from Wells in , and tried out another line of making a profit by setting up a forge for manufacturing iron on the mill tract, which continued operating for several years after his death in . The Coryells had operated the New Jersey side of the ferry for years, and now they controlled both sides of the enterprise. They continued to do so throughout the period of the American Revolution. John Coryell was a colorful character, devoted to horse racing and other activities. In and out of debt, he often depended on his friends to keep him out of the clutches of the sheriff. On a couple of occasions his tavern license was revoked, but every time he was able to convince the county court to reinstate it. Coryell was an ardent supporter of the American Revolution, as most tavern-keepers were. Troops protected his ferry even before the fortunes of war brought the conflict to his doorstep in December . When General Charles Cornwallis and his troops came up to the New Jersey side of the ferry and found it impossible to cross, Coryell no doubt felt some pride in making sure that the British could not make the crossing that he had made so many times. Tradition says that the British soldiers fired across the river in frustration. Coryell had other things to occupy his mind. Soon a new commanding officer arrived from France, Mathieu Alexis Roche de Fermoy, whose lack of command of the English language was a frustration to General Washington. New Hope, it seems, encountered its first encounter with multilingual difficulty. The events that followed were some of the most dramatic in the entire history of the Revolution. Messengers, war supplies, and military detachment crossed the river here on many occasions. For a time in Benedict Arnold commanded the post here, not long before he decided to turn traitor to the American cause. An enterprising young businessman named Benjamin Parry came to town around . He owned mills on both sides of the river. One of them was called Prime Hope Mills, near Lambertville. That mill burned down in , and Parry built a new mill at the mouth of Ingham Creek shortly afterward, calling it New Hope Mills. The name had power, and attached itself to the town that was beginning to grow up around the ferry and the mills. His home was the Parry Mansion, which remained in the family until . It is now preserved as a museum by the New Hope Historical Society, and is open to the public for tours. Parry promoted the town like no one before him. It was the second bridge built across the Delaware, preceded only by the one that united Morrisville and Trenton. Parry was also a prominent figure in bringing another engineering achievement to New Hope, the Delaware Canal. Construction of the Delaware Division took place between and . The decades that followed were boom years for New Hope, as boatyards, stores and hotels thrived, new mills were built, and canal barges streamed through town, laden with coal, lumber, building materials and other cargo. An outlet lock was built to allow canal boats to cross the river to Lambertville, where they could continue their journey on the Delaware and Raritan Canal across New Jersey toward New York. Inevitably, the canals succumbed to their great rival, the railroads. Traffic on the canal dwindled, and it became a picturesque but outmoded curiosity. A railroad line to New Hope opened in , but it was not a major route, though it did provide local farmers with easier access to Philadelphia markets. Around this time, a group of artists began to settle along the river, such as William L. Lathrop, Daniel Garber and Edward W. Many plays were tried out here before moving on the Broadway. The town settled into its new role, not as a mill town but as a destination for tourists, antique collectors, theater audiences, and art aficionados. One of the newest additions in is a branch of the James A. Michener Art Museum, bringing new attention to the century-old heritage of the painters and other artists who put New Hope on the map in a way that few other small towns can hope for.

Chapter 5 : Art UK | Discover Artworks

Same with the crust, made from flour supplied by The Old Mill, an historic water-powered mill in Pigeon Forge, lard or vegetable shortening, a pinch of salt, and cold water. Pies, rolls, and cornbread go into aluminum pans that go into cast-iron Dutch ovens perched over beds of hot embers and covered with more glowing coals.

