

No. 10, May 88, 1893

Review Public Road

~~Veritas~~ in

Lawrence & Pike
Townships

Contents:

Review of 6 Feb'y Len 1893

TO THE HONORABLE DAVID L. KREBS, JUDGE OF THE COURT OF QUARTER SESSIONS OF THE PEACE IN AND FOR THE COUNTY OF CLEARFIELD.

The petitions of the undersigned inhabitants of the township of Lawrence, and said county, respectfully sheweth:-That a road hath been lately laid out by order of court to begin at or near the east end of the Iron Bridge across the Susquehanna River at the upper end of G.L. Reed farm on the Curwensville and Clearfield road, and to end at or near the east end of the Iron Bridge across the river at Curwensville, which road if confirmed by the Court, will be very injurious to your petitioners, and burdensome to the inhabitants of the townships through which the same will pass, as the road is laid out. That the portion of the public road vacated by the viewers from a point at or near the residence of M.G. Antes in Lawrence Township to a point in said Township, where the new road intersects the township road, leading from said Iron Bridge at the upper end of the G.L. Reed farm to the old Erie Pike (near where the new Iron Bridge is now being built across said river, near the residence of Robert Porter), should not have been vacated, which part of the old road vacated is better than the portion of the new road laid out in its stead. Said portion of the new road being hilly, swampy, expensive to make and to maintain, and much longer than the old route.

That, the new road as laid out leaves one of the most dangerous railroad crossings on the old road as it now exists, that is the crossing at the end of the railroad cut near the Iron bridge across said river at the upper end of the G.L. Reed farm.

That your petitioners are interested in in said road, and that said road as laid out is to the great damage of the farms of the said M.G. Antes and Robert Boyd ~~farms~~, and is more destructive to private property than need be if said road be properly laid out.

with power to inquire of and recede such parts or parts of the public
road now open between the same points as may be necessary
Your petitioners therefore pray your Honor to appoint proper
persons to review the said road and parts adjacent, and to make re-

port to the court, according to law; and they will ever pray, &c.

A. Boyd

Wm Powell

M. G. Antley
A. M. Powell

Thos. Smith

J. W. Tanner

N. O. Larkhead

W. L. Antley

J. A. Antley

John Flynn

J. R. Read

Gas. Spickman

John A. Read

Wm. B. Read

Wm. B. Read

John J. Read

J. Blain Read

In Re Public Road } In the County Quarter Ses=
in } sions of Clearfield County.

No 10 May Sessions, 1873

David Chish and Frances A. Snyder, owners of improved lands, over which the route of the proposed road in the above case passes, file the following exceptions to the proceedings in said case and against the confirmation of said road:-

1st The petition presented to the Court in this case, asking for the appointment of viewers, does not show that the proposed road is within Clearfield County, and the Court then for has no jurisdiction in this case.

2nd. Alfred Graham one of the reviewers in this case was a petitioner for a writ to return the same term, in No 6 February SS, 1893, and was then for disqualified as a reviewer in this case, as this proceeding is a review of No 6 February SS, 1893.

37. That the vicars in this case did not endeavor to procure releases of damages from all the owners of improved land over

which the route of said proposed road passes,
as required by law.

4th. That the said applicants never had any
notice from said owners as to the time and place
of meeting of said owners for the purpose of
assessing the damages suffered by the said
estate by reason of said proposed road
passing through their lands; and that they
had no opportunity to be heard on the question
of damages either by themselves or by their
attorneys.

5th. That M. S. Clarke, one of the most active
petitioners for said road, and in securing the
road the located where said road was actually
located by said petitioners, furnished said
owners with the day of the meeting with maps
and refreshments.

6th. That said road is actually located upon
the grounds, at least in three different
places, upon the right of way of the Chicago
& Clearfield R. R., a branch of the R. R. R.
7th. That said road has been largely laid
out, partly upon and partly alongside of
other privately owned roads, already opened and
maintained at the expense of the public partly

May 10 May 1893.

In Re Public Road

Lawrence & the Towns.

Exemptions to proceedings
against confinement
of property of persons

Filed 9th Oct 1893

J. J. Langley
J. J. Langley

Muller

for the purpose of making and building roads
under them they were ordered to be opened, when they
were on.

