

December Session 1812.

13th day 2^o Mo. 1813

Hezekiah Starbuck

The following return dated March 2^o 1813. appears of record vol. 2. page 15. Auditor.)

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A return having been made by Stephen Hodgkin, and Stephen Todd who were appointed receivers to view a road, applied for beginning on the Copleia road, on section no two, township number eight, range six, thence the nearest and best way, to intersect the Boursuill road, on section no thirty four, township no. seven, in range 5. said, return having been duly made in which it is stated by said receivers, to be of public utility. said return having been read, on two different days of the same meeting, and no objections being made, thence the Commissioners have proceeded to establish said road as a public highway, and have issued orders, to the supervisors, whose districts said road passes through, to proceed, as soon as possible, and cause the same to be opened, a necessary width, not exceeding sixty six feet, and made in other respects convenient for the passage of travelers and carriages.

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To the Honorable the Board of Commissioners of Belmont County, in the State of Ohio, Gentlemen.

We your petitioners humbly sheweth, to your honorable Body, the great disadvantage we labor under, for the want of a road, leading from our settlement into the Wheeling road, which is our only way to Market.

We pray that you would grant us an order for a view and road to begin at John Edwards grist mill, thence on the best ground, so as to pass on the east side of Basil Ridgeway's plantation, thence on the west side of Francis Halls plantation, so as to pass between Samuel Summers and John Sheys, plantation, thence through Mead Jarvis's plantation, thence on the best ground, so as to intersect the Wheeling road, at or near Samuel Summers new house.

Gentlemen we submit this to your consideration, hoping that in your wisdom, you will think it expedient, to grant this our petition, and we your petitioners will ever pray.

John Moard, Stacy Brown, William Smith, Josiah Jenkins, Samuel Russell, Basil Ridgeway, David Shay, John Price, Thomas Sumner, Ananias Paudal, John Bradshaw, John Jarvis, George Miller, Enoch West, John Hart, James Shepper, Thomas Miller, John Shay, John Edwards, Isaac Mroenger, Benjamin Murphy.

Ordered by the Commissioners, that the above petition be audibly read, on two different days of the same meeting, and no objections being made, and the Commissioners been satisfied, the notice was given, that the law requires, proceed and appointed, William Sumner, John Mercer and Ralph Cowgill

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as viewers and John Israel as surveyor. to meet the 16th inst. and make return. at the next June session.

(The following entry dated March 1st 1813. appears of record vol 2. pag 114 Auditor)

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It is ordered by the Commissioners that William Dunn, John Mercer and Ralph Cowgill. who are appointed viewers to view a road applied for beginning at John Edwards mill. then on the best ground so as to pass on the east side of Bazil Ridgways plantation. thence on the west side of Francis Halls plantation. thence to pass between Samuel Dunks and John Shays. plantation. thence through Mead Jarvis' plantation. thence on the best ground to intersect the Whaling road. at or near Samuel Dunks. new house.

To meet at John Edwards grist mill. on the 16th day of this month and proceed to view said road as the law directs. and make return thereof on the first Monday of June. first ensuing John Israel is appointed surveyor.

The viewers returned the following report to wit.

To the Honorable Board of Commissioners.

Agreeable to request. met on the day appointed. and we have carefully viewed and laid out said road. beginning at John Edwards mill. and have laid off the same agreeable to order. to intersect the Whaling road. at Samuel Dunks. new house. and we report the same as a road of public utility.

Given under our hands this 18th day of March 1813 plotted by a scale of one hundred equal parts in an inch.

John Israel.
Surveyor

William Dunn
John Mercer Esq
Ralph Cowgill } Viewers

The Commissioners caused said return to be twice read on two different days of the same meeting. and no objection having been made thereto. they ordered said road to be recorded a public highway.

The courses and distances are as follows.

