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## GREETINGS FROM THE PRESIDENT'S DESK

Dear Members:

If you were present at our first meeting of the year, September 12, when Andrew Grugan, our Director, gave his excellent program, "Journalism and Art", you were pleased, as we were, by the large attendance that day, and you also look forward to other programs and activities to come.

You must have noted too that progress is being made in repairing the damage suffered by the Museum when, on August 8, a car crashed through a plate glass window and two plate glass doors. This is the second time the Museum has suffered damage from a car, and thought is being given to what might be done to prevent that sort of thing from happening again.

In this Journal you will find the list of those who, in response to the appeal for contributions in celebration of the 75th Anniversary Year sent out by the Board of Governors, gave \$25.00 or more since the Journal's last listing. We express our thanks to you. We urge those who have not yet responded, and who can, to do so. Total amount received so far is \$11,758.00.

Many of you have stepped up your regular membership to sustaining membership and for this the Society is very grateful. We are very thankful, too, for a number of valuable gifts that have come from individuals for the Museum during the past year.

On Sunday, November 14, a bronze plaque in memory of Colonel Herbert Russell Laird, a founder and a president of the Society, will be dedicated and placed in the lobby of the Museum. His daughter, Mrs. Clifford Bailey of New Canaan, Connecticut hopes to be present for the dedication.

In conclusion we wish to announce that Mrs. Miriam Mix has taken over duties that had been performed by Mr. Joseph Zebrowski. Also, as of September 17, Miss Karen Povish has taken over the work of Mrs. Ricki Maietta, who will be on maternity leave for a few months.

Sincerely,

Dr. Clarence R. Mutchler  
*President*

## THE GROWTH AND GEOGRAPHY OF WILLIAMSPORT

*Presented April 18, 1935, by Lyons Mussina, City Engineer of Williamsport*

*The following article is printed verbatim from a lecture given by Mr. Lyons Mussina to the members of the Historical Society on April 18, 1935.*

Mr. President, members and guests of the Lycoming Historical Society.

Your President has asked me to speak upon the geography and growth of Williamsport.

By means of geography the surface of the earth is delineated and described, areas are exactly measured, and the relative positions of places are determined. Geography thus embraces a wide range of subjects: (1) Comparative Geography traces the history of discovery and records the changes which have taken place in historic times; (2) Mathematical Geography explains the figure, magnitude, and motion of the earth; (3) Physical Geography is the description of the actual state of the earth's surface in its three great divisions - land, sea and air; (4) Political Geography describes the division of territory, its occupancy and the improvements by human art and industry.

Rather a large subject, and I shall not attempt to discuss it as a whole but will confine myself to smatterings of the various divisions, paying more particular attention to the comparative and political geography of the territory embraced by the city as we now know it, and to the physical growth of this same territory as of different dates which have been chosen arbitrarily.

For a number of years I have lived very close to the subject of my talk to you to-night. Most of us have, thru the years, noticed many of the things I will touch upon, although many of us have taken these things as we found them and probably have not given much thought as to their origin or the cause and motive for their creation.

I have followed with much interest a

number of talks on kindred subjects given before this Society recently, and if in my wanderings to-night, I repeat some of the things presented in these previous talks, I ask that you bear with me because local history is so closely interwoven with any summation of geographic conditions, events, and happenings which influence geography and growth, that a discussion on any one of these subjects must necessarily include many of the same references.

Geologists tell us that the region in which we live is about 75 million years old; that when the formation of the earth was consummated and the hills and valleys formed; the mountains in our midst were very much higher than they are now; that the region was heaved and inundated numbers of times and that in the recession of the waters, the cooling of the surface, the escape of gases from the interior and the seepage of water thru cracks in the earth, various stratas and deposits were formed. Underlying the top soil on the plateau upon which the city is located, we find a gravel formation at varying depths. Over part of the surface we find clays of a number of types. Outcroppings of shales and sandstone are noticeable at several points, as well as limestone, in some adjacent territory. It is worthy of note that the Ariskiny sand strata which outcrops on the bluffs east and west of Montoursville is the same one which in Potter and Tioga Counties lies on top of the gas bearing rock. These various materials have been utilized during the past century in the industrial life of our city.

At a recent meeting of your Society you were told of the experience of one of the first white men to leave a record of his travels thru this region. The things he experienced, found, and recorded for

posterity are extremely valuable to us, for his description of the territory circumjacent to what we know as the City of Williamsport is, perhaps, the first intimate reference to be found of the topography as it existed at that time. He tells us that, starting at Loyalsock Creek the land along the north side of the Susquehanna River was low and in the main swampy so that it was almost impenetrable. It was known as "the Great Swamp", covered about one square mile of territory and was drained by Bull Run. As we travel westward from this point it takes little imagination to realize that such was the case, for to-day, much visible evidence is at hand to that effect and parts of it remain. So even though man, over two centuries of time, has constructed drainage ditches, sewers and embankments all over this territory. This low land, with numerous swells, or ridges, extends across the valley from the river to the hills on the north, and at present time is the location of the celery growing industry for which it is famous. There is but six feet difference in the natural elevation of the outfall of Loyalsock and Lycoming creeks (allowance for dams to be added).

We can but guess as to the impression this section made upon the first white man to see it, a then unknown and unexplored region - a howling wilderness. He might well have been a captive of the Indians being taken for a ride over one of the trails which frequented this section and coming from an eastern or southern part of the then young country. At any rate, if he was not too scared, when he reached either the top of what we now know as Sand Hill, near Montoursville, or the top of Bald Eagle Mountain, on the south side, he looked upon a valley noted for the beauty and picturesque grandeur of its natural scenery and much cut up by erosion, and by many streams, some of which rose to the dignity of mountain rivers covered by virgin forests, dense growths of pine and hemlock and nut bearing trees in particular, the river blocked by many islands and its banks strewn with debris carried down the stream in flood stages, covering much

more area than it now does; the low lands flooded by the dams of the industrious beaver; the woods abounding with birds and animals, both large and small and many of which we do not now have; pigeons - eagles: wolves - panther, elk, buffalo and no uncommon sight may have been the Indian settlements or the Indian plying his primitive canoe on the river, or fishing, or roaming thru the woods, or cultivating the fields, or perhaps smoking and curing fowl and meats.

It is said that the valley as a whole was most prolific in native vines and in the diffusion of flora of all kinds, and that it was considered a favored location by the Indians because of its fertility of soil, its mild climate, and good hunting and fishing.

On the contrary, however, we have the experience of Konrad Haller, of the group of Germans who settled in Blooming Grove in 1804. He, in 1803, prospected here for land upon which the group was later to settle, and although offered land along the river flats at \$5.00 an acre, declined it because of impenetrable swamps, interspersed with large patches of scrub growth which did not indicate much fertility to him. He accordingly chose the ground later known as Blooming Grove at \$3.00 an acre because of the apparent fertility of the soil as evidenced by the tremendous growth of trees in the forest thereabouts and the locality so chosen was named Blooming Grove because of the fact that when the colony arrived the woods were full of dog-wood in bloom and that beautiful sight prompted the exclamation "Blumingrofe" (flowers in the woods).

The West Branch Valley of Loyalsock Creek to and beyond the western city limit, looking at it as a whole, resembles a huge bowl (or lozenge), with the highlands on the north and south closing in at the east and west ends. From these highlands, many small streams, and one large one, wind their way through numerous breaks or gaps therein to the main drainage channel, the river. As they reach the flats along the

river they spread themselves so that to the coming of the white man they presented serious problems of control and drainage, some of which problems exist to-day.

There is little wonder then, that the first road (1772) if such it might be called, which traversed this section west of Loyalsock Creek, followed the hills to the north of the river, crossing Loyalsock Creek at or near the location of the recently abandoned bridge across this stream at Montoursville, thence through a gap in the ridge along the west bank of this stream near the site of the above mentioned bridge, and then winding west followed the hills to Lycoming Creek where tradition tells us the crossing was where Newberry Street now ends, and then followed westward along the hills on our present Hillside Avenue and West Fourth Street to the west City line and beyond. We can readily understand why these sturdy pioneers in this case, as in all early day roads or paths, chose the high ground; they might more readily guard against the surprise attack of the Indian, provide more nearly an all weather road and at the same time save themselves a lot of labor building a log or corduroy road thru the lowlands. It is to be supposed however, that originally this road was merely a path cleared of trees, and probably followed very closely the Indian trail to and from Shamokin, and as time permitted and necessity required developed it to a wagon road.

Later in 1787, after many petitions had been presented and much persuasion used, we found a road coming from this same focal point at Loyalsock Creek thru the same gap, thru the land of the present Country Club grounds and entering the City on our present East Third Street and known as "The Great Road". You were told of this road by Mr. Hayes at your February meeting, who traced it up Third Street to William Street, thence north to Fourth Street and then westward along that thoroughfare.

In 1796-97 a rough road was opened from the mouth of Lycoming Creek to Painted Post.

I have brought with me a reprint of a map of the State of Pennsylvania prepared in 1792 by Reading Howell under the direction of an Act of Congress. This map is intensely interesting to us in our discussion in that it gives us a picture of the territory surrounding our present city at a date prior to the establishment of any one of the settlements which the history of a few years later informs us of.

It is to be noted that the map bears the names of the main streams in our vicinity as we know them in these later days, but that only one house is indicated, that of "Winters" on the east side of Lycoming Creek (approximately Third and Rose Streets). The Culbertson grist mill is shown on the south side of the river opposite the mouth of Lycoming Creek. That other houses existed there can be no doubt and it is also known that earth dug-outs were used in these parts in the early days.

From the places of habitation as indicated on this map we can give a very vivid idea of the extent of the meagre invasion of the pioneer at this period. It is to be noted that all the improvements cited are along the streams and roads or (bridal) paths and that no where to the north or west of us was there settlements in the valleys or mountains away from these arteries of travel. Some idea of this diffusion of population may be gathered when we consider that in 1795, three years after the date of this map, the enumerated population of the County was 3,111 and the assessed valuation of \$2,393.00 (average wealth of 76¢ per person), and at that time the county included vastly more territory than it now does. (In 1796 there were 1386 taxables - 4158) I shall speak of that later in my talk.