Sir. That said persons had no power or au-
thority to make the road, or parts of the road, they
did in this proceeding, as said recd of road
was not found by any proceedings had in
the County Quarter Sessions of Cleasfield, or
by the County authorities, but was
made by the agreement of said Road Company
when the right given.

get that said road is unnecessary and it
found would be inconvenient, and give to
accommodate the public better than the one
now in use, and would be efficient and
improvement to the public being.

Against that and
James O. Angerby
Att. U. C. Miller

Cleasfield County, N.C.

Formally appeared before me the
undersigned, James O. Angerby, from records
now before me, and say that the allegations
of fact contained in the affidavits are true &
correct and truly shown.
Subscribed and sworn to before me this 9th day of Oct. 1893.
U. C. Miller, J.C.

following described public road, viz.
Beginning at East end of Iron Bridge
across Susquehanna river at the
upper end of S. L. Reed's farm on
the Curwensville and Clearfield road
Thence toward Curwensville South
thirty two degrees West Thirty five and
two tenth perches, Thence South ten
and one half degrees East four and
Three tenth perches crossing railroad to
point in road laid out. Second part
beginning at point in public road now
in use and at road laid out Thence toward
Curwensville South fifty two and one
half degrees West seventeen and six
tenth perches, crossing railroad, Thence
South forty one and one half degrees West
Thirty perches Thence South thirty de-
grees West seventeen perches Thence
South thirty six degrees thirty minutes
West twelve perches. Thence crossing
railroad South ten and one half degrees
West crossing railroad twelve and one
tenth perches, Thence South twenty two
degrees fifteen minutes West sixteen
and six-tenth perches Thence South
twenty-five degrees West seventeen and
six-tenth perches Thence South fifty
one degrees West, crossing Railroad,

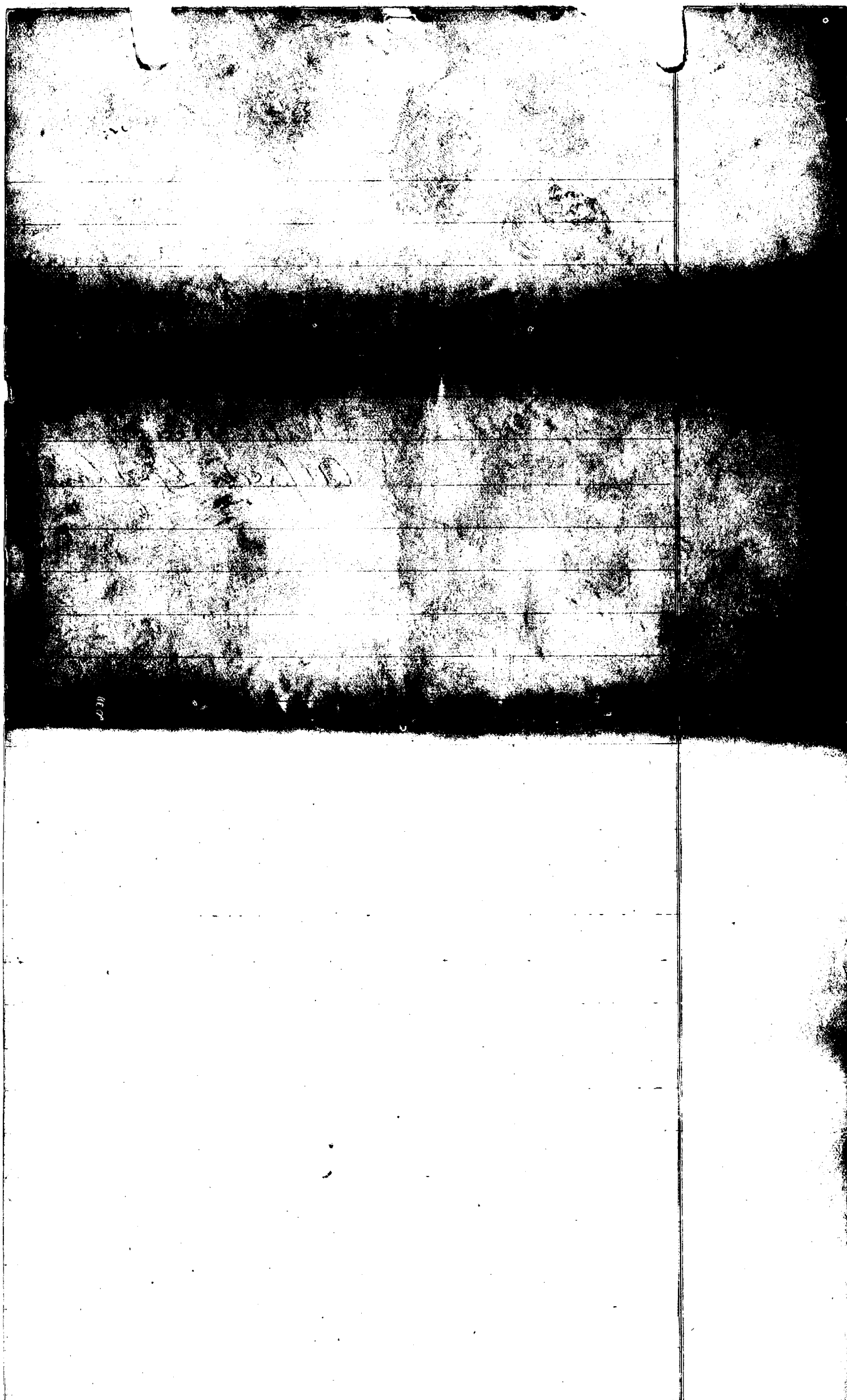
eight further three south twenty
five degrees west twenty seven and
one half further three south
six degrees east, Corning Railroad,
six and eight. North further, three
south twenty three degrees west. Thirteen
further three south thirty five degrees
forty four degrees thirty minutes west.
Twenty four further to point in road
laid out. Third point beginning at
said public road at Robert Boyd's East
line three south sixty and one half
degrees west forty nine and nine tenths
further to turn in road, fourth
point beginning East of James A. Brown's
three North forty seven degrees west
eighteen further three seventy
nine and one half North forty nine
degrees east twenty three further
three North thirty three and one
fourth degrees West six and one
half further to road laid out near
James A. Brown's Barn, which
point of road now shown by reason
of laying out of first mentioned
road have become useless