Beginning at John Edwards mill. South 63 west 60.
South 50. West 100. South 25 west 44. South 10 west 54 south
55. west 54 south 20 west 32. South 53. west 72. South 29. west 20
South 44 west 90. South 10 west 52. South 22. west 60 South 24 west
24. South 44. west 46. South 80 west 70. South 28. west 60 South 48
west 40. South 68 west 100. South 54 west 50. South 60. west 96 South
" 68 South 50 east 20 South " 52 South 35 west 26 South 80 west 52
South 17 west 20 South " 66 South 17 east 30 South 6 east 60. South 27
west 60 South 20 South 5 west 80. South 5 east 90 South 30 east 68
South 30 west 80 South 5 west 20 South 25 east 46 South 12 east 108
South 10 east 10 South 21 west 30. South 12 east 64 South 32 east
34 South 38 east 37. and thence South 27 east 24 to the Whaling
road at Samuel Dunks.

John Israel Surveyor

The following return dated June 8th 1813 appears of record vol 2

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A return having been made by William Dunn, John Mercer and Ralph Cowgill, who were appointed viewers to view a road, applied for beginning at John Edwards mill, then on the best ground to pass on the east side of Bazil Ridgways plantation, thence on the west side of Francis Halls plantation, thence to pass between Samuel Duns and John Shays plantation, thence through Mead Jarvis plantation, thence on the best ground to intersect the whaling road, at or near Samuel Duns new house.

Said return having been duly made, by said viewers, in which it is stated to be of public utility.

This return having been read on two different days of the same meeting and no objections having been made thereto the Commissioners have proceeded and established said road to be a public highway, and have issued orders to the supervisors, whose districts said road passes through, to proceed and cause the same to be opened, a necessary width, not exceeding sixty six feet, and made in other respects, convenient for the passage of travelers and carriages.

The following entry dated March 2^d 1813, appears of record vol. 2, page 14. - Auditor)

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At the meeting of the Commissioners, in December 1812, for road business, there was a petition presented from a number of the inhabitants, of Wayne township, applying for the vacation of that part of the Captina road, between James Edgetons mill, and the mouth of William Hodgkinstals race, as it is useless and burthensome to the public, there being another road, leading nearly the same course, and on better ground.

Said petition being twice read, at last meeting, and on two different days of this meeting, and no objections made thereto, the Commissioners do hereby vacate, said part of the Captina road, from being any more a public highway.

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The following petition was presented to wit.

To the Commissioners of Belmont County.

We your petitioners undersigned, do shew to you, the disadvantage we are likely to labor under, in consequence of a road lately established from Harris mill to Pickering's mill, when it passes through our land, we conceive that we can turn the road through an other part of our land on equal if not better ground, than where it now passes, and not to increase the distance to the injury of the public, and we therefore pray you will appoint three disinterested land holders to view said alteration.

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June 7th 1813John Harris
Robert Wilson

The road can be made as near with half the expense, and considerably better.

Ordered by the Commissioners that the above petition be audibly read, and no objections been made, and the Commissioners been satisfied, that the notice was given that the law directs, proceed and appointed Robert Thomas, M^{at}thew Cray, and Robert Hardesty as viewers, to meet Saturday, the 19th instant, and make return, the first Monday of September next.

(The following entry dated June 7th 1813, appears of record vol 2, page 17. - Auditor)

John Harris, and Robert Wilson, having made application for the alteration, in their own land, of the road lately established from Harris mill to Pickering's mill,

The Commissioners have proceeded and appointed as viewers Robert Thomas, M^{at}thew Cray, and Robert Hardesty, to meet at Harris mill, on Saturday the nineteenth of this month, and proceed to the view of said alteration, as the law directs, and make return thereof on the first Monday of September next.

The viewers returned the following report to wit,
We the viewers appointed to view that part of the road leading from Harris to Houghs mills, which lays on Harris and Wilsons land, "respectfully" represent that we have viewed the same, and find that the alteration petitioned for by Robert Wilson and John Harris, is only one hundred and sixty perches, and much better ground, than the old road which is two hundred and sixty, making the road, as we have now laid it, one hundred perches nearer, and we apprehend it would be reasonable to confirm and establish it, as it is now laid, and vacate the old part which will become useless, by the other being already opened, for travelers.