A detailed review of the topography of our city and surroundings as it was in those early days may be of interest to



you. At Loyalsock Creek we find a delta at its confluence with the river and in the river we find the "Race Course" island, the Cannon Hole, and Canfield's island. On the west side of the stream we find the site of Montour's settlement, the "Great Swamp" drained by Bull Run, and the bridge now known as Sand Hill. Go with me, then, and let us traverse the city westwardly on Third Street, starting at the East City Line. On our right just beyond the City Line we have the confluence of the two main branches of McClures Run from the north, crossing Third Street, one branch running westwardly, just north of the hill which Washington Boulevard follows, to Mulberry Street, and draining the territory known as Grampian, and Lloyds Additions, the other branch draining the territory to the north of the first mentioned branch in the city and through the gap in the hills at Poco Farm, with a tributary through the gap at Stahlneckers (Northway Road). I am told that this stream in its several branches provided excellent fishing within the memory of those now living. On the left we find a large basin reaching from the river almost to Third Street and extending westward a considerable distance.

As we leave the City Line we traverse slightly higher ground and when we get to a point just west of Railway Street we meet that time cursed stream (now either diverted or enclosed in a conduit) known as Grafius Run but originally known as Wallace Run, with low banks, and which stream traversed westwardly the territory south of the hills which Washington Boulevard follows, crossing Market Street at Packer and thence westwardly along the foot of the high ground to a point at High and Locust Streets, from which point it continues northward thru Vallamont draining territory which we now know as Blooming Grove and Nigger Hollow. Some years ago this stream was diverted from a point at High and Locust Streets southwardly on Locust Street to the River. This stream drains much farm and wooded territory having steep slopes north of the City, as well as the territory in the city east and west, from Packer

Street to First Avenue, and the conduit caring for its flow is the basis for the storm sewer system of a large area of the city which originally was not tributary to the stream. It is perhaps the most outstanding single improvement the city has ever made. This stream also had a tributary north from Basin and Willow Streets thru the Dickinson Seminary ground and northward thru Brandon Park.

Leaving Grafius Run we again gain slightly higher rolling ground and at Penn and Third Streets we come to the location of a main Indian Trail which ran in a northwesterly direction from that point on the high ground lying generally between Willow and Edwin Streets and then extending westward to approximately Fourth and Park Streets and beyond. To the right we have the ground sloping toward the old bed of Grafius Run at the foot of the Penn Street hill and this swail extends westward and divides at the small bluff upon which Dickinson Seminary now stands, one fork running across Washington Boulevard to Grampian Hills and the other extending almost due west following the foot of the hill. On the left we see the land sloping gradually to the basin and then to the river. It was in this whole general rolling plateau, where thru the years the river and its tributaries had deposited the rich soils of the upstream territory, and where nature had grown an extremely dense network of huge trees and vines.

As we near Mulberry Street we find the elevation sluffing off toward a drainage channel lying between the river and Third Street, forming Goat Island, and when we reach Pine Street this small ravine abuts Third Street, runs almost parallel with it forming a pond just west of William Street and continuing westward with a tributary crossing Third Street at West Street. This drainage channel was of considerable depth and was from eight to fourteen feet below the present street grade, and the original depth is still in evidence at the rear of the Neyhart Hardware Company's Store. One comment of this situation is to the

effect that the natural slope was as great from Third Street south at Pine Street that it was used for coasting.

Proceeding westward from West Street, which was not opened until after the abandonment of the Williamsport and Elmira Railroad, we again reach higher ground at the start, altho lacking drainage then traverse an almost level plateau gradually sloping westward. On the left the low marshy land abutting the river reached almost to Third Street, with little high ground in evidence. At Locust Street we again arrive at a point where an old stream originally ran from this point in a northwestwardly course to Walnut and Grace Streets crossing West Fourth Street just west of Walnut Street, evidence of which we ran across in the form of a culvert several months ago while engaged upon the work of removing the street railway tracks. It continued in a general northwestwardly direction crossing Campbell Street at or near Edwin Street (see evidence of old channel at rear of Weightman Block) and there dividing itself into two branches, one that ran out Campbell Street (many of you remember the ditch in existence in this Street) and took care of a number of springs in the vicinity of the hospital, and the swamps west of Campbell Street, and another which traversed the present Park Hotel yard, across the present Pennsylvania Railroad, and on to the general location of Rural and Fifth Avenues, with drainage channels running generally westward to near Rose Street. It might be remarked that the whole territory from Rose Street to Campbell Street north of Fourth Street to Vallamont Hill was practically level, low and swampy, and that all along the south side of Third Street, from Hepburn Street to Rose Street, the land sloped generally toward the river, which stream was not nearly so far away as it now is, with but few raises in elevation and this circumstance was in later years to be utilized in connection with the development of the lumber industry in this city.

The territory paralleling our present Second Street was in a natural swail as

was evidenced by the fact that when both the Canal and the Lumber Branch Railway were constructed the inhabitants sought relief from drainage conditions, particularly after flood periods.

Returning to West Third Street we arrived at Rose Street, which point until a few years ago was the lowest intersection in the city and in former years the floods entered the city at or about that point. Here we find a natural stream, Cemetery Run, crossing the street. This stream drains the hill section circumjacent to the cemeteries and here spreads itself over the present golf course. At this point we can visualize the former bed of Lycoming Creek as extending westward from that point to and beyond its present location. This general location was known as "Locust Grove" and in the early days sections of this lowland was covered by exceptionally high grass and it was in this grass patch that one of the Indian massacres within our present city limits occurred. We also have visible evidence of a swail extending eastwardly from Rose Street just north of Vine Avenue as well as northward on both sides of the stream (now enclosed). The map showing the original warrants in the city also shows an island where Memorial Field now stands. After crossing Lycoming Creek and its old creek bed west of Lycoming Creek on Third Street we come again to higher ground and then as we get to Howard Street we again cross a drainage channel which originally drained the territory between Arch and Poplar Streets and wound its way southeastwardly to the river.

Continuing westwardly we again come to higher ground and crossing two more streams, Fox Hollow Run and Daugherty's Run before reaching the west city line. These particular streams, while draining considerable areas in the city, reach well into the foot hills of the Alleghenies on the north and at times reach flood stages which are extremely annoying.

Then too, in the central business section of the city there were numerous

drainage channels which had to be filled extensively before the street conditions as we know them to-day became a reality. For example, I have told you of the natural slope of the ground to the south from Third Street at Pine Street was so great that it was used for coasting and then after crossing the general location of Pine and Canal Streets higher ground was again reached and extended from there southward to the river bank. Then again at Fourth and Pine Streets there was another dip running southeastwardly and northwestwardly - some of you, no doubt, have seen pictures of that location taken years ago and showing a dwelling on the present site of the West Branch Bank and Trust Company the first floor of which was probably eight feet below the sidewalk. Several years ago, while excavating on Fourth Street, just east of Pine Street, this fill, or made ground, was distinctly in evidence. How many of you have ever noticed the difference in elevation between Market and Fourth Streets and Hepburn and Fourth Streets - all graded to a plan. It was this difference that decided the location of the Lycoming Hotel.

I once read a description of a highland or high point as existing at the foot of West Street, approximately fifteen feet higher than the ground east of it, upon which a light-house was erected to guide people in fording the river at that point.

The territory abutting Lycoming Creek on both sides, from the river to the north city line was low and is at the present time subject to flooding, and just beyond the city limits in Newberry lies an impenetrable swamp. Evidence of this is had west of the dike of the S & N. Y. Railroad in Newberry and in the park grounds east of the dike.

It can readily be seen then, that many natural drainage channels have been covered in the normal process of establishing the uniform street surface elevations which has been the basis of building growth. That subsurface drainage still follows these original channels is

evidenced by the numerous complaints voiced by property owners in such localities in extended periods of wet weather.

The river was studded, along most of its course through the city with islands of greater or less size. Old residents and old maps place them at various locations, many of which have been obliterated due to the building of the dam and to erosion. Goose Island seems to be a name applied to any one of a number of islands, from west of Arch Street to Sylvan Dell. Then we had the Hepburn Islands, between Hepburn Street and Park Street; Toney's Island, east of Market Street; the Goose Island of today; the islands at the mouth of Lycoming Creek; Canfields Island; and Race Course Island.

In the face of all this evidence it seems little wonder that the sponsors of Williamsport in the early 1790's had trouble in convincing the authorities that the county buildings should be placed here rather than Jaysburg or Newberry or even in Dunnstown. It is certain that the topography of its rival locations would have lended itself more readily, and at far less expense, to the developments of modern civilization than did the location selected.

We see from its inception that as we grew from a village, to a town, to a city, and to a greater Williamsport, the question of flood control has ever been with us. Our City, any number of times, has experienced great loss due to this cause, either thru an act of Providence or due to embankments having been built, lowlands filled, the Boom gone and general river conditions so improved that we have been spared that experience in recent years.

I have recently come across an old original record in the City Engineer's Office which shows that this main drainage channel, the Susquehanna River, has been the cause of much annoyance, even prior to the period of orderly settlement in these parts. It shows that there have been twenty-nine floods of a

major character, the first one recorded being in February 1692 and the last on May 21, 1894 - it mentions an "Ice Flood", several "Pumpkin Floods", another "1786 - Sunbury almost entirely submerged", with the flood of '89 topping all record heights and the one of 1894 a close second. It appears that only in comparatively recent years has the Lycoming Creek given much annoyance.

The Lycoming Creek watershed covers a total of three hundred square miles and its outfall elevation is only approximately ten feet higher than is the river at Market Street. (Dam-8') The watershed of the river above Lock Haven is about three thousand square miles; and above the mouth of the Lycoming Creek, approximately five thousand three hundred square miles. It is seen therefore that any flood discharge of the river is augmented in volume by only about six per cent by the waters of Lycoming Creek.

