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**King Street Abbott Press** Emerson Sinclare is a detective of the Holy City Charleston, South Carolina, known as one of the first cities in America. It is steeped in tradition, with family names that go back before the Revolutionary War. Even today, the markers of history can still be found on every street corner. But hidden beneath the city's southern roots and hospitality lies a different story one of crime, as might be found in any other twenty-first-century city in America. Sinclare is never lacking in cases. Recently a young girl jumped off the city's famous bridge. Another young man was found with his throat slit. And then there's the still unsolved murder of Sinclare's own wife. This last one haunts him, but he continues to hunt the criminals of his city with no mercy, following his own rules and using instinct to understand the criminal mind. For Sinclare, there is no class distinction; everyone is suspect when it comes to murder. He'll need all his knowledge of human nature to solve this newest murder. But things get personal as Sinclare suspects a recent death is somehow related to his wife's cold case. Even in the Holy City, evil abounds. Power and greed will shake Charleston to its core. **Newton's London Journal of Arts and Sciences London Journal of Arts, Sciences and Manufacturers, and Repertory of Patent Inventions The London journal of arts and sciences (and repertory of patent inventions) [afterw.] Newton's London journal of arts and sciences Annual Reports, Returns, Etc Way-marks: placed by royal authority on the king's highway A Fair Account of the Late Unhappy Disturbance at Boston In New England; Extracted from the Depositions that Have Been Made Concerning it ... With an Appendix, ... The Great Western's Last Year Efficiency in Adversity The History Press** DESPITE being one of the best-known and admired rail companies in the country, by 1947 the GWR was at the lowest ebb of its entire history. Worn out by war, there had been no maintenance for six years and the government couldn't supply the steel it needed for repair. The latter half of the 1940s presented a multitude of challenges to overcome, some due to the recent war and others individual to the GWR: the staff coped with rationing, a desperately cold winter and a blazing hot summer, and dealt with floods, collisions, broken rails and failing locomotives. The incredible strength of character and can-do attitude of GWR workers kept the railway running through it all. This history, taken from GWR papers and illustrated from them throughout, reveals the details of every day, as well as the problems and difficulties the staff faced. Above all, it shows how well they overcame their problems with only muscle power and a steam crane to help - and, of course, no health and safety regulations and arguments to slow them down. Adrian Vaughan's unique history of this famous rail company shows just how special the GWR was right through to the end of its very last year. **Charleston is Burning! Two Centuries of Fire and Flames Arcadia Publishing** From the days of "bucket brigades" and private volunteer companies--such as the Phoenix, the Axemen and the Eagle--Charleston has seen more than its fair share of conflagrations. A carelessly overturned candle could ignite a blaze that would consume hundreds of Charleston's closely built wooden structures within just a few hours, leaving large swaths of the city in ruins. Join Charleston native and local historian Danny Crooks as he relates the story of Charleston's many historic fires and firefighting efforts, starting as early as 1698 and continuing through the horrors of the Great Fire of 1861 and the establishment of the Charleston Fire Department in the 1880s. **The Railway Times ... Spalding's street and general directory of Cambridge A.B. Moss' Post office directory of Carlisle and directory of Stanwix [&c.] Kelly's directory of Newcastle, Gateshead, Sunderland, North and South Shields, and suburbs History of the Boston Massacre, March 5, 1770 Consisting of the Narrative of the Town, the Trial of the Soldiers: and a Historical Introduction, Containing Unpublished Documents of John Adams, and Explanatory Notes Albany, N.Y. : J. Munsell** The British soldiers William Wemms, James Hartegan, William M'Cauley, Hugh White, Matthew Killroy, William Warren, John Carrol, and Hugh Montgomery were charged with the murders of Crispus Attucks, Samuel Gray, Samuel Maverick, James Caldwell, and Patrick Carr, on March 5, 1770. The trial was held on November 27, 1770 in Boston at the Superior Court of Judicature. **The Commercial Motor White's general and commercial directory of Hull, Beverley, Patrington [&c.]. Railway Signal Or, Lights Along the Line Sessional Papers Parliamentary Papers The Artizan A Monthly Record of the Progress of Civil and Mechanical Engineering, Shipbuilding, Steam Navigation, the Application of Chemistry to the Industrial Arts, & C The Illustrated London News Brotherhood of Locomotive Engineer's Monthly Journal The Railway Engineer Chronological and Descriptive Index of Patents Applied for and Patents Granted, Containing the Abridgements of Provisional and Complete Specifications Chronological Index of Patents Applied for and Patents Granted Chronological index of patents applied for and patents granted [afterw.] of patentees and applicants for patents of invention, by B. Woodcroft Accounts and Papers of the House of Commons The Mechanics' Magazine and Journal of Science, Arts, and Manufactures Colliery Guardian, and Journal of the Coal and Iron Trades The trial of the British soldiers [T. Preston and others] of the 29th regiment of foot, for the murder of Crispus Attucks [and others]. Gardeners' Chronicle Railway Times The Trial of the British Soldiers, of the 29th Regiment of Foot, for the Murder of Crispus Attucks, Samuel Gray, Samuel Maverick, James Caldwell, and Patrick Carr, on Monday**

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