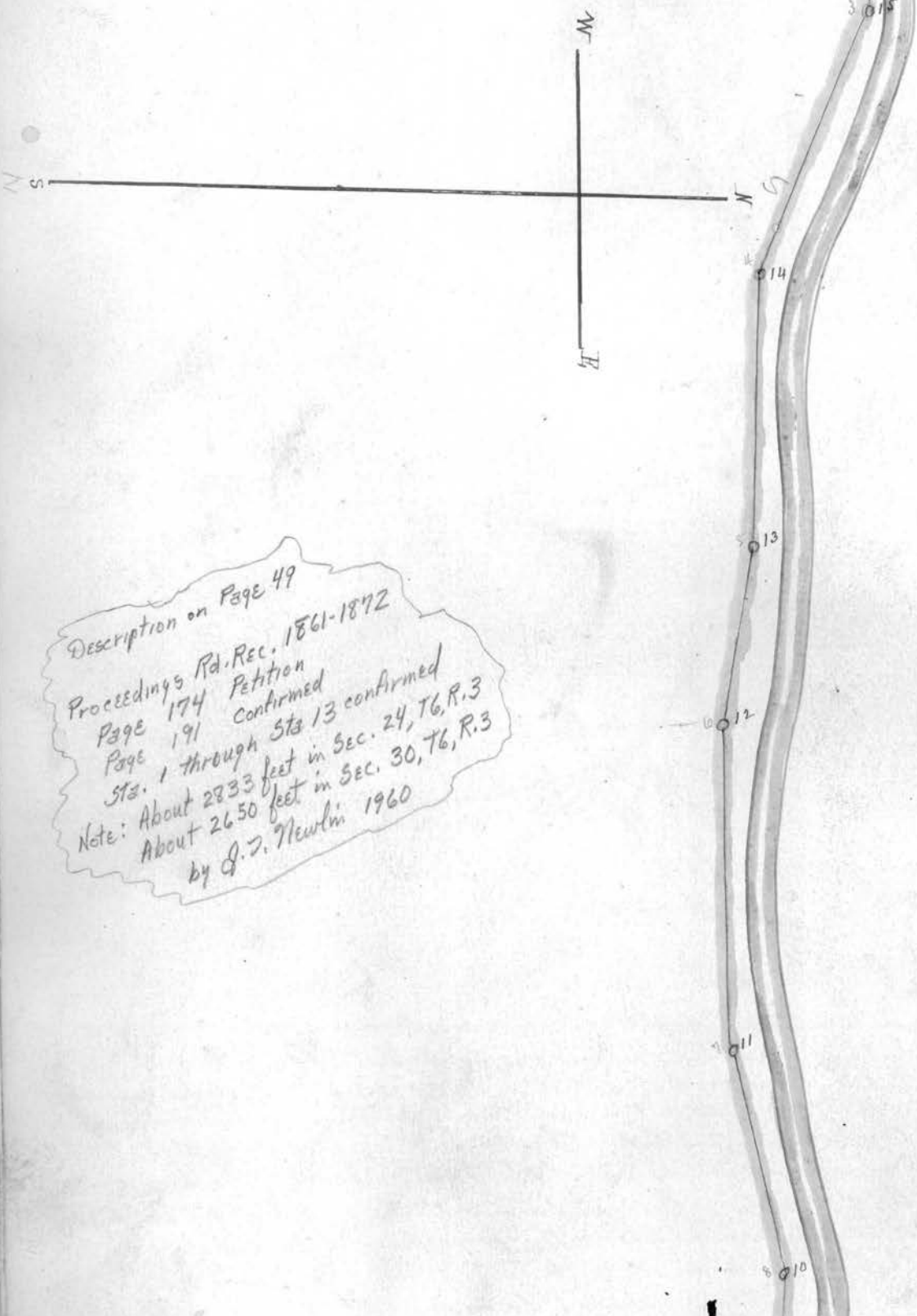


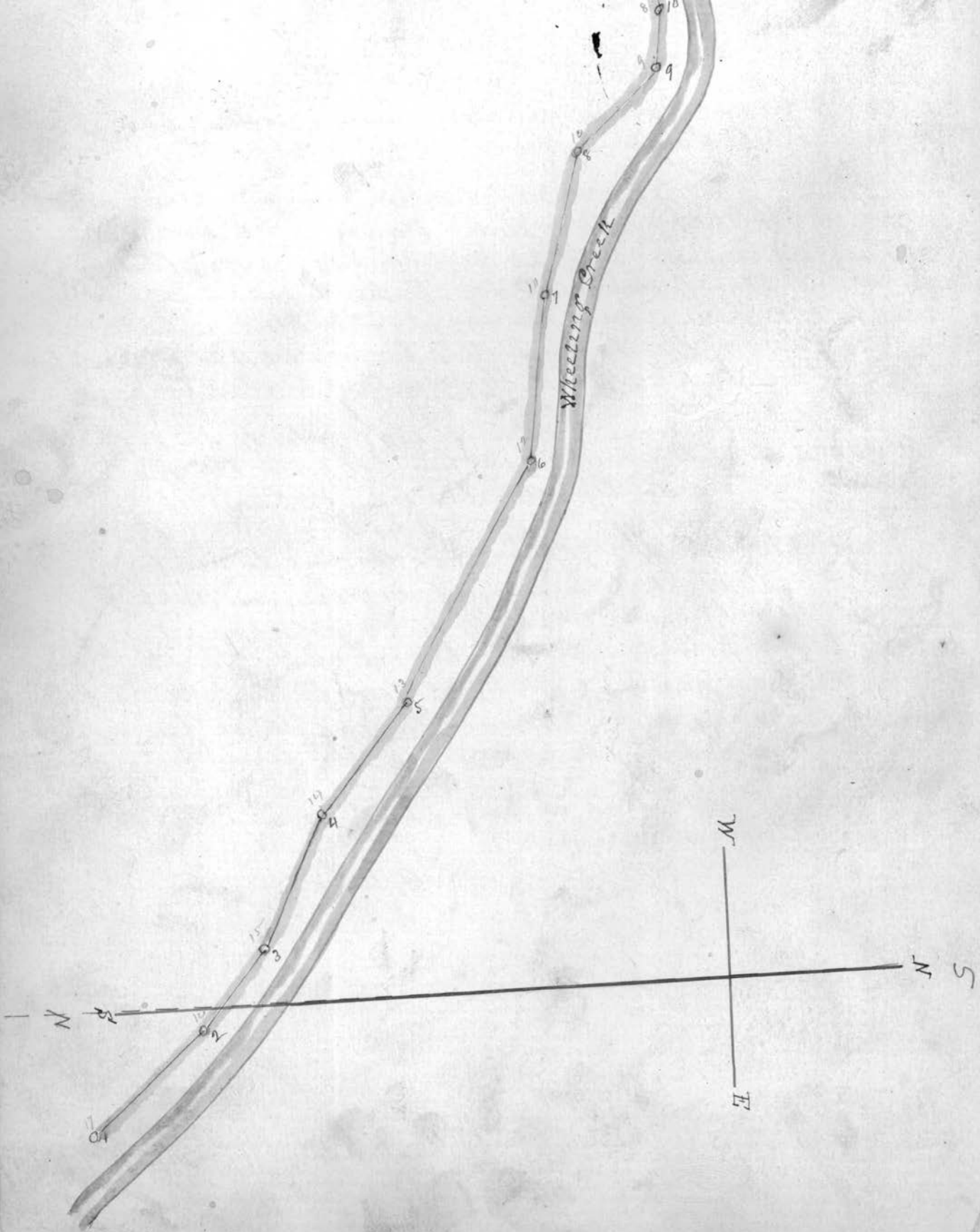
County road leading from St. Clairsville to Martin's Ferry up Whiting Creek, to intersect the road leading from St. Clairsville to Mount Pleasant.

A Box Elder 15 inches diameter bearing  $S 3^{\circ} E$  4.18 poles  
A Stake in the center of the road leading from Martin's Ferry to St. Clairsville.

