

pairing the footways in the streets, lanes and alleys of said town, and impose a tax on any lot fronting on any street, lane or alley, for the purpose of grading, regulating, paving and repairing the footways in front thereof, or compel by fine or otherwise, the owner of any lot to pave or repair the footways in front thereof, agreeably to the ordinances to be passed by them; and shall have power to open and establish new streets, lanes and alleys, and to straighten and widen old streets, lanes and alleys, and to provide for the payment of damages and expenses incurred by opening, widening or straightening the streets, lanes and alleys, as aforesaid, by levying and assessing the same generally upon the whole of the assessable property of the town, or upon the property of persons to be benefited thereby.

SEC. 8. *And be it further enacted*, That the corporate limits of the town of Barclay are hereby declared to be as follows:

Beginning at the center of State Highway Route #313 at the northern end of town, opposite the northeastern corner of the Oliver Richardson property, thence westward with the northern boundary of the said Richardson property a distance of 200 feet to a point; thence southward parallel with and 200 feet from the said state highway to the southern boundary of the Charles Jarman property at a tributary of the Big Ditch; thence eastward to the southwestern corner of the Carl Graham property; thence continuing eastward with the southern boundary of the said Graham property for a distance of 200 feet; thence northward parallel with and 200 feet from the aforesaid state highway to a point 200 feet south of Maple Street, or Avenue; thence eastward parallel with and 200 feet from said Maple Street to the southeast corner of the John Godwin property; thence northward to the center of the state highway leading from Barclay to Templeville at a point opposite the northeastern corner of the Providence M. E. Church property; thence westward with the center line of the said highway to a point opposite the southeastern corner of the Richard Phillips property; thence northward to the northeastern corner of the Paul W. Phillips property; thence westward with the northern boundary of the said Phillips property and across the Delaware Railroad, or Pennsylvania Railroad property, to the western boundary of said railroad property; thence southward with the western boundary of the said railroad property to a point 200 feet north of the Old Milk Station Street;