The Mill originally was a 17th-century building and when it was in full operation it was used for grinding oats, peas, barley and wheat and it was the property of the Duke of Hamilton. The site on where the Mill stood was said to have had a building there since , or earlier. The mill was once accessed from the Old Avon Bridge until in , parliament commissioned the great engineer Thomas Telford, to design the New Avon Bridge which connected the Glasgow to Carlisle Highway. The bridge was built under the supervision of a Hamilton Mason called King. Avon Bridge was no exception and when constructed, it came with a Toll House attached to the bridge. The New Avon Bridge was completed in and was immediately put to the test when the massive pillars for the Hamilton Palace were transported across it. I found the first record of Alexander Fleming in and he was living at Avon Mill with his wife Marion. Alexander continued to run the Mill to at least where he takes up a new lease at Raith Farm on the Hamilton Estates. He takes his son also called Alexander to work with him and his son David takes over the tenancy of Avon Mill and we first see him recorded in the Census as the tenant. His son Alexander Jr takes over the lease of Raith Farm where he lives until his death on the 13th of June Marion dies at Crookedstone Farm on the 29th of March Robert is the third generation of the Fleming family to work this mill. It happened around midnight when a stack containing thirty-four tons of straw caught alight. The stack was standing not far from the Mill and it belonged to Mr Thomas Wilson a grain dealer. John Torrance being the brother in law of David Fleming The fire engine from Hamilton was sent for and luckily the wind blowing in the other direction prevented the rest of the haystacks and the Mill from catching alight. David Fleming died at Avon Mill on the on the 2nd of March and an obituary was written in the Scotsman. He was in his seventy-seventh year, and when a boy went to Hamilton with his father from East Kilbride. About his father took a lease of Raith Farm on the Hamilton Estate, and David was given Avon Mill where he remained up to the end. A noted breeder of prize taker of Ayrshire Cattle shows in the county and not infrequently he acted as judge of Ayrshire stock. They are overseeing the day to day duties and running the mill as their own business. Around , the Duke of Hamilton is starting to sell off his assets, the Palace is subsiding, and he is about to turn his back on Hamilton, so perhaps the Fleming brothers got a good price for Avon Mill. He died at his house on 7th of August , he was 69 years old. His brother David was the person who registered his death. He was a widower and 69 years of age. An office-bearer in St. Johns church, Hamilton he had a lifelong connection with the congregation. He was predeceased by his wife some years ago". What became of David Fleming is unknown. I would like to think that there are still descendants of the Flemings living in Hamilton, perhaps if any of our readers know of any family members who worked at Avon Mill then you can let us know. The Avon Mill survived over three centuries, only to be destroyed by fire in After the fire destroyed the Mill it sat as a ruin on the banks of the River Avon and it was a beautiful ruin that looked almost ornamental. Mr Oreste Pisano applied for planning permission to turn the ruins of the old mill on the banks of the river Avon into a bedroom split level hotel. He also applied to upgrade the derelict Toll House on Carlisle road into staff accommodation. Mr Pisano in owned the Pinnocchio Italian restaurant in Kemp Street and the Italian Connection furniture shop in Duke Street said that it would be a very big project that would create jobs not only in the building of the hotel but should also provide work for 30 people in the running of it. The planning permission was refused and one of the reasons as to why was because of the Old Avon Bridge. The Old bridge prevented the building of the hotel nearby because no one could work out exactly who owned it, therefore putting a stop to the work. Legend has it that the old Avon bridge "the first bridge beyond the mill " was built on the whim of a rich priest. Wanting to vote on a matter in town, he lost his chance because the river was too swollen to cross. After much expenditure, the situation was rectified and our priest, with his own special crossing point, was secure of casting his vote for evermore. The ruin was to become a listed building and it sat undisturbed since the flames went out in It was a criminal act and Hamilton was

robbed of its historic Mill which had stood on this spot since The old connection to our past was taken from us and without our consent. So, what has become of the land where the mill once stood? Well, there is a luxury house built on its site and yes, the old Toll House has been converted to a modern home. Did Mr Oreste Pisano finally get his wish? Or has someone taken his idea? In May I went down to the former site of the Old Avon Mill to see how the new house was coming along and I managed to get some pictures. There is little evidence of the Mill, with old a few parts lying around. The old wall which housed the water wheel is still there and apart from that, there is nothing else to indicate that this was a working Mill, which was home to generations of the same family, who were born, worked and died here. Garry McCallum - Historic Hamilton.

Chapter 6 : Why tour an old flour mill? â€“ Karas Explores

a lot has changed here over the years, i remember coming here when i was a kid and there was loads to see back then and now nothing much also the local council have cut down a lot of the original.

Chapter 7 : | Southern Living

For many more pictures of the old mill and structure ruins in this area, as well as maps and information - go back to this page. Taken on 05/11/09 Here's another view from the mainland along the shore.

Chapter 8 : What is the maxchamber pressure for the Harrington Richards rifle

The stone arch bridge in Mill Ruins park, built in allowed trains to bring grain from the Midwest Perhaps my favorite exhibit of the museum is a two fold tour. The first part of the tour is an elevator ride up and down eight floors.

Chapter 9 : The Old Mill | Bakery Boy Blog

Mill Ruins Park is a fantastic piece of history on the river, with incredible views of downtown and of course the former flour mills that used to blanket both sides.