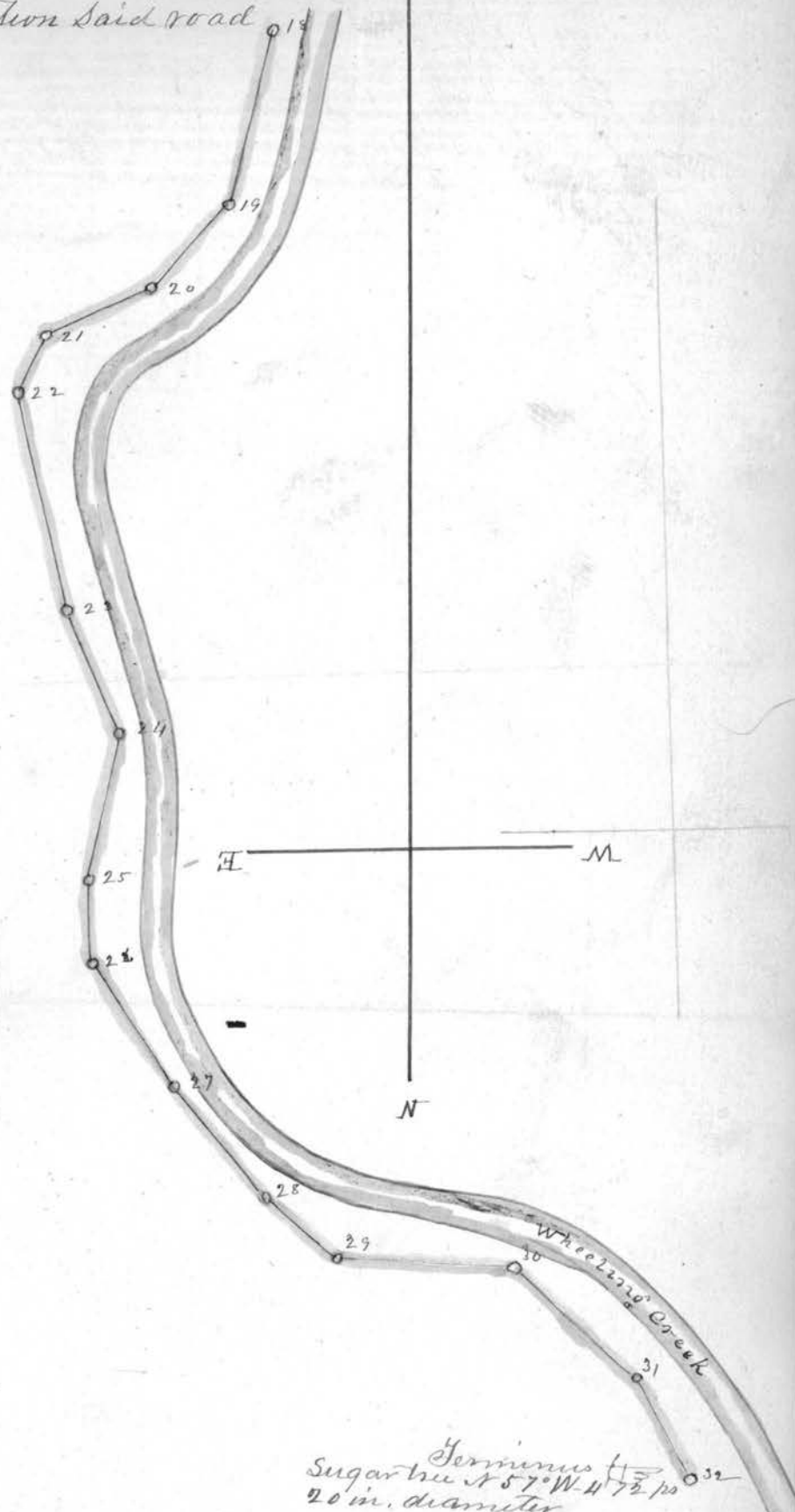
Beginning



Description on Page 49  
 Proceedings Rd. Rec. 1861-1872  
 Page 174 Petition  
 Page 191 Confirmed  
 Sts. 1 through Sts 13 confirmed  
 Note: About 2833 feet in Sec. 24, T6, R.3  
 About 2650 feet in Sec. 30, T6, R.3  
 by G. J. Newlin 1960