July 10th 1813Robert Thomas }
Robert Hardesty } Viewers
M^{at}thias Cray }

(The following entry dated September 6th 1813 appears of record vol 2, page 19 - Auditor)

At the Commissioners meeting for road business in June last, John Harris and Robert Wilson made application for the alteration in their own land, of the road lately viewed and surveyed, from Harris mill to Jonas Pickering's mill, the Commissioners then appointed viewers, to view the proposed alteration, and at this meeting, have made their report in favor of the alteration, requested by said Harris, and Wilson, representing that the alteration is on better ground, for a road, and one hundred perches shorter, and as said road was not opened before said view took place, the Commissioners do hereby establish

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said alteration to be a public highway, and vacate the first road laid out.

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The following petition was presented to wit.

We the subscribers have herewith annexed our names being desirous of altering the road leading from St. Clairsville by way of the ridge to the River Ohio, at a place where a ferry was formerly kept, by Obediah Hardesty. do hereby petition the Commissioners of the County of Belmont, and the State of Ohio, that a view, may be had, and viewors appointed upon the same.

Thomas Coans, Daniel M. Peck, John Harris, John Sagert, Samuel Finney, Ebenezer Martin, John Nison, Robert Thomas, Horton Howard, John Pickering, Abner Lambert, William Parks, James Bailey, John Coughley, Samuel Potts, William Brown.

Ordered by the Commissioners, that the above petition be audibly read, and no objections been made, and the Commissioners being satisfied, the notice was given that the law directs, proceed and appointed Francis Cooper, Thomas Mitchell esq. and William Willey, as viewors, and Horton Howard as surveyor, to meet at Ebenezer Martin, on the 15th inst. and make return 1st Monday June next.

The following return dated March 2nd 1813, appears of record Vol. 3, page 16. - Auditor)

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It is ordered by the Commissioners that Francis Cooper, Thomas Mitchell esq. and William Willey, who are appointed viewors to view the alteration, of what is called the ridge road, from St. Clairsville, to Wheeling, as applied for said alteration to begin on the River Ohio at the place where Obediah Hardesty formerly kept ferry, thence to intersect said ridge road, or fall with the same, at the most convenient or suitable place they are to meet at Ebenezer Martin, on the 15th day of this instant, and proceed to view said alteration as the law directs, and make return thereof on the first Monday of June next, and Horton Howard is appointed surveyor.

The viewors returned the following report to wit
Ourselves to an order from the Commissioners of Belmont County to us directed, we have viewed and surveyed a road, beginning at the top of the river hill in the ridge road, leading from St. Clairsville, to the town of Wheeling. Thence on the ground which (we) believe to be the best, and most suitable, for a road to the Ohio river, at the old ferry landing, above the point of James island, formerly occupied by Hardesty, which road if established by the Commissioners, and rightly

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opened and made. will we apprehend. be of very public utility and vastly superior to the road now in use. in as much as it has altogether. a southern exposure. lays on sound dry land. its declivity nowhere exceed in six and half degrees. and is seventy seven perches nearer to the river. and one hundred and seventy seven perches nearer to the town of Wheeling. than the old road. which independently of its laying on safer ground. a large proportion of it has a declivity of from eight to sixteen degrees. The survey of both roads. together with bearings of the River. the town of Wheeling &c. are carefully represented by the within flat

Witness our hands 4th Mo 1st 1813.

To the Commissioners of }
Belmont County. }

William Wiley }
Francis Cooper } Viewers

Horton Howard. Surveyor

The Commissioners caused said return to be audibly read on two different days of the same meeting. and no objections being made thereto. they caused said alteration to be recorded a public highway. and that the parts between the different points of intersection. vacated.

The Courses and distances are as follows.

