

No. *7* *January* Term, 18*77*.

Public Road

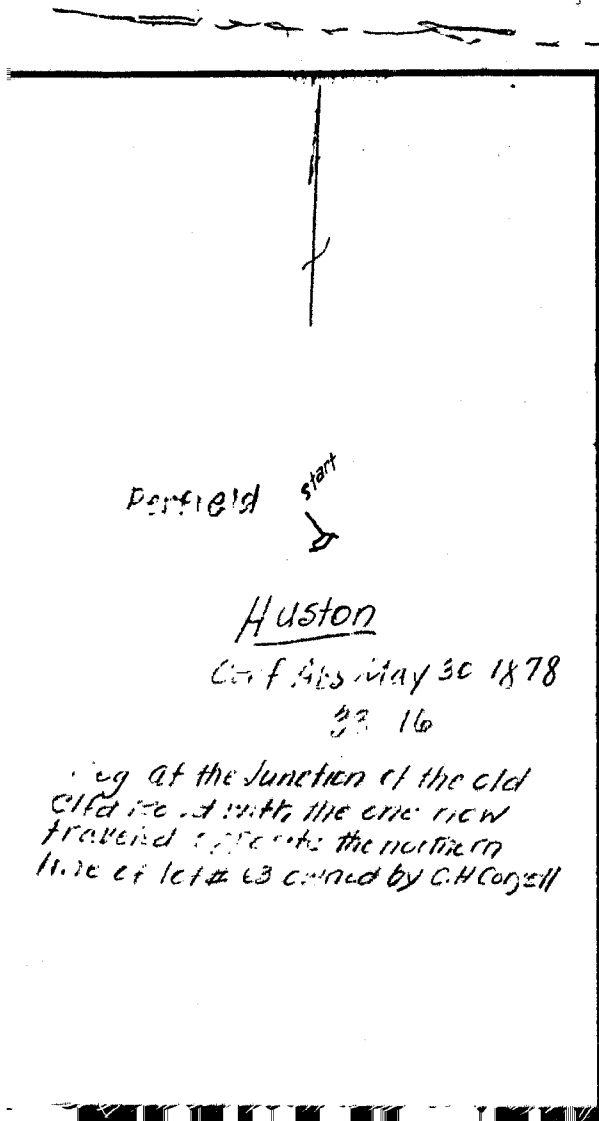
VERSUS

Austin Ship

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Vacated



Portfield

start

Huston

Conf. Feb. May 30 1878

23 16

beg at the junction of the old
old road with the new road
traveled to the northern
line of lot # 63 owned by C.H. Correll

To the Honorable the Court of Quarter Session
of the County of Clearfield Pa

The undersigned citizens of said County
respectfully represent that a public road
surveyed July 3. 1877 pursuant to order
of Court No. 4. Term June 1877 by James Marshall
and others from the Clearfield Road to the
R. R. Depot near Penfield is not laid out
in accordance with the wish of your
petitioners or in a way to best accommo-
date the travelling Public.

We therefore earnestly remonstrate against
the location of the road as surveyed and
ask the appointment of a new view to
examine and lay a road.

And your petitioners will ever pray &c.

Huston Ind. Pa. Oct. 16. 1877

W. Buss.	Constantine Dabbles
H. M. Brown	J. H. Brown
F. LeBourgeois	John Heverly.
Jas. Scfield	Jas H. Bandy
Geo. E. Robacker	C. D. Wood
Jas Mc Guire	S. Conway
B. M. Lauer	L. B. Lessor
J. H. Kosmicko	J. H. Koker
Wm H. Hoyt	E. G. Haley.
C. McLaughlin	John Sullivan
Louis B. Honning	A. G. Woodward

E. J. Hewitt John Horning
Hiram Woodhouse Isaac L. Horning
A. J. Chambers Arthur Redding
Abraham Conway
A. D. Burns
J. Hoffman

W. B. Hewitt
W. H. Leirig
Lewis Ingraham
James Emerson
Joseph Washburn
David DeLong
G. Hewitt
C. Randall
H. C. Seefeld
Samuel Brown
W. Shannahan
D. G. He. Klue
Sam. Haskell
F. R. Cooper
Geo Brown

33
John C. Long
Geo C. Kicker
D. W. Lotts
J. M. Blake
J. W. Lee
A. S. Hols
L. S. Podd

ROAD VIEWERS' REPORT.