Continuation said road



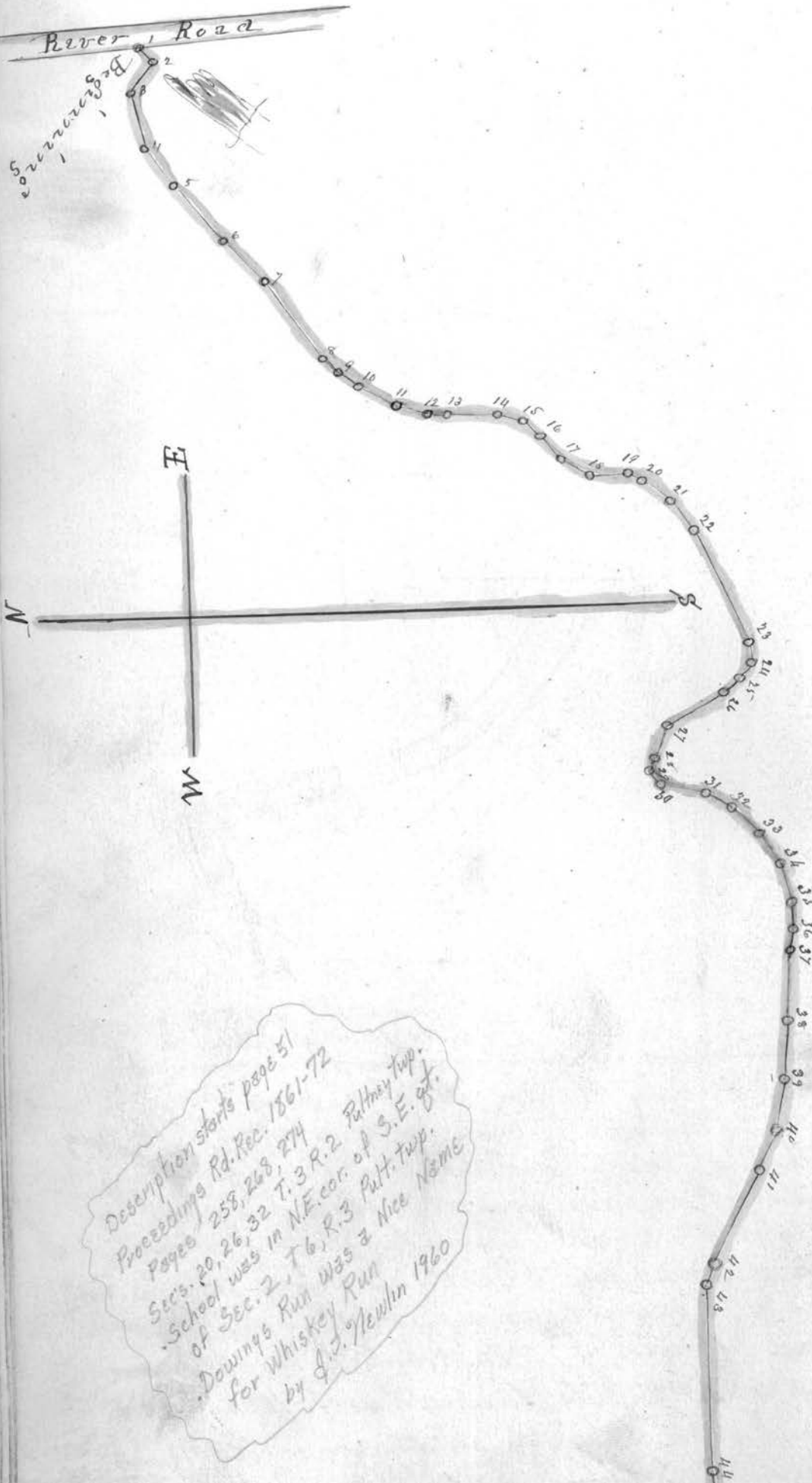
Geminus  $\frac{1}{2}$   
 Sugar tree  $N 57^{\circ} W 4 \frac{1}{2}$  po  
 20 in. diameter