The draft of the plat of the

road vacated being attached to this
report.

Witness our hands at this
2d day of Sept. A.D. 1893

Viewers { Harry Byers,
Miles Read,
Alfred Graham



striking public road on other side
of run,) eight and eight tenth perches
to point in public road. Thence
following said road South eighty-
eight and one-half degrees West four
perches Thence South Seventy-eight
degrees West seventeen and four tenth
perches, North eighty degrees West
twenty one perches, North Eighty
five degrees West Through unimproved
Land of Potter Road and James A
Bloom Thirty two perches Thence
Through Wood land of James A. Bloom
North seventy eight degrees West eleven
perches, North Sixty Two and one-
half degrees West fifteen and three-
tenth perches, North fifty four deg-
rees West twenty two perches, North
forty eight and one-half degrees West
seven and one tenth perches, Thence
Through improved Land of said James
A. Bloom. North fifty two degrees West
twenty perches Thence North fifty-
nine degrees West leaving public
road twenty and six-tenth perches
to a Chestnut, Thence North forty-
four and one half degrees West
twenty six and eight-tenth perches
to public road near Jas. A. Bloom's.

from Thence continuing in Public
road North fifty-two degrees West
twenty and six-tenth further from
ing to left of Jas. A. Brown's house
Thence South eighty and three-fourths
degrees West fifty three and nine-
tent further bearing to right of
Barney Brown's house and to
Public road to Bloomington
Thence by said road and through
land of Jas. A. Brown and Mrs
Caldwell and John Brown (woodland)
bearing to right of Mrs Caldwell's
house North fifty five degrees
West thirty six further, Thence
in Public road through Brown's
Braz. Woodland North forty-seven de-
grees West forty one and two-tenth fur-
ther Thence North fifty five and
one half degrees West twenty-six and
air-tenth further Thence North
airty eight and one fourth degrees
West thirty-three and six-tenth further
Thence North forty and one-half degrees
West eighteen and five-tenth further
Thence through same and through
a subset of Cunningham's North six-
ty nine and one fourth degrees West

of forty-nine and one half feet from
Centre of said track, South fifty-eight
and one-half degrees West Thirty one
and nine-tenth perches to a post
Thence continuing through Robert
Boyd's improved land and yard and
passing to right of his house, ^{along railroad ground} South
sixty-two degrees five minutes West
eighteen perches to a post in road
now in use. Thence by said public
road through improved land of Robert Boyd
South twenty one degrees West nine and
~~six~~ tenth perches. Thence through improved
Land of Robert Boyd and woodland of Wm
Spackman South sixty four degrees
West forty three perches thence South
seventy one degrees West seventeen and
six tenth perches, Through land of said
Wm Spackman, Thence by said road and
through woodland of said Wm. Spackman
South sixty-eight degrees forty-five min-
utes West twenty two perches thence
South sixty-four and one half degrees
West twenty seven and Three-tenth perches
Thence South forty seven and one half de-
grees West seven perches from whence
a public road turns to left. Thence
continuing in Public Road South
one half degree West twenty-three and