The river at its narrowest point in front of Williamsport has a width of about nine hundred feet between its banks. Some idea of the extent of these oft referred to floods may be had when we realize that at the time of the 1889 flood the width of the river in its flood stage in the vicinity of Maynard Street was about six thousand five hundred feet and it extended about four thousand four hundred feet from the river edge of the plateau which the city occupies, (or to a point approximately at High Street and Second Avenue) and the height of the flood was thirty-five feet above the bed of the river, (a stage of thirty-three feet six inches above low water). It has been calculated that the fall of the river above Lock Haven runs from five to fifty feet per mile, from Lock Haven to Williamsport, it is 1.57 feet per mile; from Williamsport to Sunbury it is 2.1 feet per mile; from Sunbury to Harrisburg it is 2.2 feet per mile; and from Harrisburg to Havre de Grace it is 4.8 feet per mile. You will note that the fall in the river west of Williamsport is the slightest along its course and as this is the stretch of river where the streams de-

boch into the main valley, the tendency is to pile the water up faster than the river can carry it away and overflows the banks before it can find relief. It might be of interest to note that the Susquehanna River was declared a public highway, by Act, in 1783. (Arks, keel boats, sails, canoes).

I shall not attempt, as was done in a certain recital of title for a tract of land at or near Lewisburg, to trace our particular location to Adam and Eve, suffice to say that by Penn's purchase from the Indians in November 1768 the land hereabout, east of Lycoming Creek, became a part of Penn's Woods and a part of Berks County.

In 1771-1772 Northumberland County was organized and taken from Berks and Lancaster Counties. This new county within its vast borders included all of the present Lycoming County east of Lycoming Creek, and all of this territory east of Lycoming Creek was included in Muncy Township as designated in 1772 as a part of Northumberland County. Fourteen years later, in 1786, Muncy Township was divided, so that the site of our City was located in Loyalsock Township, which Township included everything between the Loyalsock and Lycoming Creeks from the River to an indefinite distance to the north.

Lycoming County was organized in 1795, and was in part taken out of Northumberland County, and in addition had added to it a large territory acquired thru the Treaty of Ft. Stanwix in 1784. The territory included within this new county was so great that, although the county to-day has a greater area than any other county in the State of Pennsylvania, seventeen other counties either in whole or in part, have been taken from its original boundaries as of 1795. It might also be added that in 1804 a part of what is now Bradford County, was annexed to Lycoming County, and that in 1815 a part of what is now Union County was annexed to Lycoming County. The northern limit of

Lycoming County was then the southern line of New York State and included along this northern line part of Bradford County, all of Tioga, Potter and McKean, Elk and Cameron Counties and part of Warren County. Included on the western line were parts of Warren, Forest and Venango Counties and all of Clarion County, included on the south parts of Indiana, Clearfield, Center and Union Counties and all of Clinton County. Included on the east was all of Sullivan County and a part of Bradford County. Likewise, the territory included within Loyalsock Township as defined at its inception in 1786, and so far as it is included in the present limits of Lycoming County, was so great that eight other townships, either in whole or in part, and the portion of the City of Williamsport east of Lycoming Creek, have been taken from it.

As to the part of our City lying west of Lycoming Creek, it became a part of Lycoming Township, when said township was formed out of Muncy Township, in 1785, shortly after it was acquired from the Indians through the Treaty of Ft. Stanwix. Later, in 1858, the territory occupied by the city west of Lycoming Creek became a part of OLD LYCOMING TOWNSHIP, when that Township was formed out of Lycoming Township, and in 1867 this territory became a part of the city through annexation.

The present City of Williamsport, therefore, is bounded on the north by Old Lycoming Township, west of Lycoming Creek, and by Loyalsock Township east of Lycoming Creek; on the east by Loyalsock Township; on the south by the Susquehanna River, and on the west by Woodward Township. Available city maps, one of which I have brought with me to-night, show graphically the location, date and name of the original warrants issued by the Proprietary Government for practically all of the territory included within the present limits of the city east of Lycoming Creek. Seven warrants covered this territory.

You will notice that the first warrant issued was to one Margaret Duncan, on April 18, 1770. (North line Brandon

Park, Wyoming Street on the south; Market Street on the west; Grove Street on the east and rear of Reservoir on the north.) Naturally, it included much of the high ground lying in the northeast section of the city and no doubt was chosen because of this circumstance, and because of good soil and drainage conditions.

The second warrant was issued to John Nesbit on April 4, 1772 and it included the land as we now know it between the river and Park Place, and between Susquehanna Street and Fonda Street. This was named "Deer Park".

The third warrant was issued June 2, 1772 to Turbott Francis and named "Mt. Joy". It extended along the east and north lines of "Deer Park". It fronted on the river between Fonda and Hepburn Streets and extended westward from Hepburn Street to Seventh Avenue with Rural Avenue as the northern line.

The fourth warrant included all the territory bounded by Seventh Avenue and Susquehanna Street on the east, the River on the South, Lycoming Creek on the West, and Rural Avenue extended on the North. It was issued August 11, 1772 to Rev. Richard Peters and it was named "ORMESKIRK". This tract was once reserved for Penn and surveyed originally in 1769 (579 acres). After the patent was issued to Rev. Richard Peters in 1772 it was sold to Col. Turbott Francis, who in 1775 sold it to Hawkins Boone (a brother of Daniel Boone) and 287 1/4 acres were sold by his Administrators to William Winter for 350 pounds legal money of Pennsylvania in 1792 to pay debts of the estate and the remainder afterwards became the Amariah Sutton farm and later the property of Hon. R.J.C. Walker, then the Kavanaugh farm, and now in part Memorial Field. Amariah Sutton, for \$1.00, sold 10 acres to the Trustees of the Lycoming Congregation of Methodist Church for use in erecting buildings for accommodations of Methodist ministers-now the site of Lycoming Motors Plant.

The part sold to William Winters

was resold by him in 1794 to John Rose and this tract later became known as the "Grier Farm" - Judge Grier having married the only daughter of Rose.

The fifth warrant was not issued until four years later, Aug. 19, 1774. It was named "HUNTING SPRINGS" and was issued to Alexander Power. It extended North from Rural Avenue to what is now the approximate northern city line, from west of Fifth Avenue to Market Street. (Vallamont)

The sixth warrant was issued to Michael Ross on May 7, 1794, and it was named "Virginia". It covered the land bounded by Hepburn Street on the West, the northern side of Brandon Park and this line extended Eastward on the north, Penn Street, (as it now parallels Hepburn Street) on the east, and the River on the South. It will be noted that this warrant was issued twenty-four years after the first one, and twenty-two years later than the warrants for all the rest of the land fronting on the River, between it and Lycoming Creek. It would seem, therefore, that Ross at the time took what land was left for him to take, and it is fair to assume that those who took up claims ahead of him took what appeared to them to be the best. Not-with-standing all the problems which the location, by and large, offered the developer, it was and proved to be a good bargain.

Application for this tract of land was originally made by one George Gibson on March 3, 1769, and was transferred by him to Matthias Slough on February 26, 1770, who transferred it to William Winter on May 2, 1786. Ross purchased the land where part of the city is now built from William Winter on April 1, 1793, and a patent was issued therefore on March 17, 1794 (280 acres). The surveying was done, under the supervision of Ross, by William Ellis, deputy surveyor of the Commonwealth and Jos. Williams. Our present "William Street" was originally named "William St." in honor of this Jos. Williams.

The seventh warrant was issued to

Thomas Grant, March 27th, 1799 and it was named "GREENFIELD". This tract of land adjoined the Ross land on the east, and extended along the River from Penn Street to what is now the east City line. The northern boundary of this warrant was Wyoming Street, and Wyoming Street as extended.

It is noted that each of the east and west boundaries on all these warrants were made due North and South, and almost without exception the corners are at right angles, except, of course, the sides bordering on the River. It is seen from the map that streets laid out along this North and South line would have eliminated a straight-away crossing of the River when bridges were constructed, hence we find the key street of the original plan of Ross, Market Street, running at approximate right angles with the River, instead of parallel with the boundary lines of the warrant, and the cross-streets making approximate right angles with Market Street.

If it were possible, it would indeed be interesting to know the origin and cause for naming these various warrants as was done. As it is, we can but imagine that. Some of these designations like "DEER PARK", "GREENFIELD", and "HUNTING SPRINGS", seen logical and natural names, but back of such names as "Virginia", "ORMESKIRK", and "Mt. Joy", lies an interesting story, - shall we say of association, or memory, or romance, or hope.

It is seen, therefore, that the section of the city last taken up by warrant is that section bordering on the River, east from Hepburn Street to and beyond the east City Line, and extending northward from the River to approximately the present location of Wyoming Street. This section included the Ross warrant, known as "Virginia" and the Grant warrant, known as "GREENFIELD".

#### ORIGINAL WARRANTS WEST OF LYCOMING CREEK

Some of you may be wondering why



the map does not show any warrants within the city limits west of Lycoming Creek. It will be recalled that for many years Lycoming Creek separated the inhabited part of the then Northumberland County from Indian lands and was in dispute with the Proprietary Government. Surveys were prohibited by the Government west of Lycoming Creek, and penal laws passed, yet in spite of this, a set of hardy pioneers, or shall we say adventurers, moved into this disputed territory and made improvements. They formed a mutual compact among themselves, and elected a tribunal who settled all controversies and disputed boundaries, and it is said their decisions were received in evidence and confirmed by judgment of courts in later years.

The treaty of Fort Stanwix, in 1784, however, opened the territory west of Lycoming Creek to settlers and in 1785 the land office opened, but as early as 1773 settlers had made improvements at the mouth of Lycoming Creek and built a stockade there. Newberry also had some settlers prior to that date.

Jaysburg, on the western side of Lycoming Creek at its mouth, was surveyed in 1794, two years before the Michael Ross tract - the original Williamsport. It is assumed, therefore, that many of these people who had settled west of Lycoming Creek prior to the treaty at Fort Stanwix held possession and, therefore, no warrants were issued. There is an excellently preserved plan of the original "TOWN OF NEWBERRY" on record in the Lycoming County Court House. No known plan of Jaysburg is in existence today.