Surveyed December 24<sup>th</sup> 1868, by Thomas Mitchell, and David Wagner  
A. C. Kilgore and E. G. Morgan. Viewed, M. Jones and George Hayes  
Chameman and Robert Nelson Marker. That they fixed as the initial  
point of the said road, Commencing at a point near the South  
side of Dowling's run on the road leading from Bridgeport to Betaine  
Branch from which a Locust tree 4 inches in diameter, bears S 31 $\frac{1}{2}$ <sup>o</sup>  
E 2 rods; thence S 40<sup>o</sup> W 4 rods to guide post; thence N 54 $\frac{1}{2}$ <sup>o</sup> W 8 rods  
to middle of old road; thence S 77<sup>o</sup> W 12 rods to middle of said  
road; S 53 $\frac{1}{2}$ <sup>o</sup> W 10 rods 2<sup>nd</sup> mile; thence S 48<sup>o</sup> W 15.60 rods to a  
Bech tree; thence S 46<sup>o</sup> W 12 rods in the road; thence S 53 $\frac{1}{2}$ <sup>o</sup>  
W 20 rods with the said road; thence S 48 $\frac{1}{2}$ <sup>o</sup> W 4 rods; thence S 34<sup>o</sup> W  
4 rods; thence S 25<sup>o</sup> W 9 rods; thence S 17 $\frac{1}{2}$ <sup>o</sup> W 6 rods; thence S 6 $\frac{1}{4}$ <sup>o</sup> W  
4 rods; thence S 6 $\frac{1}{4}$ <sup>o</sup> W 11 rods; thence S 21<sup>o</sup> W 5 rods; thence S 35<sup>o</sup> W  
5.20 rods; thence S 47 $\frac{1}{2}$ <sup>o</sup> W 6 rods; thence S 37<sup>o</sup> W 4 rods; thence  
S 16<sup>o</sup> W 3 rods; thence South 8 rods; thence S 21 $\frac{1}{2}$ <sup>o</sup> W 3.32 rods to  
Apple tree; thence S 37 $\frac{1}{2}$ <sup>o</sup> W 7.36 rods to Sand Stone; thence S 47<sup>o</sup> W  
8 rods; thence S 63 $\frac{1}{2}$ <sup>o</sup> W 26 rods in the road; thence N 88<sup>o</sup> W 3.00 in the field,  
left side Thomas'; thence N 55<sup>o</sup> W 4 rods in the road; thence N 42 $\frac{1}{4}$ <sup>o</sup> W  
4 rods; thence N 31<sup>o</sup> W 13.32 rods; thence N 63<sup>o</sup> W 7.32 rods; thence  
N 87 $\frac{1}{2}$ <sup>o</sup> W 2.76 rods; thence S 59 $\frac{1}{2}$ <sup>o</sup> W 2.82 rods; thence S 12 $\frac{1}{4}$ <sup>o</sup> W 10 rods;  
thence S 27<sup>o</sup> W 6 rods; thence S 42 $\frac{1}{2}$ <sup>o</sup> W 8 rods; thence S 59<sup>o</sup> W 8  
rods; thence S 71<sup>o</sup> W 8.44; thence S 87<sup>o</sup> W 5.24 rods; thence N 86<sup>o</sup> W  
19 rods; thence N 84<sup>o</sup> W 12 rods; thence N 80<sup>o</sup> W 10.40 rods; thence  
N 73<sup>o</sup> W 9 rods; thence N 64<sup>o</sup> W 22 rods; thence N 71<sup>o</sup> W 4.68 rods;  
thence S 88 $\frac{1}{2}$ <sup>o</sup> W 39 rods; thence S 81 $\frac{1}{2}$ <sup>o</sup> W 12 rods end one mile; thence  
West 19.48 rods to Locust tree or stump; thence S 85<sup>o</sup> W 4 rods in the  
road; thence S 61<sup>o</sup> W 5.40 rods; thence S 40<sup>o</sup> W 16.12 rods; thence  
S 54<sup>o</sup> W 11.32 rods; thence S 57<sup>o</sup> W 11.54 rods; thence S 67<sup>o</sup> W 8  
rods; thence N 73<sup>o</sup> W 10 rods; thence N 74 $\frac{1}{2}$ <sup>o</sup> W 16 rods; thence  
S 87<sup>o</sup> W 33.24 rods; thence N 85 $\frac{3}{4}$ <sup>o</sup> W 8.20; thence N 64<sup>o</sup> W 34 rods;  
thence N 61<sup>o</sup> W 29.72 rods near James M. Gregor's Barn; thence  
N 88<sup>o</sup> W 27.68 rods in the road, and so on; thence S 77<sup>o</sup> W  
12 rods; thence S 86 $\frac{1}{2}$ <sup>o</sup> W 12 rods; thence S 30<sup>o</sup> W 10 rods;  
thence S 43<sup>o</sup> W 4 rods; thence S 65 $\frac{1}{2}$ <sup>o</sup> W 10 rods; thence  
N 83<sup>o</sup> W 4 rods; thence N 64<sup>o</sup> W 4 rods; thence N 74<sup>o</sup> W 5 rods  
thence N 84 $\frac{1}{2}$ <sup>o</sup> W 9 rods; thence S 84 $\frac{1}{2}$ <sup>o</sup> W 11 rods; thence  
N 89<sup>o</sup> W 14.24 rods in the field, front of John Tarbolls House