Beginning on the hill with the old road. S 44. E. 10. south 12. E. 30 south 20 south 15. east 16 south 39 east 8. north 76 east 24 south 65 east 14 south 11 east 22. south 42 east 14 south 79 east 12. north 77 east 36 north 44 east 12 east 12 north 82. east 20. south 87. east 22 north 44 east 36 east 41. north 78. east 42. north 51. east 38. north 50. east 22 south 18. east 16 south 51. east 14. and thence south 58. east 32 to the new ferry.

Horton Howard. Surveyor.

(The following return dated June 8th 1813 appears of record vol. 2. page 18 - Auditor)

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A return having been made by Francis Cooper. and William Wiley. who were appointed viewers to view the alteration applied for of the road from St. Clairsville to Martins-Ferry on the Ohio. said alteration beginning at the place where Obediah Hardisty. formerly kept ferry. thence to intersect said ridge. road or fall into the same. at the most convenient or suitable place.

Said return have been duly made. by said viewers in which it is stated that said alteration is of public utility. this return having been twice read. on two different days of the same meeting. and no objection being made thereto. the Commissioners have proceeded and established said alteration. to be the public highway. and have issued orders. to the supervisor. whose district. said alteration passes through. to proceed as soon as possible and cause the same to be opened a necessary width. not exceeding sixty six feet. and made in other respects convenient for the passage of trochets and carriages.

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The following petition was presented to wit,
To the Honourable Commissioners of Belmont County.
We your petitioners labor under a great inconvenience for want of a wagon road. from the first ford below John Simpsons the nearest and best way up the creek to the mouth of the little fork of Mc Mahons creek. and up said fork. to Charles Eckles saw mill. and from thence the nearest and best way. to the mouth of Alt run. and thence the nearest and best way. to St Clairsville. And as your petitioners. we will ever pray. &c.

March 24th 1813.

Charles Eckles. Matthew Howell. William Anderson. Oliver Dunfee
Matthew Scott. Thomas Eckles. James McKirk. Henry Trumble.
Jesse Keyser. James Hutchison. Samuel Worken. John Finner.
William Merritt. Richard Mc Elhinn. Alexander Davis. James
Mc Elhinn. John Wallace. James Kelsey. Benjamin Workman
John Goosham. Leonard Goosham. Jacob Workley. George Goosham
Jacob Long. Nicholas Myers. John Cunningham. Thomas
McKernan. William Giffin. David Workman. Christopher
Hindle. George Huff. Michael Long. James Fay. Thomas
Dunlap. J. K. Mauriel. Jacob Davis. John Moore.

Ordered by the Commissioners. that the above petition be audibly read. and no objections. been made. and the Commissioners being satisfied. the notice was given that the law requires. proceed and appointed. Isaac Cowgill. Eli Plummer and Thomas Tipton as viewers. and John Stewart as surveyor. to meet at Mrs Simpsons. on the 2nd Thursday of October next. and return. at the next session (The following entry dated Sept 6th 1813 appears of record Vol. 2. Page 19. - Auditor)

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It is ordered by the Commissioners that Isaac. Cowgill Eli Plummer and Thomas Tipton. who are appointed viewers to view a road. applied for beginning at Mc Mahons creek at the first ford below John Simpsons. thence the nearest and best way up said creek. to the mouth of the little fork of said creek to Charles Eckles. saw mill and from thence. the nearest and best way to the mouth of Alt run. thence the nearest and best way to St Clairsville. They are to meet at William Simpsons on the second. Thursday of October first evening. and proceed to view said road. as the law directs. and make return thereof. on the first Monday of December. 1813.

John Stewart is appointed surveyor.

The viewers returned the following report to wit.
We whose names are hereunto annexed. being appointed by the Commissioners of Belmont County. State of Ohio. to view and report a road beginning at John Simpsons ford. and thence to Charles Eckles. and thence by David Moores to St Clairsville. do report that the above road. will be of public utility to the people of the County. and State aforesaid

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Given under our hands this 16th day of October 1813.

Isaac Cowgill }
Eli Plummer } Viewers
Thomas Dipton }

The Commissioners caused said return to be twice read on two different days of the same meeting, and no objections having been made thereto. They ordered said road to be recorded a public highway.