I have also brought with me another old map showing the original ownership of land of a large territory west of Lycoming Creek. You will note that in many cases no warrants are mentioned and that almost all of those indicated, as warranted, are numbered rather than named. Two exceptions, however, are noted. One was on the site of Jaysburg, named "Pleasant Grove" issued October 26, 1785, to one William Paul, and

known as being in District #1 of the New Purchase. He on December 1, 1787, sold the tract to Abraham Latcha who laid out the town in 1795. Lots sold for 15 pounds and 20 pounds (lawful Penna. currency) - (50 ft. x 208 ft.) He provided east and west streets named Water, Second, Third, Fourth and Fifth Streets and north and south streets named Market (now Arch) and Queen Streets. The other named warrant was "New Garden", issued to John Sutton in 1786 and this location included the original town of Newberry. The first lot was sold to William Ellis (the surveyor who laid out the town) for 15 Pounds on September 3, 1795. The second lot was sold to Flavel Roan for 15 Pounds on August 16, 1796.

#### ORIGINAL ROSS WARRANT (VIRGINIA)

As we look backward to the days when this particular location was the frontier of our country, and when Lycoming Creek was the division line between reputed orderliness and outlawry, we wonder why the particular section included within the boundaries of the land owned by Michael Ross was chosen for development ahead of other locations nearby, perhaps more favorably adaptable for such a purpose, and patents for which land had been taken out years before. It might have been so chosen, however, because of the fact that it was directly opposite a gap in the mountains to the South, a natural feasible future entrance to the city from that direction, and because the bank of the River at that point afforded higher ground than was offered either east or west of it for some distance and which bank had a gradual slope to the water's edge, thus making boat landings, one of the then principal means of travel, easy. Just North of this point, however, was a lowland which had to be crossed before the higher plateau between Third and Fourth Streets was reached.

It would seem also that this pioneer, Ross, had a keen sense of the fitness and order of things, for unlike many real es-

tate developers of later days he was most generous in establishing the size of lots, in the location and widths of streets, and provided much land for public use. It is said that little is known of the Ross family, except that Michael Ross and his mother came here from Philadelphia, and that both of them were numbered among the household of Wm. Wallis, who was an early surveyor in these parts and living near Hall's Station. It is also practically certain that the "Ross" name is of Scotch origin, but I will leave it to your judgement whether Michael Ross displayed anything that might so indicate it in this layout of lots. He placed the first street in this layout a convenient distance from the River's edge which land in later years was of such an extent as to allow it to be used as a river front park, only to be despoiled by the advent of the construction of the Philadelphia and Reading Railroad. Then, too, he placed the east and west streets parallel with the River and from the widths he provided for Market Street and for Third Street, he automatically designated them as the main streets. You will recall that the only road into the town at that time from the east was "The Great Road" which he named Third Street by this plan. He laid out the town in one acre squares, and divided these squares into one-quarter acre lots, (302 lots total) which size through the years is now generally defined as fifty-two feet, more or less, by two hundred eight feet, more or less, and which size provides a generous amount of land for ordinary building purposes. History tells us that he donated the land for use of the County buildings, the court house and jail, also the land for the Williamsport Academy, one of the early private schools in the city located on West Third Street between Government Place and West Street, and also created "Ross Park", originally the first cemetery in the city, and now the site of the City Hall.

Records in the Court House, however, show recorded documents whereby the site of the Jail was sold to the "Commissioners of Lycoming County",

on October 18, 1806 for \$70.00, and the site of the City Hall was sold "to the Burgess and Council of Williamsport", in perpetuity, on March 8, 1808, for \$100.00. The sale to the Williamsport Academy on March 2, 1839 by the heirs of M. Ross was for the consideration of \$1.00, and the sale involving the Court House location was for one cent.

I have brought with me a map which is the oldest Williamsport product of which I know. It is the original map of the Ross plan of lots, which later became the basis of the Borough of Williamsport, drawn by Michael Ross himself, and first exhibited at an ox-roast given in connection with the sale of lots on July 4, 1796. It is not in a very legible condition at present but I shall endeavor to restore the lines and information thereon before it is entirely obliterated, so that it may be preserved for the use of future generations. It is the property of the Williamsport Chamber of Commerce and was loaned for the purpose of displaying it at this meeting.

I have also brought a companion map to this original one, showing the original lot sales, the prices paid, etc., of the Ross layout. It is interesting to note the variance in the price of lots in the different sections; that the lots did not find a ready sale and that the development can thus be traced over certain streets. Lots on Front Street were the highest priced ones and those immediately west of Court Street on Front Street sold at the highest figure. It might be interesting to note a few of the sale prices compared to the present 1935 assessed land valuations; at Front and Pine Streets both corners were sold in 1796 for 50 pounds per lot, lawful Pennsylvania currency; the N.E. and N.W. corners of Market and Canal Sts. for \$100.00 each, one in 1800 and one in 1810; the N.E. corner of Third and Market Sts. (now the Lippoli Bldg.) was sold in 1797 for 40 pounds and the present valuation is \$39,915.00; the N.E. corner of Third and Mulberry Sts. (the site of the first house in the city) was sold in 1796 for 40 pounds and the present

valuation is \$13,365.00; the S.E. corner of Third & Pine was sold in 1801 for 25 pounds and the present valuation is \$41,100.00; the four lots included in the block at the southwest corner of 4th and Pine Sts. sold in 1796 for 80 pounds and the present valuation is \$301,335.00, the corner lot alone being assessed at \$112,500.00; the N.W. corner of Fourth & Pine Sts. sold in 1807 for 30 pounds, and the present valuation is \$54,045.00; the four lots comprising the Pine St. Methodist Church site sold in 1811 for \$100.00; the three lots comprising The Grit property at the N.W. corner of Third & William Streets originally sold for \$37.50 per lot, and the present assessed valuation is \$36,115.00; the old Northern Central Trust Co. site, at the S.E. corner of Fourth and William Sts. sold in 1812 for \$50.00; the present two lots of the Williamsport Sun property at Fourth and Hepburn Streets sold in 1814 for a total of \$45.00 and the same two lots are now assessed at \$33,150.00; the two blocks (8 lots) on the south side of Fourth St. between Pine and Market Sts. and between Fourth and Willow Sts., sold in 1796 for 160 pounds. One pound, lawful Pa. currency in those days was, in dollars and cents, approximately \$2.65.

It is also interesting to note that in the days of these sales, fish of many kinds, and particularly shad, were abundant in the river, and there is a stipulation in all the original deeds examined, reserving to Ross and his heirs all fishing and ferry rights along the waterfront. It is said that on the south side of the river, just below Market St., there existed a fish wharf, that shad were caught and salted and sold two for a quarter dollar. We observed that in 1816, by Act of Legislature, the heirs of M. Ross were authorized to establish a ferry at Market St.

#### INCORPORATION OF BOROUGH OF WILLIAMSPORT

We are told that Ross, who was a surveyor, laid out a part of his own tract

of land in 1796. It was named Williamsport and it was incorporated as a Borough by Act of Assembly March 1, 1806: which Act read as follows: "Beginning at the West Branch of the River Susquehanna, thence N 31 Deg., 150 feet to the N.E. corner of East (our present Academy St.) and Front Streets; thence along East Academy Street, the same course, 1994 feet to a post on Michael Ross' land; thence South Deg. West 556 feet to the corner of Mulberry and North Streets, thence along North Street, including the same, South 59 Deg. West, 1448 feet to the N.E. corner of William and North Streets; thence South 59 Deg. West 556 feet to a post on James Hepburn's land; thence South 31 Deg. East, 1052 feet to the S.W. corner of West and Third Streets (or Main St.); thence along West Street (including the same) South 31 Deg East, 932 feet to the N.W. corner of West and Front Streets; thence South 31 Deg. East, 240 feet to the River; thence down the same to the place of beginning." Containing one hundred (100) acres. (Note that a corner of Hepburn's land was included, and that the Boro. lines are not confined to the Ross layout, nor does it include near all of Ross' total land.

The origin of the name of this city seems involved in some doubt. On one hand it is claimed that M. Ross named it Williamsport after his son, William. On the other hand, it is said that Judge Wm. Hepburn being the prime mover in the organization of the county, and was largely instrumental in the location of the county-seat, it was held the town should be named "Hepburnsport" in honor of him; to this the Judge objected and suggested the name "Williamsport".

A transcript of the tax duplicates of 1806, when the Borough was incorporated, shows that the whole amount of tax assessed was \$86.70, and that there were sixty (60) taxables, ten (10) of whom were single freemen. The largest special amount of tax during the year was \$7.70 paid by Michael Ross; the next, \$4.25 by A.D. Hepburn, and the smallest sum was 4-cents.



Michael Ross, circa 1800-1810, by Jacob Maentel, itinerant artist.  
Donors: Dr. and Mrs. Harold Tonkin.



In 1807 the total taxation amounted to \$89.69½, when twelve (12) taxables were added to the 1806 list.

### ORGANIZATION OF LYCOMING COUNTY

Lycoming County was organized in 1795, but Williamsport was not named as the county seat until the latter part of 1796 and then only after a bitter struggle with the two nearest rivals for the honor, Jaysburg and Newberry. It will be recalled that Lycoming County included all the territory to the north to the New York state line and that the site of Williamsport was a long way from most of the area included in the county, although much of this area was unpopulated. It was due to the fact that Williamsport was so far from Sunbury, the county seat of Northumberland Co., that Lycoming County was formed. Dunnstown, across the river from the present city of Lock Haven, was also a contender for the location of the county seat. In this controversy for the location of the county seat we again find the topography of the city referred to as detrimental to the location of the county buildings. Jaysburg adherents charged that the locality was subject to inundations to a point almost as far from the river as what is now Market Square, and the Commission appointed to settle the question deemed this a damaging circumstance. This proved, and the question was settled. They sent a messenger to Northumberland to get the deposition of a man who had some time before brought a barrel of whiskey up the River to Williamsport in a canoe and "tied-up" at a point near Market Square. The deposition was taken and brought to "Russel's Inn" (3rd and Mulberry Sts.) where the messenger put up for the night, leaving the important document in his saddle-bags.