Forty - North Fortcher Three South forty - eight degrees West six and four - North Fortcher Three North forty degrees West twenty - Three and one half Fortcher North twenty - Three and one half degrees West thirty eight degrees West Thirty nine Fortcher, South eighty four degrees West thirty five degrees West North this Fortcher, South eighty four degrees West eleven and four North Fortcher, South twenty four degrees West eleven and two - North Fortcher, North forty one and one half degrees West seven and five North Fortcher, North eighty five and one half degrees West twenty eight and six North Fortcher These continuing by said road and through improved lands of said Alex Carter and between lands (improved) of J. Shreve and Mr. Henry with houses on left and

and one fourth degree West Thirty-one
and five tenth perches to a post,
thence through improved land of
P. R. R., F. M. Cardon, A. L. Snyder and
on Township road now in use South
thirty three and one half degree West, Twen-
ty-four and two-tenth perches to a post
Thence by said road and through land
of A. L. Snyder South thirty degrees
West, twenty-one and six-tenth perches
to post. Thence through land of A. L.
Snyder, P. R. R. Co. and D. R. Fullerton
South Thirty-Three and three-fourth degrees
West passing to right of D. R. Full-
erton's house Thirty-nine and four
tenth perches to post in D. R. Ful-
lerton's line. Thence through im-
proved land of Mrs Frances A. Snyder
South twenty five degrees West
sixty-four and eight-tenth perches
to a post, Thence continuing through
improved land of Mrs Frances A. Snyder
and through improved land of Daniel
Welch South twenty eight degrees
fifty minutes West thirty-six and one-
tenth perches to a post, Thence through
woodland of Daniel Welch South twenty-one
degrees West nine and seven-tenth perches
to post, Thence through same

made south thirty degrees west eight
and five - tenth fathoms to port. Thence
continuing through said Beaver Lake
said boat lay upshore and had run -
upshore, south twenty seven degrees
west fourteen and six - tenth fathoms
to a point. Thence through upshore land
of said Beaver Lake. Mr. S. Carter and crew
P. A. R. Co. ^{Boat} going also a Towing Road
south thirty-nine degrees west twenty -
six and six - tenth fathoms, going
to left of Mr. S. Carter house, to a
point. Thence through land (upshore)
of Mr. S. Carter south forty four and
one half degrees west sixty two
fathoms to a point in road now in
use. Thence continuing by said road
and through said Mr. S. Carter land
south fifty-five degrees ten minutes west
eighteen and eight - tenth fathoms to
a point. Thence through same, south
sixty nine and one half degrees west
nine and four - tenth fathoms to port
on Mr. S. Carter line. (Lost two courses be -
ing through second growth woodland.) Thence
through upshore land of Robert Boyd
by a course parallel with track of Penn -
sylvania Railroad and at distances

To The Honorable David L.
Krebs, Judge of the Court of Quar-
ter Sessions of the Peace in and
for The County of Clearfield,

We, The undersigned, persons
appointed by the within order to
review the road within mentioned,
from East end of Iron bridge across
Susquehanna river at upper end
of G. L. Reed's farm on the Cur-
wensville and Clearfield road in
Lawrence Township to point at
or near East end of Iron Bridge
across The Susquehanna River
at Curwensville in Pike Township
and the parts adjacent, with
power to inquire of and vacate
such part or parts of the public
road now open between the same
points, as may be necessary,
respectfully report:— That all
having been present at the review
of the said road and parts adja-
cent, and at the parts of the public
road vacated, and after having
given five days printed notice to
The Commissioners of Clearfield County,
to each of the owners and occupants
of the seated land along the route

of the road to be reviewed, to M.S. Carter and Robert Boyd, the most active petitioners for the review of the road to be reviewed, of the time of the review and of the place of the meeting of the review, and after having given due legal notice of the time and place of meeting by posting of notices of the review in public places in the vicinity of the road to be reviewed and after having all been first personally served or affirmed in accordance to law and in pursuance of the within order; we did review the same, and have laid out and do now turn for public use the following road, to wit: Beginning at East end of Jones Bridge across the gulchanna River at upper end of S. S. Reed's farm on the corner - mile and Clearfield road, thence by a public road leading to Reed Ridge south forty-eight and one fourth degrees East eleven and six tenths feet, thence through land of S. S. Reed and Pennsylvania Rail Road Company, being improved land south forty five