The courses and distances are as follows.

Beginning at John Simpsons ford. South 39 west 34 1/2. South 18 west 48. South 7 1/2 west 39 1/2. South 88 1/2 west 28. North 29 1/2 west 8. North 7 east 74. North 25 east 26. North 13 1/2 west 24. North 6 1/2 west 24. South 79. West 26. South 40. West 20. South 23 west 25 1/2. South 62 west 22. South 77. West 31 1/2. North 74 1/2 west 11. North 76 1/2 west 20. North 56 1/4. West 30. North 23 1/2. West 21. North 60 1/2 west 16. North 39 west 36. North 62. West 30. South 87. West. 20. North 72. West 16. North 55. West 18. North 16. West 18. North 43. West 12. North 51. West 18. North 77. West 12. South 79 west 20. South 77 west 12. North 83. West 8. North 62 west 8. South 84 1/2 west 16. South 20 west 48. South 54. West 20. South 62 3/4 west 18. South 34 west 22. South 44 1/2. West 38. North 75 west 92. North 51 1/2 west 19 1/2. North 35 1/2 west 39. North 9 1/2 west 28. North 49 west 30. North 77 west 12. North 44 1/2 west 45. North 81. West 34. North 45 1/2 west 70. North 22 west 20. North 50 1/2. West 23. 28. North 60. West 25. North 24 1/2. West 50. North 36. West 8. South 79 west 17. North 58 west 24. North 74 1/2 west 70. North 80. West 24 1/2. N 60 W 45 N 71 3/4. 29. N. 88. W. 20. N. 46 1/2. W. 20. N 69 1/2. W. 30. N. 88. W. 46. N. 9 W. 17. N. 44 W. 17. N 59 W 32. N 48. W. 15 1/2. N 11 3/4. 13. N 40. W 54. N 80. W 30. S. 86. W 19. 7. S. 64 1/2. W. 11 1/2. N. 76. W. 9. N. 35. W. 11. S. 73. W. 11. N 81 3/4. W. 13 1/2. N. 68 1/2. W. 12. N. 78 1/2. W. 9. N. 34. W. 9. N. 7. E. 25. N. 24. W. 25. N. 39. W. 19. N. 16. W. 39. N. 49 1/2. W. 17. N. 59. W. 28. 34. N. 67. W. 31. N. 53. W. 31. N. 35. W. 43 1/2. N. 64. W. 55. N 44. W. 4. N. 54. W. 19. N. 75. W. 43. N. 37. W. 32. N 30. W 28. N 49 1/4. W. 18. N. 57 1/2. W 34. N. 48 1/4. W 55 1/2. N 71. W 16. N. 85 1/2. W. 25. South 84 1/2 W 20 1/2. N. 68 1/2. W. 34 1/2. N. 87. W. 26. N. 62. W. 80. N. 35. W. 48. N. 70 3/4. W. 14 1/2. N. 66. W. 48 1/2. N. 6 3/4. W. 10 3/4. N 36. W. 66 1/2. and thence N. 20. W. 60 to St. Clairville.

J. Stewart Surveyor.

(The following entry dated December 7th 1813. appears of record vol 2. pag. 23. - and lot.)

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A return having been made by Isaac Cowgill, Eli Plummer, and Thomas Dipton who were appointed viewers to view a road petitioned for beginning on W^m M^r Abous. creek. at the first ford below John Simpsons. thence up said creek to the mouth of the little fork of said creek. thence the nearest and best way up said little fork to Charles Eckles saw mill and from thence the nearest and best way to the mouth of Aults run. thence the nearest and best way. to St. Clairville. said return having been made by said viewers. in which it is stated. by them. that said road. when opened will be of public utility.

Said return being read on two different days of the

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same meeting, and no objections being made, then to the Commissioners, have proceeded, and established, said road to be a public highway.

Likewise have proceeded and issued orders, to the different supervisors, whose districts said road passes through to cause the same to be opened a necessary width, not exceeding sixty six feet, and made in other respects, convenient for the passage of travelers and carriages.