That night some of the party favoring the Williamsport location were no less active than they had been before, and the next morning found the saddle-bags cut open, and the document which was to turn the tide in favor of Jaysburg

- missing. In the mean time, too, the Ross and Hepburn party, having offered superior inducements, and the Commissioners becoming impatient at the delay, finally settled upon the present site, on ground, as I have said before, donated by Michael Ross for the purpose.

The first Court House was begun in 1802 and completed in 1804. The bricks were made at the brick yard of Judge Wm. Hepburn, on the Deer Park farm (foot of Park St.). The stones were brought from Sinneamahoning on rafts. The completed building was considered by all a model of architectural beauty and skill. It is said that the original bell was so small that it was not becoming the elegant structure and it was, therefore, exchanged for the present one which was heard at a distance of eleven (11) miles in 1815, when it was rung upon the reception of news of "Peace" at the close of the war of 1812.

This Court House was razed in 1861 and the present Court House built. The clock was installed in 1854.

The first jail in the city was built about the year 1809, was enlarged in 1844 and was destroyed by fire in 1867, when the present jail was built at the same location and finished in 1868. There is still a little evidence of the jail built at Jaysburg, which probably antedated the one built in Williamsport by a number of years.

It is well that Ross in his layout of the city was prompted by a keen foresight as to the economy of wide streets. Perhaps he brought with him from Philadelphia his ideas of development as practiced there, or perhaps he profited by the lack of foresight of many cities laid out about that time, of which as a surveyor and associate of William Wallis, one of the first surveyors in this region, would no doubt have had knowledge. In any event he evidenced practical good sense and liberality in so doing and laid the foundation for a street system, which as expanded by his successors, has added greatly to the health and beauty of the

city. Perhaps he was aided in this conception by Wm. Ellis (and his asst. Jos. Williams), who also surveyed Newberry, Jaysburg and Williamsport, although when we consider the narrow streets as shown on the original plot plan of the town of Newberry, as well as the existing streets in what was known as Jaysburg, we doubt that inference.

I shall endeavor to describe the Borough, and later the City as of different dates, showing the growth, and in a number of periods as depicted upon maps made at those times.

**Williamsport in 1830;** Third Street was the main street.

It then had ten brick buildings (including old Court House and Academy Buildings).

Court House grounds had not been graded, but were inclosed by a high board fence, tottering and leaning. There were no three story buildings or fancy front stores. Few sidewalks had been laid and pedestrians cut diagonally across Market Square on paths.

There were but two churches, both unfinished. The old Pine Street Church had but temporary benches, but was used. The old Stone church at West Third and Laurel (Reno Post) (German Reformed) was under roof, but unfinished. Presbyterians worshipped in the Court House.

Third Street terminated at West Street, all beyond being farm land, and had but one building on the south side of the street west of Pine Street. Two buildings, between Pine and Market Streets, two or three frame shops and a row from there to Mulberry Street; with two or three frame buildings to Academy Street, the eastern limit of the town. There were but three houses and a barn between Academy Street and Grafius Run. Heavy woods bordered Third Street where the Pennsylvania Railroad now crosses it.

On the north side of Third Street

only three or four scattered buildings were in place between Academy Street and the woods, and two buildings between Academy and Mulberry Street. Between Mulberry and Pine Streets nearly all the lots had buildings on them. A small law office stood where Stearns Store now is located with no building nearer than a coachmaker shop on Pine Street at Tom Alley (Willow Street). This square was previously sold for \$400.00 (\$100.00 per lot) and in 1830 the Stearns Store lot and the two lots adjoining could have been purchased for \$1,100.00. From Pine Street to the upper end of the street were several buildings, including the jail and church.

Pine Street terminated at North Street; a cemetery was located on the site of City Hall, and all beyond was fields.

Academy Street was opened as far north as Willow Street.

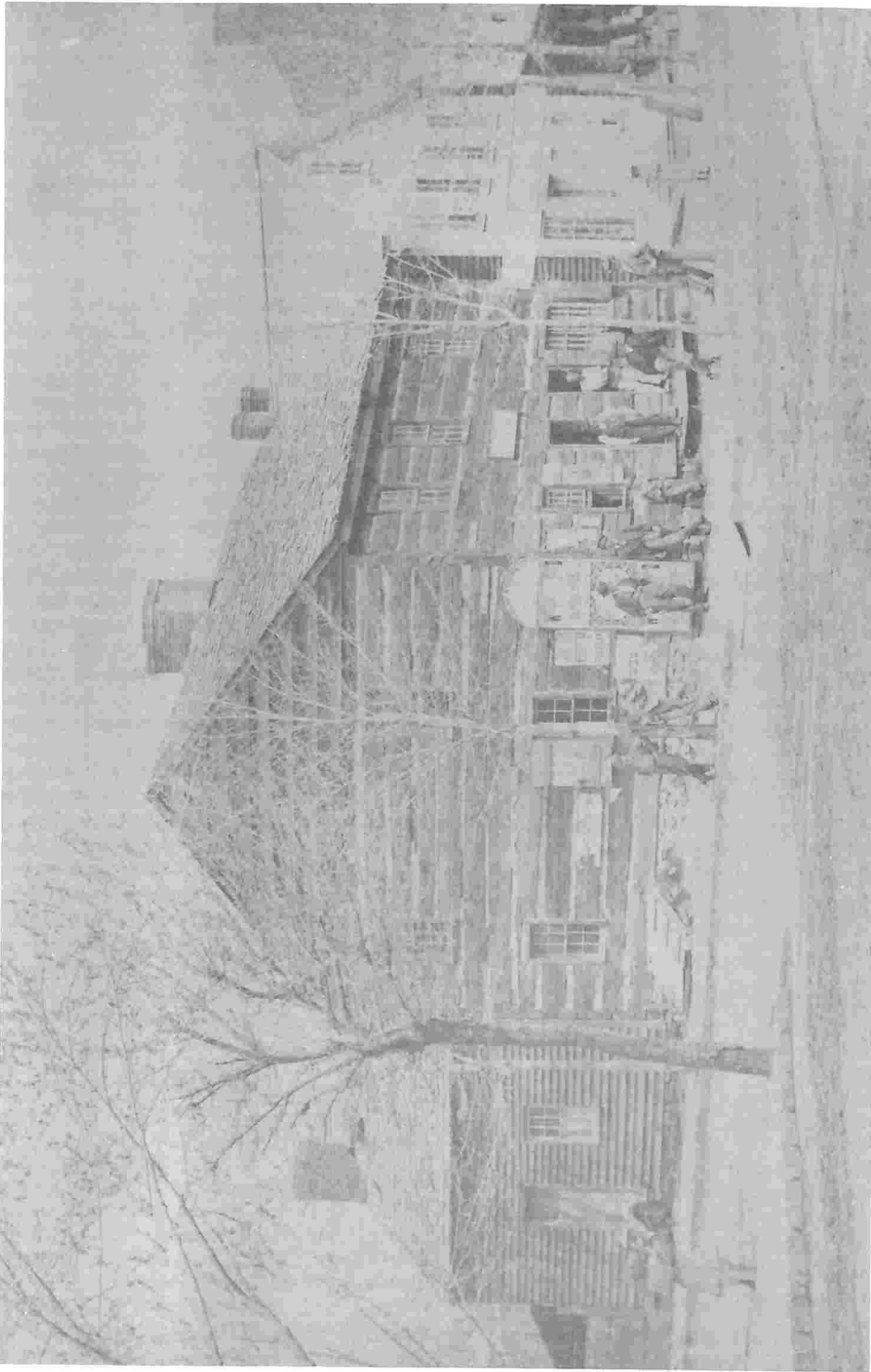
There was but one building on the east side of Market Street, north of the one (Mussina Building) facing Third Street - a butcher shop and a tan yard was located where the Masonic Temple is now located.

There was but one building north of Fourth Street, on the west side of Market Street.

On the south side of Fourth Street, between Pine and Academy Streets were but two buildings, one on the corner of Fourth and Market Streets (now Nardi's) and the other at the corner of Mulberry Street.

There were no public improvements, no sewers, no pavements, no bridge, canal, railroad, telegraph, gas, or water works, no electric lighting, street railways, and no saw or other mills nearer than Loyalsock and Lycoming Creeks, except a small one on the south side of the river, which could only be run two or three months during the year.

The tax laid for borough purposes was \$250.00.



Russell Inn, first house in Williamsport, built before 1795, northeast corner of Third and Mulberry Streets. Photograph taken about 1870.

There were no public schools until 1849 although the first school house was built in 1794 on the court house lot, another private school opened 1812 at West and North Alley, the Williamsport Academy (West Third at West Street) 1814; Williamsport Seminary 1836; Dickinson Seminary 1848.

### 1851

I have with me to-night a map of the City dated 1851 which shows the development of the city as of that time. It is interesting to note that a proposed annexation of territory is indicated thereon, as well as a proposed extension of the street system. Neither the annexation nor the street system were consummated as planned thereon, although an annexation did occur the following year.

The street plan called for the widening and extension of North Street westwardly along its present line until it met West Fourth Street and on the east Elizabeth Street was to have met it at a point approximately Mulberry Street and run approximately parallel with what we know as Packer Street. It was an excellent idea and one that would have relieved our present day traffic situation down town tremendously. The advent of the railroad, however, spoiled that layout.

It particularly shows that but a small area was occupied by improvements and that expansion was slow. The lumber industry was just beginning to expand and that fact together with the fact that the public school system had recently been adopted, no doubt inspired the desire for the annexation which followed in 1852.

### FIRST ANNEXATION OF APRIL 14, 1852 (PL 340) (2 WARDS)

That the borough as incorporated in 1806, did not have much growth for a number of years following that date is shown by the fact that the limits as defined by the Act creating the borough were not extended until 1852. It will be

recalled that it was but a few years prior to this date that the free public school system was adopted in the City (1849), although act creating it passed in 1834.

By Act of Assembly dated April 14, 1852, the corporate boundaries of the borough were extended so as to include the territory between Hepburn Street and Locust Street and between Academy Street and Railway Street.