Clearfield County, ss:

At a Court of Quarter Sessions of the Peace of the county Clearfield, held at Clearfield, in and for said county, on the 24 day of January A. D. 1878, before the Judges of the said Court, upon the petition of sundry inhabitants of the township of Houston, in said county, setting forth that they labor under great inconvenience for the want of a road or highway leading from Clearfield road to R. R. Depot near Penn-
field

And therefore praying the Court to appoint proper persons to ^{re}view and lay out the same, according to law. Whereupon, the Court, upon due consideration had of the premises, do order and appoint V. Bird & C. Hoyt and John Radabaugh Sr, who, after being respectively sworn or affirmed to perform the duties of their appointment with impartiality and fidelity, are to ^{re}view the ground proposed for said road; and if any two of them agree that there is occasion for such road, they shall proceed to lay out the same, as agreeably to the desire of the petitioners as may be, having respect for the best ground for a road, and the shortest distance, in such manner as to do the least injury to private property; and shall make report thereof, stating particularly whether they judge the same necessary for a public or private road, together with a plot or draft thereof, and the courses and distances, with reference to the improvements through which it may pass, to the next Court of Quarter Sessions to be held for said county. In which report they shall state that they have been sworn or affirmed according to law. By the Court.

Eli Bloom
Clerk Quarter Sessions
11 11

No 7 June 28 1878

Re
Order to Crew and
and layout a road
from Clearfield Road
to R.R. Depot near
Perrinfield

\$ 12.5

Paid by

E. Bird the
31 June 1878

Eli Blom

" " "

and 3/4
and 3/4

Report filed 18 Mar 1880

M. J. G.

now March 29th 1878.
road and confirmed
road when opened
33 feet wide except on
side hill clogging and
bridging there where
feet wide.

By the Court
J. No. 1.

May 30. 1878.
Confirmed Absolute

By Atty Genl
C. A. Van
P. L.

To the Honorable the Judges of the Court of Quarter Session for the County of Clearfield.

I am in answer of your order hereto attached and advertised the time of meeting - in three public places in the Township - and met on the 6th day of March, 1878 as advertised - We were sworn or affirmed according to law - We viewed the ground proposed for said Road and are all agreed that the road is necessary as a Public Road. To be located as follows to wit:

Section 1st Beginning at the junction of the old Clearfield Road with the one now travelled - opposite the northern line of Lot No. 63 known as the Guinnance Lot now owned by C. H. Conyell. Thence by the road as opened in 1873 and now travelled S. 38° E. thirty six and $\frac{3}{10}$ Perches to intersection of road to the Depot Thence S. 58° E. Sixteen and $\frac{1}{10}$ Perches to intersection of Alley from Depot - and to intersect the road as laid by a former view. Thence N. 77° E. - crossing the Rail Road (at 9 Perches) four and $\frac{1}{10}$ Perches. Thence S. 58° E. ten Perches to intersect the old Road - The old road to be vacated and this laid - a width of forty feet

Section 2nd Beginning in the above surveyed road at the end of its first distance of 36 $\frac{3}{10}$ Perches Thence S. 52° W. thirty one Perches - a 35 foot road

Section 3rd Thence S. 38° E. adjoining Land of G. A. North at the left - thence $\frac{1}{10}$ Perches to a Point

75 feet from centre of Rail Road track - and 30 feet westerly from Corner of G. A. North's Lot. A 60 foot Road

Section 4th Beginning 21 feet Southerly from the last named Corner of G. A. North's Lot Thence S. 65 $\frac{1}{2}$ ° W. parallel with the Rail Road - and 54 feet from its centre - & nine $\frac{1}{4}$ Perches - passing the Depot. a 42 foot road - being the space between the line of Lots and the Right of Way of the R. R.

Section 5th Beginning 12 $\frac{1}{2}$ feet Southerly from the above named Corner of G. A. North's Lot. Thence N. 65 $\frac{1}{2}$ ° E. - parallel to the R. R. and 62 $\frac{1}{2}$ feet from centre of main track twenty two perches to line of land of John D. Bois Thence N. 33 $\frac{1}{2}$ ° E. Twelve Perches to intersect the above Survey of Clearfield Road. These last two distances to be a 25 foot road - and Section 4th & 5th to take the place of a survey made by James Mitchell J. C. Tyler and H. P. Towns a former view

There are no claims for damages.