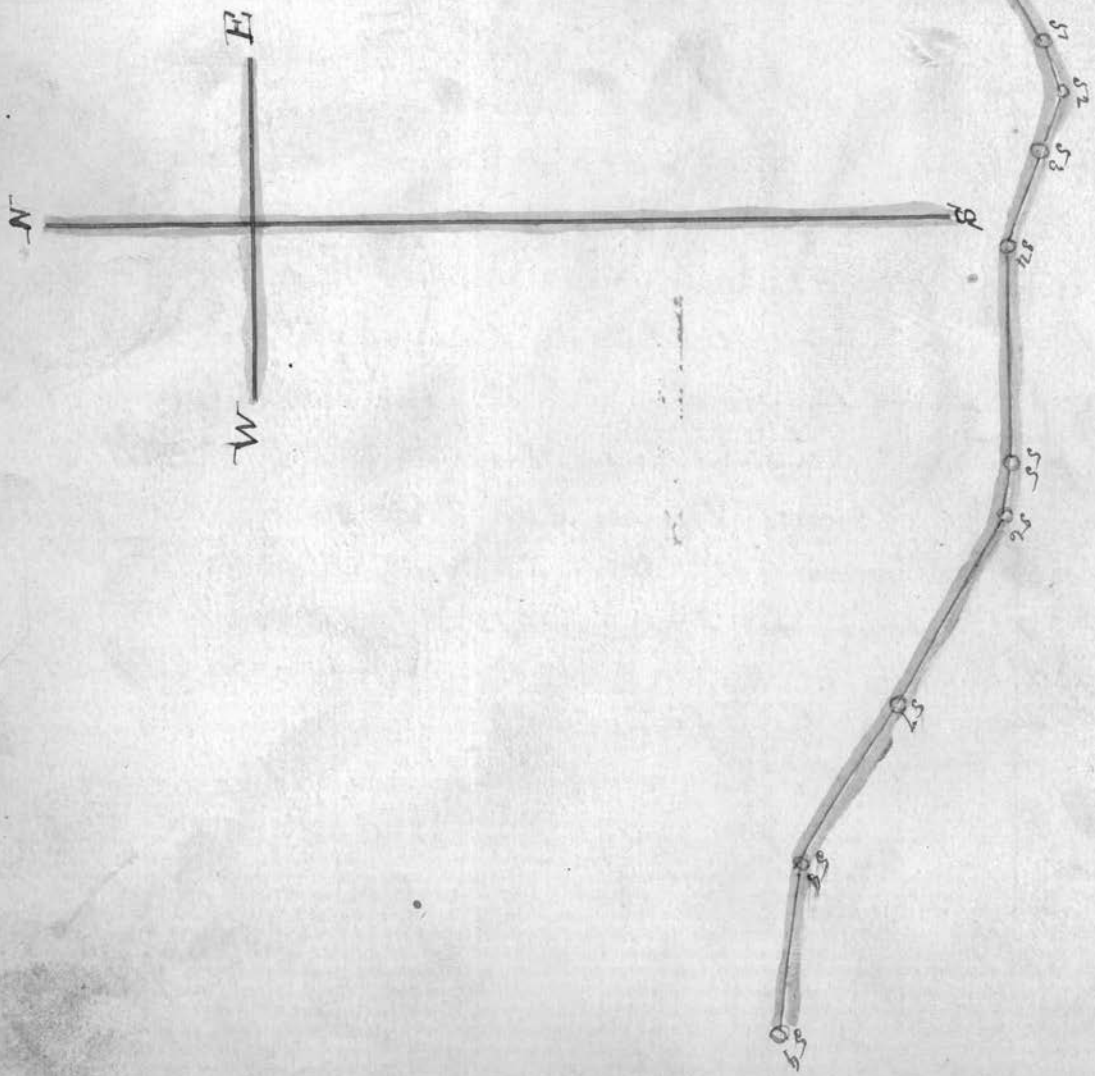


thence  $N69^{\circ}W$ , 10, rods near Garbott's Barn; thence  $N47\frac{1}{2}^{\circ}W$   
 24.44 rods, in the road; thence  $N73\frac{1}{4}^{\circ}W$ , 10, rods, near white oak  
 thence  $S75^{\circ}W$ , 24, rods in the road; thence  $N83\frac{1}{2}^{\circ}W$  20, 80 rods;  
 to guide post at the Bellair road from which the D. Co.  
 corner of School House in Putney Township, bears  
 $N47\frac{1}{2}^{\circ}W$  3 rods 14 links. Distance 2 miles 29 rods.