The boundaries were extended in the following manner: "Beginning at the south west corner of the present line bounding said borough (West Street and River); **thence** by the River 5569½-degrees W., 148 p to a buttonwood on land of Cameron & Perkins; **thence** north by the line dividing lands of James Armstrong et al 250 p to a ditch on land of F. C. Campbell; **thence** north 85-degrees E. 88 p to the west line of a Public Road; **thence** by said road north 52p to a post; **thence** east 270 p to land of A. Woodward; **thence** by the east line of the road to the Cemetery south 42 p to the south line of the Cemetery lot; **thence** 572 degrees West 40 p to a post, on land of David Thomas; **thence** south 12½ degrees west, 22 p to the south side of a Public Road; **thence** south 25½ degrees east, 54 p to the River; and **thence** by the River south 58 degrees, 100 p to the south east corner of the present boundary of said borough."

According to the terms of the Act two wards were established. Market Street was the division line of the wards, defined which were in the Act as the East Ward and West Ward. Balloting for both wards was done at the Court House.

It is peculiar that so important a matter as the boundaries of a political sub-division should have been so meagerly described as, for example, cornering on "a buttonwood", or on "a ditch", or to the line of "a Public Road", or "by the east line of the road to the Cemetery". Buttonwoods and ditches were plentiful in these parts then, but roads and cemeteries were much less in evidence. It is



a real job to locate these lines today from the above description.

### 1854

In 1854 Hepburn Street was the western limit of the then borough improvements and Williamsport was a town of only about 2,000 inhabitants scarcely known to the outside world, and with but little business life. It contained but few stores, a few mechanics, but quite enough for the demands of the time; no railroads, streets unimproved. From Hepburn Street westward was a malarious swamp, save a few acres above the inundated portion, where the early reptilian harbingers of spring arousing from their torpidity, put forth their soul-inspiring lays.

All that beautiful section of the City now extending west of Hepburn Street was, at that time a continuation of farm lands from the river to the hills.

Fourth Street was an ordinary country road, bounded on either side by what we know as a "worm", or zig-zag fence. On the northwest corner of Fourth and Hepburn Streets there were several small frame buildings and on the south side there was a row of houses between Hepburn and Neece Streets and a frame building on the corner of Neece Street. Some two squares beyond near Center Street, there were four or five small dwellings erected about 1852 and the only other house on the road was the residence of Mr. Maynard, opposite Maynard St., north side of Fourth Street.

Third Street was then the line of what was left of the Williamsport and Erie Railroad, the terminus of the road being a hotel (now the site of a public garage) at the northwest corner of Hepburn Street. The only other improvements visible to the eyes were occasional farm houses with their customary outbuildings.

But two sawmills were erected and they of little note. Four small, plain church edifices then adorned Third,

Market and Pine Streets. There was no market save at the groceries, and few vegetables, except potatoes. There were no hard surfaced pavements, no sewers to carry off the frog-pond accumulations - the cause of malarious diseases then so prevalent; no modern or semi-modern hotels - the site of the Park Hotel (known as the Grove lot) was then mostly an unsightly swamp, no street railways and cars; the only modern improvement the town had was a telegraph, which was established in 1851, and until 1856 the public water supply was obtained from two town pumps and a town well with the old oaken bucket.

First bridge (Market Street) was built in 1849, carried away by March 17, 1865 flood and rebuilt in the same year. The present bridge was built in 1890.

Maynard Street bridge was built in 1876.

Dam in existence 1850. New dam built 1867.

P & E R.R. came in Dec. 1855 - Canal in 1835 - Catawissa came in 1860 - P & R in 1871.

In 1857 (?) we find our growth as depicted on the map of that date which I have brought with me.

You will observe that the railroads have changed the geography and the topography of the borough. The depot and shops of Williamsport & Elmira R.R. are located at the head of Depot St., now obliterated, and which ran north from Fourth St. to the present Pa. R.R., west of Hepburn St. The Sunbury & Erie R.R. passenger depot was west of Pine St. on the north side of Fifth St.

A considerable expansion of subdivisions occurred in the period from 1850 to 1855 and included all of the territory from Hepburn St. to Campbell St., all of the eastern end of the city and north of the original borough line.

The Town Hall was located on Market St., in the block now owned by the Williamsport Consistory.

Basin St. was then unopened north of E. Third St.

### INDUSTRY

It was in 1832 that the first engine was located in the West Branch Valley and with it the first foundry, (boilers, cupolo, etc.) in either this county, Tioga, Center, Bradford and many other counties west of here. It was transported overland on wagons from Geneva, N.Y. and it was located on the north side of Fourth Street, between Pine and Market Streets (later Hagerman's livery stable) and now the Savings Institution lot. It brought to the valley a means of procuring much needed implements, such as plows, mill gears, machinery for sawmills, coal stoves, engines, etc., and furnished many coupling and turn out castings used in railroad construction. Although antedating the ascendancy of the lumber industry, this influence had much to do with the substitution of steam power for water power in sawmill operation. Until the canal started to operate, coal had to be transported either by boat from Northumberland, or by wagon from Danville. Iron was brought down the river from Center County (Lamar Furnace) either on rafts or arks, or hauled to either Lock Haven or Jersey Shore and then rafted here.

It was not until 1838 that the first saw mill was erected in the City, at the foot of Walnut Street. By 1854 four mills had been erected. The lumber interest was then starting to make very rapid progress and mill after mill was built, until in 1876 there were fifty steam mills within the City limits. They were located along the water fronts and utilized the low lands for log basins. The boom was built in 1850 and to Major Jas. H. Perkins is due the honor for the bold pioneer spirit and enterprise evinced in the establishment of the vast lumber trade of this City. The boom, however, was added to and re-

built as occasion demanded, until in 1874 four sheer booms were constructed, forming the last work done by the Boom Company, having built approximately 400 piers or cribs, while the aggregate length of their booms exceeds a distance of ten miles, costing over \$1,250,000.00.

### ADVENT OF PLANNING MILL

Any resume of the factors back of the expansion and development of the City in the great boom period in the twenty-five years following 1854 must include the name of Peter Herdic. He was instrumental, or had a big part, in developing much of the territory between Locust Street (South of the Pennsylvania and Erie Railroad) and Lycoming Creek; constructed gas and water works for his own use in such developments and later acquired ownership or purchased the stock of the old gas company. He was interested to a great extent financially in the industrial life of the City during that period; he provided gratuitously the right of way for the P & E Railway through a large part of the City; to the Park Hotel Station, and built a horse car street railway from the new location of the depot to the business section, when the railway company threatened to move said station from Pine Street to South Williamsport; erected the Park Hotel (Herdic House), a bank building and three story office building on Trinity Place; the four story brick block on Fourth Street east of Campbell Street. In 1874, when employment lagged seriously due to the invasion of the Eastern market by lumber from the west, constructed approximately one hundred homes with this labor; he was the moving spirit back of the annexation of 1867 whereby much land west of Lycoming Creek was included in the City limits. We can get some idea of the magnitude of the real estate holdings of this man when we realize that in 1876 he owned 556 acres of land in what was then the highest valued land in the City and in what is now the City east of Lycoming Creek for which he paid \$285,197.50 in prices of those days. In addition, he owned 54,000 acres of timber and coal land in

Lycoming - Potter - Tioga - Cameron Counties. In the years immediately following this he extended these holdings in the city considerably. This does not include any monies invested in the development of the various business enterprises in which he was interested. His unbounded spirit and ceaseless effort to place this City "in the sun" must take a commanding place in our development. His "Herdic House" at its inception was rated as one of the finest hotels in the United States and his development of Herdic Park, where the hospital now stands, with its race track and trout ponds was exploited in the then larger cities and advertised extensively.

SECOND ANNEXATION OF  
FEBRUARY 11, 1858  
Ordinance of Borough Council  
(Digest 1891 page 137)

Then followed the annexation of February 11, 1858 whereby the territory between the River on the south, Wyoming Street on the north, the present City Line on the east, and Railway Street on the west, became a part of the borough.

This description on the record is as follows:

"Beginning at the east end of Sloan Alley (Brandon Place), **thence** north along Railway Street to Lycoming Street (Wyoming St.), **thence** east along Lycoming Street (Wyoming Street) to the east end of the Woodward Addition to Williamsport, **thence** in a south line to the West Branch of the Susquehanna River, **thence** west along said River till it strikes the present boundary line from the Cemetery (Washington Boulevard) to the River".

It will be noticed from this description that these boundaries also are not stated as definitely as they might have been for the use of future generations. However, these lines are not material except as they border on other political subdivisions where they sometimes are the cause of dispute and misunderstanding.

## 1861

Your attention is called to the lithograph map of the Borough as of 1861, and to the expansion, as shown thereon, of the lumber industry.

Of special note on this map is the location of "Keystone Park", where a state fair was once held and having a race track, located between Maynard and Park Sts., south of our present First Street.

THIRD ANNEXATION OF  
SEPTEMBER 25, 1861  
(3 wards) - Ordinance of Borough  
Council (City Digest 1891 - page 137)

By the terms of an Act of Assembly dated May 1, 1861 and September 25, 1861, the territory between Locust Street and Susquehanna Street north from the River was annexed and became a part of the City. This territory became a part of the West Ward.