Vol. 9. The following petition was presented, to wit.
 Page 72 To the Board of Commissioners in and for this County at their meeting for road business in St. Louisville on the 1st Monday of June next. Gentlemen.

It is well known to you, that we the undersigned inhabitants of Chase township, live in a mountainous, hilly part of this County, so much so that it is difficult to get roads to be of public benefit. under these impressions, we petition you for the favor of appointing viewers to view alterations, which we think would be a great amendment of the road from the mouth of Steens run, leading to the mill now occupied by Joseph Steers on Big Short creek.

Said alteration to take place on said road between a new mill, now building by Borden Stanton, and where it crosses the little fork of Short creek, as the present route, within said bounds, in many places are exceeding steep, that it is with the greatest difficulty, that wagons or other carriages can travel down with a light load, and as the said road was one of the first laid out, in this part of the County, and then thought of public utility it must be more particularly so now, as the Country since is much improved, also a good merchant mill, near the mouth end, and one a building at the south end of the above mentioned alteration.

Therefore gentlemen we hope that you will, think favorably of this our petition, and grant us our request &c.

Robert Alexander, Peter Alexander, William Pirkens
 John Mitchell, James Mitchell Alexander McWilliams
 Edward Crowley, Borden Stanton, Samuel Lane Joseph
 Moore James Egglison, Andrew McMickin, John Nixon
 Francis Hardesty.

Ordered by the Commissioners that the above petition be audibly read, and no objections being made and the Commissioners being satisfied, that the notice was given that the law requires, proceed and appointed, William Wiley, Nathan Oigott and Thomas

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Mitchell as viewers, and Horton Howard as surveyor.

To meet at Borden Stantons, fourth Monday of August next and make return the first Monday of September next.

(The following entry dated June 7th 1813 appears of record vol. 2. page 17. Auditor)

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It is ordered by the Commissioners, that Thomas Mitchell Esq. Nathan Piggatt and William Willey, who are appointed viewers to view alterations, petitioned for of the road from the Mount of Glenns run to Joseph Steers mill the alterations to take place between Borden Stantons run with and where said road crosses the little fork of Short creek.

They are to meet at Borden Stantons, on the fourth Monday of August, first ensuing, and proceed to view said alterations as the law directs, and make return thereof on the first Monday of September next.

Horton Howard is appointed surveyor.

Pursuant to an order of the Commissioners to us directed granting a view, on the road leading from Borden Stantons mill on Glenns run, to the little fork of Short Creek, where the road leading from the mill aforesaid to Steers mill crosses said fork, all of which is represented by the annexed plat, by which it will appear that the alterations, which we have made, agreeably to the desire of the petitioners, straighten the road and make it considerably wider, and on ground on which a good road, may be made, and which we believe would add very considerably to the public utility of said road, in as much as independently of its being shorter, the alterations we have made, are graded to not exceeding seven and a half degrees, whilst the other is in many places, ten, twelve, and fifteen to nineteen degrees, being impassable for loaded carriages with common teams.

We are therefore of the opinion, that it would be proper to grant, the prayer of the petitioners,

Horton Howard

William Willey

Surveyor

Nathan Piggatt Viewers

The Commissioners caused said return to be taken read, on two different days of the same month, and no objections having been made, thereto they caused said alteration to be recorded, a public highway, and that part between the different points (of intersection) be vacated.

The courses and distances are as follows.

Beginning S. 46. W. 8. S. 26. W. 20 South 14. W. 6. S. 70. W. 6. No. 51
W. 92. N. 40. W. 6. N. 22 1/2. W. 10. N. 34. W. 6. N. 33 1/2 W. 28. N. 80
W. 36. N. 15. W. 54. N. 60. W. 10. S. 81. W. 16. N. 43. W. 7. N. 21 1/2 W. 20.
New road from, A. McC Williams to, big run. N. 51. W. 12. N. 22
W. 24. N. 58 W. 16. N. 53. W. 36. N. 23. W. 24. N. 16. N. 6 1/2 E 30.