E. Schmarrs on Right South seventy-four and three fourth degrees West seventy-two and six-tenth perches Thence along E. Schmarrs Land and Through improved Land of Geo M. Ferguson South sixty seven degrees forty five minutes West seventy-three and six-tenth perches passing to left of Fergusons house. Thence continuing by said public road through improved Land of George Ferguson South twenty two perches Thence South fourteen degrees fifteen minutes East twenty four and three-tenth perches Thence Through said Geo M. Fergusons unimproved Land South twenty five and three fourth degrees East forty two and two tenth perches Thence Through woodland of said George Ferguson and A. Reed South twenty seven and one half degrees East forty-four perches Thence passing to left of Driftwood Schoolhouse and crossing old pile South twenty eight and one fourth degrees East thirty-seven and four-tenth perches Thence passing to right of John Flynn house Through his improved Land South fifteen and three fourth degrees East eighteen and six-tenth perches Thence

Through said Joe Flynn's wood land
South four and one half East thirty
and eight-tenth North Three
South ten degrees East twelve North
Thence through uninhabited land
of Peter Reed South eight degrees
thirty minutes East nine and six-
tenths North, South two and three
fourth degrees East Thirteen and two
tenths North, South one-half degree
East ten North, South eight and
one-half degrees West twelve North,
South thirteen and one half degrees
West six and eight-tenth North,
South seven and one half degrees
West five and four-tenth North
South fourteen degrees East Thirteen and
four tenths North, Thence South
twenty five and one half degrees West
twenty eight North crossing Leonard
Run, Thence South thirty three degrees
West sixteen North, South fifty-one
degrees West thirteen North, South to
thirty degrees West three North to
junction of road to Olanta, thence
along by public road South down river
degrees West (at + 1000 feet said road thence
cross Hyback Run near its mouth)

eighty two perches Thence North six degrees East eight and eighth tenth perches, North thirty-two degrees East twenty seven and three tenth perches, North seventy degrees West twenty four perches to The East end of Iron Bridge across The Saugehanna river at Curwensville; a plot or draft of which is hereto annexed; Which road so as aforesaid laid out, we are of opinion is necessary for a public road.

The undersigned do further report, that they endeavored to procure from all the owners of land over which the said road passes on whose land the new road is to be made, releases in writing of all claims to damages that may arise from the opening of the same, and that they procured releases from James A. Bloom, and failed to procure releases from G. L. Reed, F. M. Cardon, A. L. Snyder, D. R. Fullerton Mrs. F. A. Snyder, Daniel Welch, M. S. Antez and Robert Boyd, and therefore having taken into consideration The advantages, as well as disadvantages

to be divided to the said, S. I. Reed, F.M.
Corden, A. I. Snyder, S. R. Fullerton,
Mrs Frances A. Snyder, Annie Welch,
M. S. Custer, and Robert Boyd from
the road passing through their
lands, we have assessed the dam-
ages sustained by the said S. I. Reed
at twenty dollars, and the damages
sustained by the said F. M. Corden at
ten dollars, and the damages sustained
by the said A. I. Snyder at fifteen dollars,
and the damages sustained by the
said S. R. Fullerton at fifty dollars, and
the damages sustained by the said Mrs.
Frances A. Snyder at one hundred
fifty dollars, and the damages sus-
tained by the said Annie Welch
at fifty dollars, and the damages
at fifty dollars, and the damages
sustained by the said M. S. Custer
at fifty dollars, and the damages
sustained by the said Robert Boyd at
fifty dollars, and the damages sustained
by the said S. I. Reed at fifty dollars,
And we further
showing of said road: - And we further
report, that we have measured and
do recite the following facts of the

TO THE HONORABLE DAVID L. KREBS, JUDGE OF THE COURT OF QUARTER
SESSIONS OF CLEARFIELD COUNTY.