On the record it is stated as follows, "Beginning at a buttonwood tree on the north bank of the West Branch of the Susquehanna River on the land of Langdon, Diven and Company, east of the said Company's sawmill; **thence** north along the west line of the said Borough 4,200 feet to a post on the south side of a ditch (assumed to be Grafius Run) on land of F. C. Campbell; **thence** north 85-degrees E along the north line of said Borough 1,075 feet to a post (Pine and Hepburn Streets); **thence** north  $\frac{1}{2}$  degree E., along the west line of said Borough (Hepburn Street) 836 feet to a post; **thence** east along the north line of said Borough 208 feet to the south west corner of land of A. B. Cummings on said line on the east side of the public road (Market Street) leading from Williamsport to Balls Mills; **thence** along the east side of said road 325 feet to a post (Rural Avenue); **thence** west along the division line of H. B. Packer on the north and DuBois and Lowe (Now under control of Scoville) F. C. Campbell, Jas. Armstrong, and J. W. Maynard on the south 4,644 feet to the corner of

H. B. Packer and J. W. Maynard's land and the division line between said Packer, Maynard and J. V. Woodward (Rural and Fifth Avenues); **thence** the same course through land of J. V. Woodward 848 feet to the north east corner of land of Honorable R. C. Grier and J. V. Woodward (approximately Seventh and Rural Avenues); **thence** south 1 degree west along said division line 2,850 feet to the center of the public road leading from Williamsport to Newberry (West Fourth Street); **thence** the same course along the division line of said R. C. Grier and \_\_\_\_\_ Faries 2,725 feet to the bank (or low water mark) of the West Branch of the Susquehanna River; **thence** along low water mark the several courses and distances of said River to the place of beginning." This addition included the Armstrong, Maynard and J. V. Woodward Additions.

Here again we are non-plussed as to the definite location of this certain buttonwood tree, east of the saw-mill of Langdon, Diven and Company and also of the location of a ditch. It is to be noted however, that this line begins at this particular tree standing **on the north bank** of the River - not at low water mark and that little or no record exists as to the saw-mill of Langdon, Diven and Company.

By the same Act of Assembly May 1, 1861, (#436 page 467 PL) the Borough was divided into three wards, and identified by the Act as the "East", "Center" and "West" Wards.

The East ward included the territory east of the Center-line of Market Street; the Center ward included the territory between the middle of Market Street and the middle of Hepburn Street; and the West ward included the territory west of the middle of Hepburn St. Elections for the East Ward were to be held in "Doebler's Hall"; elections for the Center Ward at the public school in said ward; and Elections for the West Ward at Moore's Hall.

INCORPORATION AS A CITY-FOUR  
WARDS. FOURTH ANNEXATION.

It was by virtue of an Act of Assembly dated January 15, 1866 that the incorporated Borough of Williamsport was incorporated and constitute a city by the name and title of the City of Williamsport.

The fourth annexation to the Borough was included as a part of the aforesaid Act, whereby the boundaries were enlarged and extended as follows: "By extending the northern boundary line, of the former Borough of Williamsport, in a straight line West to Lycoming Creek (approximately Seventh Avenue to Lycoming Creek on Rural Avenue and Rural Avenue Extended); **thence** down said creek, in a southerly direction, the several courses and distances, to the West Branch of the Susquehanna River; **thence**, easterly along the northern bank of said River, to the south west corner of the boundary of the former Borough of Williamsport."

By the terms of the same Act the city was divided into four wards, to be called the East Ward, Center Ward, West Ward, and the Lycoming Ward; the first three wards named to be and remain as heretofore divided in the former Borough; and the place of elections to be the same as heretofore; the new Lycoming Ward included all of the territory annexed to the city by this Act and the place of election for this ward was named as the brick school house then erected in said ward.

FIFTH ANNEXATION  
(P L 513 - 7 WARDS.)

An interesting story is woven around this annexation of 1867 whereby the present Seventh and Eleventh Wards became a part of the City. It is said that this section had repeatedly sought admission to the Borough and had been refused, and that after the City was incorporated in 1866 another effort was made by petition to City Council to annex them. Common Council passed the desired request but it was defeated in Select Council. It was at this time that Peter Herdic was very much inter-



ested in the development of the city, and incidentally his own interests as well, and, it is said that he figured prominently in the proceedings incident to the annexation and that fact probably helped in his being elected as Mayor the following year (1868). Tradition says that the petition presented to City Council was re-headed, submitted to the State Legislature, new boundaries for the city defined, in connection therewith, whereby the section of the city west of Lycoming Creek was included although not definitely mentioned so that it attracted attention, and the Act was passed. The same Act extended, northward, the northern boundary of the City east of Market Street, to a line approximately parallel to and just north of Eldred Street, and it is possible, that this may have been added to divert the attention of the foes of annexation west of Lycoming Creek, to this change in the City limits as being the cause for the act, rather than to include their portion.

It was therefore on March 21, 1867, that a supplementary Act of Assembly was passed renaming, altering, and extending the boundaries of the City, as follows, to wit: "Beginning at south east corner of the farm of H. B. Packer, Esquire, on Market Street (Market and Rural Avenue); **thence** in a northerly course by line of said farm, to a point opposite the south side of Gilmore's Lane; **thence** in an easterly course along the south side of said Lane, and by a line in same course, to the west side of the farm of Samuel H. Lloyd; **thence** by the several lines of said farm, and the line of the late Borough of Williamsport, to the West Branch of the Susquehanna River; **thence** westerly along said River to the Eastern line of Woodward Township; **thence** northerly along said eastern line, until it intersects a line extended from the northern boundary of said city, as it is now established, and in range therewith; **thence** easterly along said extended line, and the said northern boundary, to the place of beginning."

This Act specified that the city's

territory as therein defined be divided into seven wards. It will be recalled that until this time the city was divided into four **named** wards (East, Center, West, Lycoming). Under the terms of this last Act the wards were **numbered** and their limits were defined as follows: the **First Ward** consisted of all land east of our present Penn Street (then Vanderbilt - Penn - Henry Streets) between the River and north of Wyoming Street; the **Second Ward**, the portion between Market and Penn Streets; the **Third Ward**, the portion between Hepburn Street and Market Street; the **Fourth Ward**, the portion west of Hepburn Street, north of Fourth Street and east of Fifth Avenue; the **Fifth Ward**, the portion west of Hepburn Street south of Fourth Street to the River and east of Park Street; the **Sixth Ward**, the portion west of Park Street and Fifth Avenue to Lycoming Creek, from the River to Rural Avenue; the **Seventh Ward**, the portion west of Lycoming Creek.

It is apparent that in the annexation of 1867, enough territory (and much more) was acquired to accommodate the normal growth of the city. In fact, in 1872 there was but one house west of Walnut Street, north of the Pennsylvania Railroad except the Woodward home on Fifth Avenue, and four or five other houses at Memorial Avenue and Fifth Avenue, and in Newberry very little growth was in evidence west of Poplar Street.

#### 1872

I invite your special attention to the birds-eye lithograph map of the city as of 1872. The artist has recorded much of interest to us on this picture.

It depicts the canal, with its outlet lock to the river and the swinging and closed bridges over it at street and railroad crossings. It shows the great development of the lumber industry with lumber piles extending to and beyond Susquehanna St. on the west and Vine Avenue (High School site) on the north.

It shows the round-house, etc., of

the railroad just west of Hepburn St., the passenger station of the Reading R.R. at its present location and having a roofed train shed, and a round-house between Market St. and the passenger station along the river.

The toll house of the Market St. bridge is shown.

Herdic Park, in our present hospital section, and the Old Fair Ground, later Athletic Park, are shown.

Of special note is the fact that few improvements were in existence north of the Pa. RR at that period, with but one house west of Walnut St., except the Woodward home on Fifth Avenue and a few houses at Memorial and Fifth Avenues.

Many other interesting things can be found on this map in every section of the city.

#### DIVISION OF WARDS AFTER ANNEXATION OF 1867.

Five of the above mentioned wards have, through the years following their constitution, been divided, so that in 1897 we find thirteen wards in existence. These divisions were as follows:

**2nd - 8th** Pursuant to an Act of Assembly of March 22, 1870, (P.L. 525) the Second Ward was divided, whereby the land south of Fourth Street (to the River) between Market and Penn Streets was constituted the Second Ward and the land north of West Fourth Street (to the north of Eldred Street), between Market Street and Penn Street was constituted the Eighth Ward.

**1st - 9th** The First Ward was divided by decree of the Court December 4, 1891, and the Ninth Ward came into being. It embraced such part of the original First Ward as was included in the territory bounded on the north by the City Line, on the east by Charles Street, Railway Street and the Philadelphia and Erie Railway to the River, on

the south by the River and on the west by Penn Street. The territory east of the east line of the Ninth Ward as hereby established remained as the First Ward.

**6th - 10th** The Sixth Ward was divided by decree of the Court December 4, 1891 and the Tenth Ward came into being. It embraced such part of the original Sixth Ward as was included in the territory bounded on the north by the City Line, (Rural Avenue and Rural Avenue Extended), on the east by Rose Street, on the South by the River and on the West by Lycoming Creek.

**7th - 11th** The Seventh Ward was divided by decree of the Court December 5, 1892 whereby the territory west of Lycoming Creek and north of the Philadelphia and Erie Railway remained in the Seventh Ward and that portion south of the Philadelphia and Erie Railway and west of Lycoming Creek was constituted the Eleventh Ward.

**4th - 12th** The Fourth Ward was divided by decree of the Court December 20th, 1894 whereby the territory south of the Philadelphia and Erie Railway between Hepburn Street and Fifth Avenue remained the Fourth Ward, and that portion north of the said railroad between Hepburn Street and Fifth Avenue, was constituted the Twelfth Ward.

**12th - 13th** (Triangle north of Rural Avenue) The Twelfth Ward was divided by decree of the Court March 18, 1897, whereby the territory north of Philadelphia and Erie Railroad between Hepburn Street and Walnut Street, remained in the Twelfth Ward and the territory north of the Philadelphia and Erie Railway, between Walnut Street and Fifth Avenue was constituted the Thirteenth Ward.

#### SIXTH ANNEXATION (SIXTEEN WARDS)

There were no annexations to the city from 1867 until May 1923, when the



Sixth and last annexation was consummated, and when approximately 1,025 acres was annexed from Loyalsock Township.

This addition to the city included all the territory north of the city line as then in existence to the present north City Line (Rural Avenue - line north of Eldred Street - Wyoming Street) between Fifth Avenue on the west and 208 feet east of Catherine St. on the east.