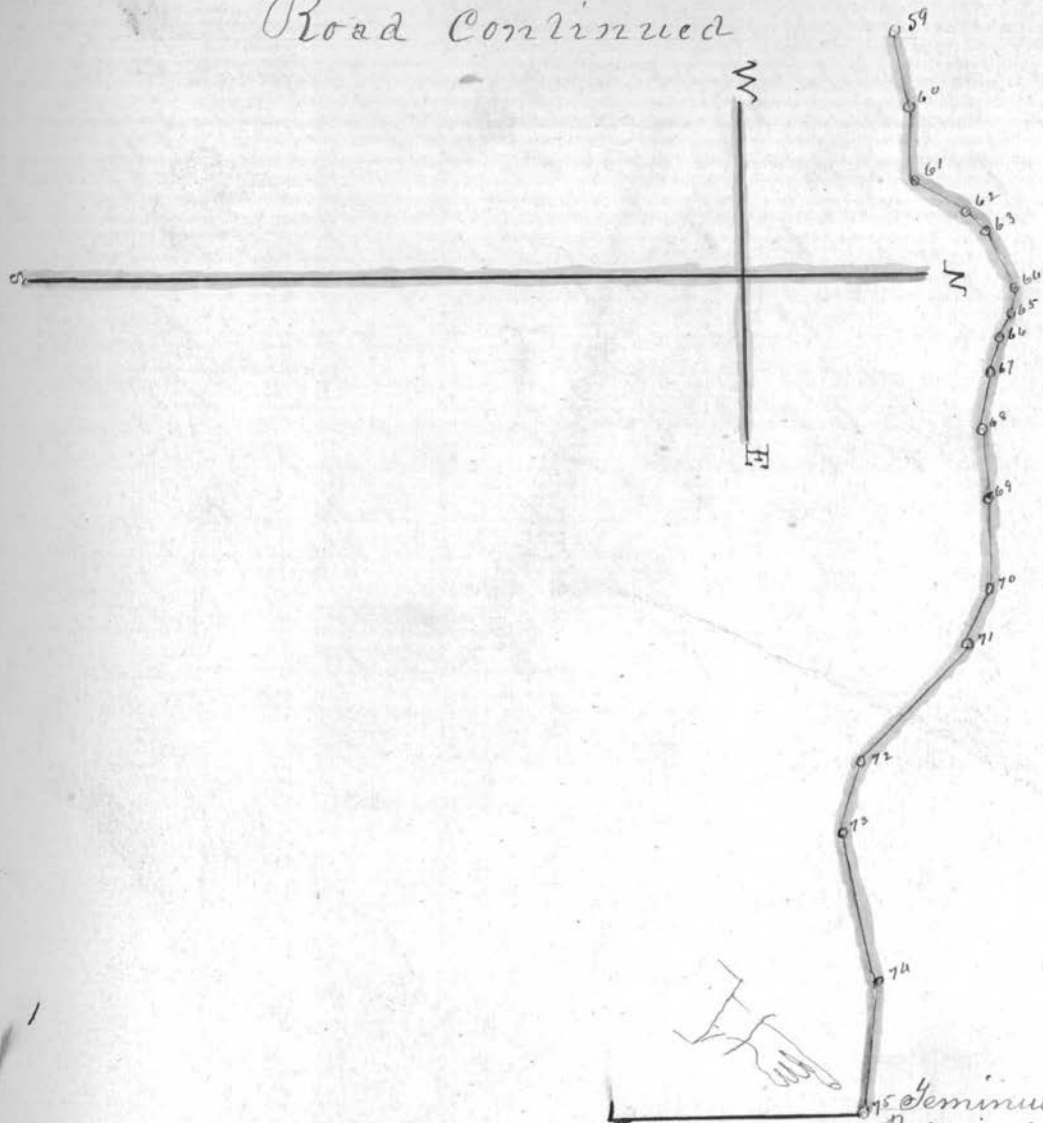
Thomas Mitchell  
Surveyor



Description starts page 51  
 Proceedings Rd. Rec. 1861-72  
 Pages 258, 268, 274  
 Secs. 20, 26, 32 T. 3 R. 2 Putney Twp.  
 School was in N.E. cor. of S.E. qt.  
 of Sec. 2, T. 6, R. 3 Put. Twp.  
 Downy's Run was a Nice Name  
 for Whiskey Run  
 by A. J. Newlin 1960