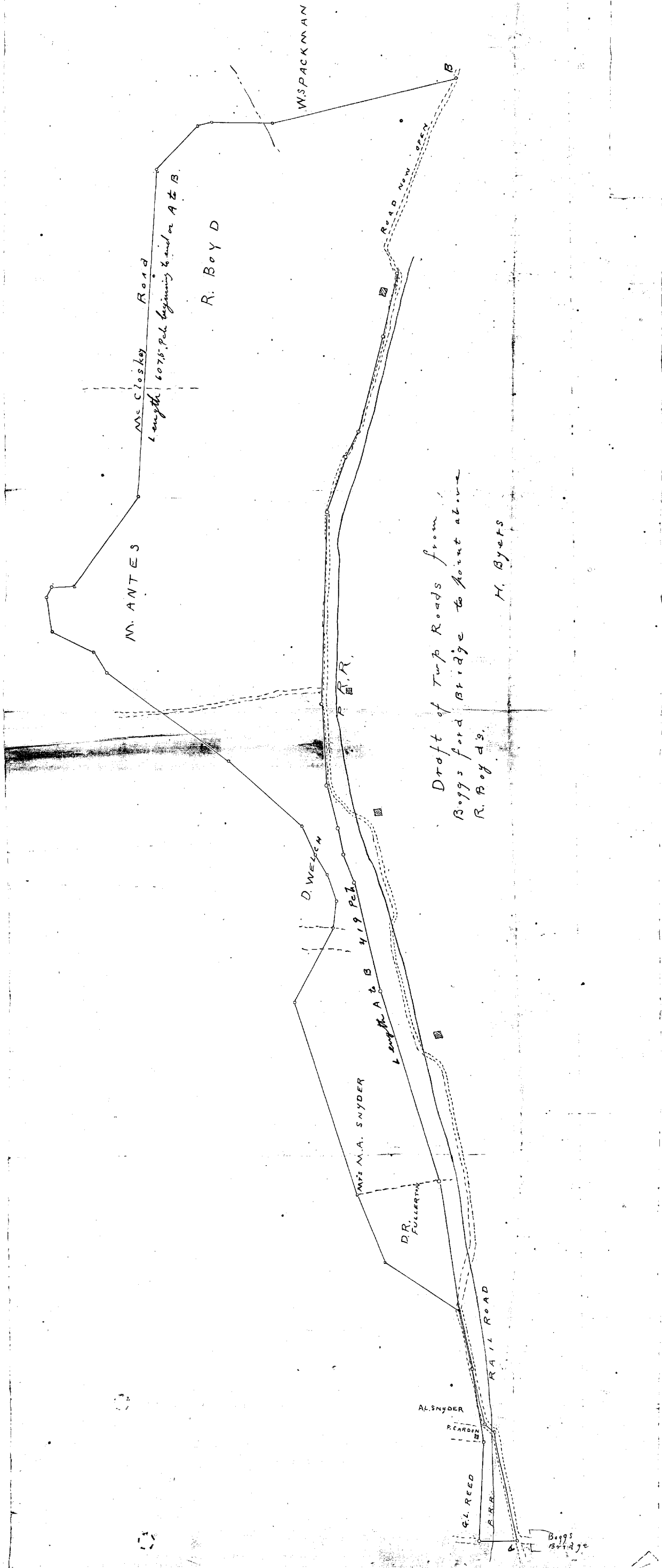
The undersigned petitioners, citizens and tax payers of Lawrence and Pike Township, respectfully represent, That a public road has been lately viewed and returned the the said Court for confirmation leading from the Iron Bridge from the upper end of G.L. Reed's farm in Lawrence Township to the Iron Bridge across the river at Curwensville. That your petitioners represent that said road as laid out in the first view is not the best rout for said road; that the first road as laid out from "A" to "B", as shown on the map or draft attached to this petition, is one hundred and eighty eight and a half rods longer than the second view or review on said road; that the first road as laid out swampy and expensive to build, in fact one hundred and eighty-eight and a half rods more to be built by the first view than by the review; that the road as laid out by the first view passes over such swampy ground that it will be very expensive to build; that the road as laid out by the review avoids that part of the first view which is swampy and expensive to build, and can be built at a much less expense to the taxpayers of Lawrence; that to build the new road it would cost about \$ more than it would cost to build the road as reviewed and then it will not be as good a road as the road as reviewed; that by the first road as laid out the most dangerous crossing on the old road, to wit the crossing at the end of the cut just above the Iron Bridge just above the farm of G.L. Reed; that the damages done by making the road as laid out by the review is \$ less than those of the first view.