This new territory was divided into three wards the 14th, 15th and 16th. The Fourteenth Ward included all the territory north of Rural Avenue, between Market Street and Blooming Grove Road on the east and Fifth Avenue on the west. The Fifteenth Ward includes all the land between Market Street and Blooming Grove Road on the west and Penn Street on the east, north from the old city line (just north of Eldred Street). The Sixteenth Ward included all the land between Penn Street on the west and the present East City Line (East of Catharine Street), north from the old city line. The polling places for these wards were fixed by the Court as the Vallamont School Building (Elmira Street and Brandon Avenue) for the 14th ward; Sheaf residence and later the Curtin School building (Packer and Eldred Streets) for the 15th Ward; and the Sheridan School Building (Sheridan Street, east of Almond Street) for the 16th Ward. The boundaries of the thirteen wards in existence at the time of this last annexation have remained as they were constituted up to and including 1897, except that for election purposes some of them have several precincts.

#### SUB-DIVISIONS

I have brought with me to-night a sketch map of the sub-divisions of land growing out of the original warrants for tracts within the city limits. The plan is incomplete because of the lack of old plans of record but it is nearing completion. A series of maps is necessary to depict this, because in many cases the

same land has been included in a number of subdivisions under different dates.

For example, it is to be observed that only a small part of the land owned by M. Ross was included in his original layout of lots and streets, and that seven other later additions, either in whole or in part, were originally part of the Ross warrant "Virginia".

The first subdivision layout after the incorporation of the Borough was by Thomas Grant in 1815. His land lay East of the M. Ross farm, which farm laid east of the Ross lot layout. It appears that soon after this A. D. Hepburn laid out a few lots west of Hepburn Street, and called it "West Williamsport". In 1833 Jerry Church made an addition east of the Ross Layout (Academy Street). In 1850 John F. Cowen made an extensive addition east of Church's and another by Lloyd and Updegraff north of Church's and west of Cowen's. Among the important early additions have been J. and M. DuBois's 1852; the Woodward, Vanderbelt, Hughes, Maynard and Willard in 1853; the Scoville, Gilbert, Ross, Fleming, Anthony, Ulmer and Fullmer in 1854; the Campbell and Armstrong by P. Herdic in 1855 and 1865; the Youngman in 1858 and 1927; Thompson's in 1867 and 1869; the Watson by P. Herdic in 1873; the Gilmore in 1874; the Andrews in 1888; Vallamont in 1890; and later Vallamont Woods; the McCormick, Mudge, Woodward and Bartles in the early 1880's; the Mahaffey in 1895; the Parker and Mingle in 1897; the Clapp additions in 1903 and 1919; the Oliver additions in 1900 and 1919; Grampian in 1908 and later Grampian Hills. In addition to those mentioned many, many more subdivisions of greater or less magnitude have sprung up within the city and in the territory circumjacent to the city limits, so that our present population figures are not truly indicative of the growth of the city.

#### DIVERSION OF INDUSTRIAL GROWTH

The collapse of the lumber industry in this city, following the disastrous

floods of 1889 and 1894 and the great depletion of forests, as well as competition from the W. in E'n market put the city face to face with a serious situation, and one that challenged the united efforts of the community in reorganizing the available resources so that the interests of its citizens, its business and its industry might be fostered. Businesses and industries closely allied with the lumber industry, having been established prior to the time, continued to operate, and men prominently identified with the lumber interests put their shoulders to the task and instituted new industries which, through the years, have been a boon to the city. Their idealism and faith in Williamsport has been the background of the city's progress. It was such men as J. Henry Cochran, S. N. Williams, J. Roman Way, Deitrick Lamade, John B. Emery, C. LaRue Munson, Allen P. Perley, J. K. Mosser, John M. Young and many more, who directed this movement.

As the sawmills disappeared from the flats along the river, much low land again was in evidence (including approximately 75 acres of mill ponds) and thru the years became the dumping ground for refuse and debris. The mill ponds were for years the source of much enjoyment for young and old, for fishing and skating. Time has gradually erased much of this situation so that to-day we find some of it occupied by public parks, much of it filled so that it affords excellent factory sites, and much of it is now so used; railroads have built embankments thru them so that scarcely any evidence remains of the extensive series of log basins, the canal channel, and ponds of various descriptions, and, in general the whole section is so changed that the original conditions are almost obliterated.

#### PHYSICAL CONDITIONS

This same period has been most prolific, also, in the development of the physical conditions now in evidence in the city. In 1894 much of the street system was undeveloped and, in fact, the

first hard surfaced street was laid in that year. Available city records show that a vast amount of work was done between 1890 and 1900 in establishing and adopting permanent street lines and grades, over a large part of our present city. Likewise this period was the one when our modern buildings were erected.

It has always been a wonder to me why more of the prominent streets have not been named in honor or in memory, of the many worthy pioneers of this section so that their names might thus be perpetuated. We do have a Ross Street, a Church Street, a Grant Street, a Lloyd Street, a DuBois Street, a Hepburn Street, a Herdic Street, an Andrews St., a Grier St., a Mosser Avenue., a Lyon Ave., a Munson Ave., a Campbell St., a Walker St., a Hammond Place, a Scoville Place, a Ryan Ave., a Packer St., a Sutton Ave. a Hughes St., a Maynard St., a Cummings St., a Mahaffey St., a Beeber Street, but in some cases the importance of the streets so named are not in keeping with the traditions handed down to us of the men whose names they bear. Some of them do not even have a house fronting on them. Then too, we have names like McCormick, Woodward, Parker, Willard, Gilmore, Ulmer, Cochran, Bartles, Young, Guise, Vanderbelt, Updegraff, Perkins, Armstrong, Perley, Krause and numbers of other pioneers and men whose lives are reflected in the growth of the city and community whose names might rightfully grace numbers of our streets.

We can gain some comparative idea of the growth of the city by a comparison of the assessed valuation and the taxes levied for borough of city purposes. In 1806 they amounted to \$86.70 (60 taxables); in 1830, \$250.00; in 1892, \$156,662.51 (valuation of \$8,623,613.00); in 1930, \$1,304,288.01 (valuation \$38,933,075.00); and in 1935, \$919,495.87 (valuation \$29,190,345.00), assuming the school tax millage to be the same as last year.

The City of Williamsport is in lati-



tude 41 Deg 14 Min North, and longitude 77 Deg 2 Min West of Greenwich, or one minute west of Washington. The difference in time, as ascertained chronometrically between Girard Observatory, Phila., and 3rd and Wm. Sts. is 7 Min 28 Sec.

All City data is based upon mean tide at Sandy Hook, and this represents an elevation of 496.37 at low water mark at Market Street bridge over the Susquehanna River, data upon which all city records have been based since prior to 1876. A marker embedded in the front of the City Hall shows an elevation of 528 feet and was set by a U. S. Geological Survey.

The area of the City is 9.53 Square Miles, and is the fourth largest city of the Third class in Pennsylvania as regards area, having approximately 172 miles of public highways, of which there are approx. 112 miles of streets over 20 feet in width and approx. 105 miles of which have some type of hard surface or all weather paving. There are 74.689 miles of sanitary sewer mains, 29.039 miles of storm sewer mains, and approx. 100 miles of water mains within the city limits.

#### POPULATION GROWTH

I present an original graph showing the growth in population. It shows graphically the steady increase from 1770 to 1935 and includes a forecast of the future growth.

#### AERIAL MAP - 1925

An excellent idea of the extent of the city's growth in more recent times may be had by examining the aerial map of the city which I have brought with me.

From a town of meagre proportions we have grown to the large city shown on this map, and upon which map our industrial expansion may be realized.

#### LANDMARKS AND MILESTONES

Any reference to the growth of the city, and its immediate surroundings, would not be complete without reference, if by name only, to many of the subdivisions or locations which have come down thru time, and which have either outgrown the original name or have been absorbed by a larger unit, or have been nick-named and the name didn't stick: and which mark milestones in the city's progress and have become landmarks. Such names are Newton; Swamp-poodle; "Lloyds Addition"; Gallaghers Garden; Ross Park; Athletic Park; Jaysburg; Vallamont Park; Fischers Park; Long Reach; Devils Cave; Nigger Hollow; Four Mile Drive; Goat Island; Sulphur Springs; Old Oaks Park; Woodward's Lane; Blooming Grove; the Green, the Canal, Sauer-kraut Hill, DuBois Park; Williamsport Driving Park; Herdic Park (with its trout ponds); Rocktown; DuBois Park, "Dutch Gop"; the (Log) Boom; Spring Garden; Berger Lane; Burlingame, Bootstown, Tony's Island, Keystone Park, New Garden (Newberry Warrant) and Pleasant Grove (Jaysburg warrant).

To this list there are few exceptions, and "Newberry" is the chief one of them. "The Patch"; "The Basin"; "Devils Chimney"; "Sylvan Dell"; "Lundy's Drive"; "Cannon Hole"; and Union Park; are others.

Then too, there are certain things incident to these memories, "The Herdic's", "Hiawatha", the underground railway.

Each one of these references could be made the basis of a very interesting and entertaining discourse.

Much could be added to the subject matter which I have been considering, especially as regards the growth of diversified industry in the period since 1900, as well as the effect that transportation changes have caused in our growth, but I have long exceeded the time allotted to me and will not detain

you longer. In closing I am reminded of the story of Pat, who with great labor had made a beautiful rock garden out of a piece of ground which had been very unsightly. His neighbor, a minister admired it and then observed: "God and you have done a wonderful work there." "God and me?" replied the sweating Pat. "Well, you should have seen the place two years ago when God alone had it." Perhaps, the same comparison might have been made of Williamsport between 1796 and the present time. The city has outgrown its infancy, its once rugged contour has been smoothed out and beautified by man so that it is

rightfully known as "The Queen City of the West Branch Valley" and is truly an ideal location for home and business. Its picturesque setting as viewed from the hilltops of Vallamont and Grampian, or from the mountains on the south side of the city, is the marvel of all who see it.

I wish to acknowledge with thanks the loan of maps from Wm. P. Clark, The Chamber of Commerce, and Mr. Clark, of the State Highway Department, without which maps my talk could not have been so vividly pictured.



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*The following is a continuation of the list of names in the previous Journal of members who have donated \$25.00 or more to the Lycoming County Historical Society in celebration of its 75th Anniversary.*

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