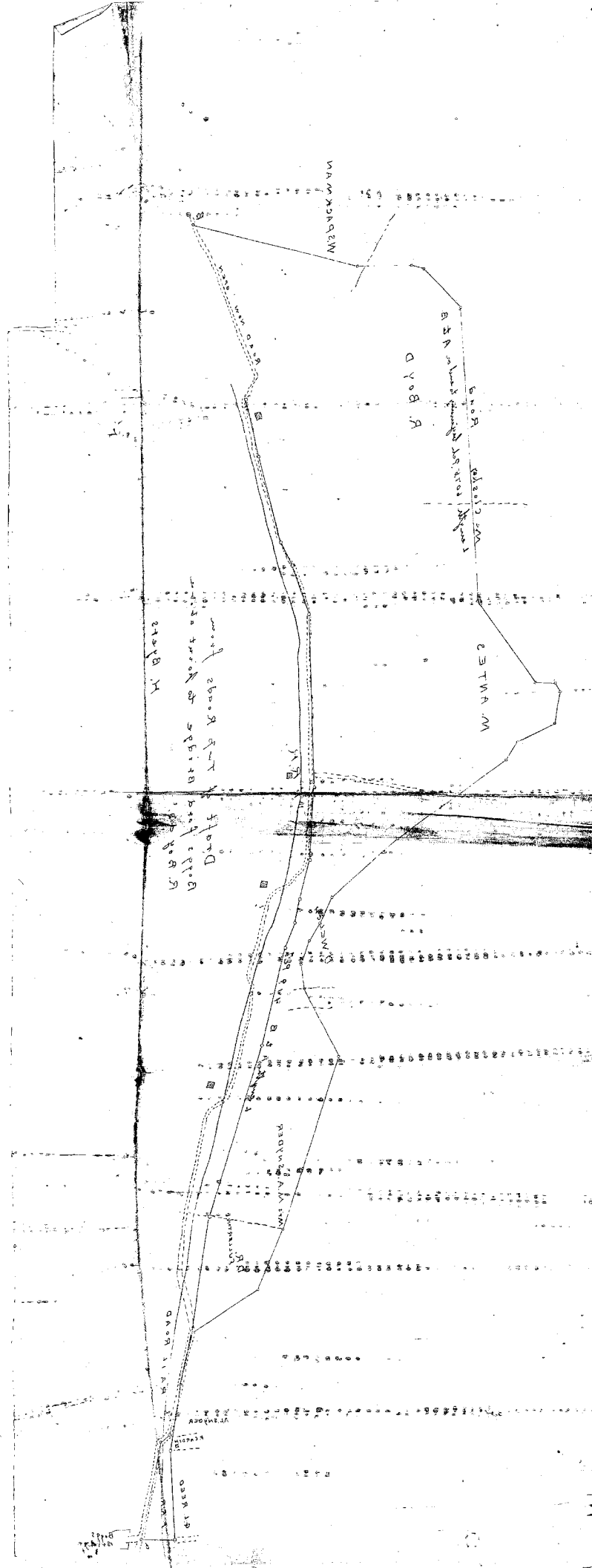
Your petitioners, tax payers and farmers ask the court to confirm the review because they believe it to be the best road and a better road when built and will cost less to make it.

And they will ever pray, etc.

U
M. G. Antes
J. L. McPherson
Robert Boyd
Amos Read
Alexander Read & son
Hartshorn Read
J. B. Read
E. B. Read
M. S. Read
John A. Read
S. P. Mauree
John F. Read
Jas. Spackman
J. K. Read Jr.
Dennis Owens
W. P. Harris
A. M. Fleck
Wm. Graham
J. D. Bailey
J. A. Antes
G. H. Hale
Wm. I. Schryver
James Mitchell

U
R. S. Spackman
G. W. Bowles
Thomas B. Fessenden
T. N. Fulton
R. E. Shaw
Joseph Woods
G. S. Antes
W. A. Porter
J. W. Hancock
Jonathan Ogden
J. B. Ogden
John C. Carno
M. J. Owens
Fred Mitchell
R. W. Ogden
Harvey Bloom





Mr. L. Sept 1893
Wadsworth,

Return of papers
along with
Remondre on
furnish

State of Sept 1893
of Remondre

MITCHELL
WATKINS
J. E. 1893

Wadsworth