# Road Continued

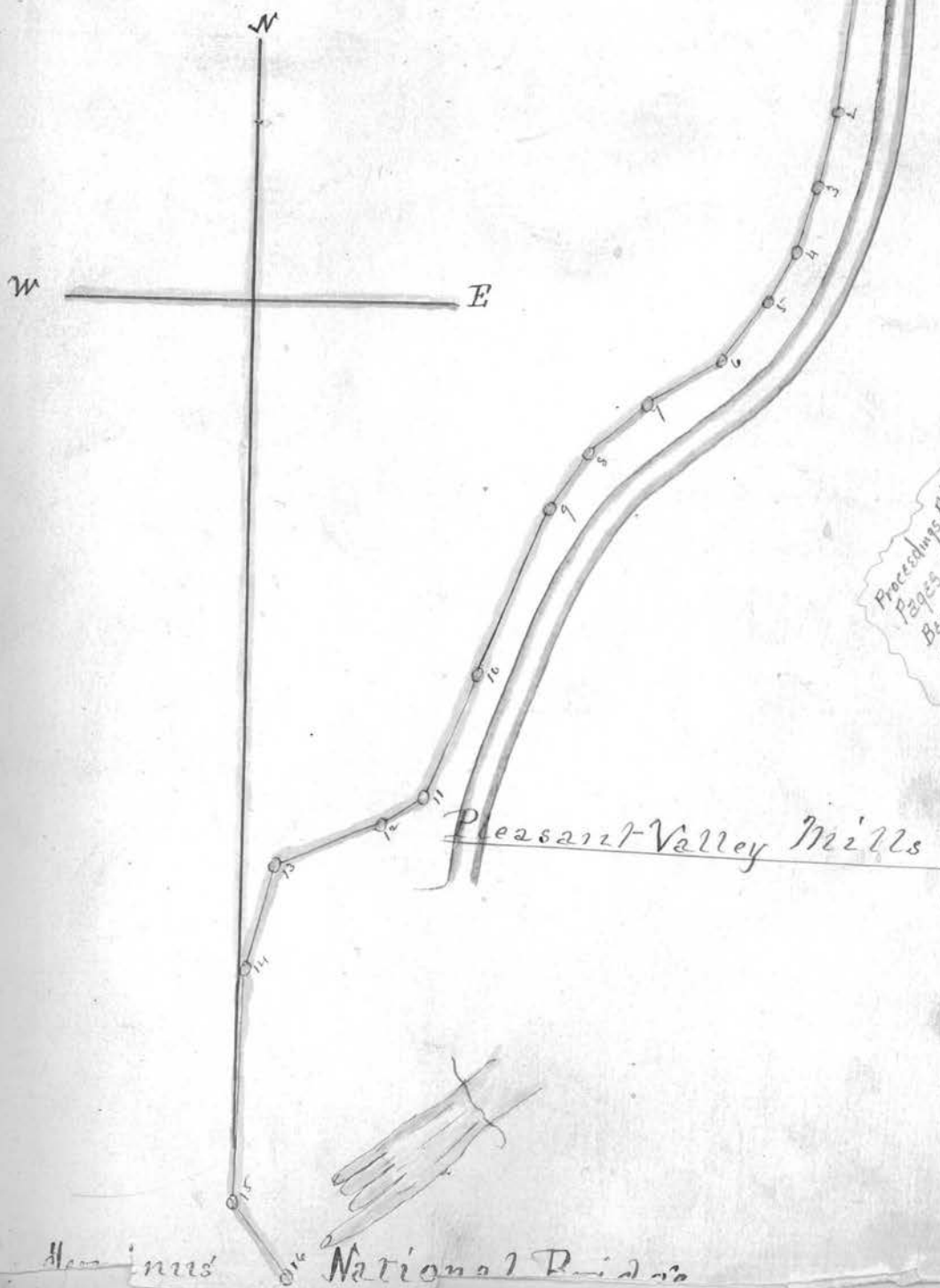


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Surveyed December 23<sup>rd</sup> 1868, By Saul H. Ruggles and John Majors  
 G. F. Hoover and William Taylor Viewers, James Kelly and John  
 W. Clark, as Chain-carriers and E. J. Kmsay as a Marker.

That they fixed, as the initial point of said alteration  
 at the West Side of Whiting Creek where the present road crosses  
 the Pleasant Valley Mill race thence down the West Side  
 of said race to opposite the dwelling house of Daniel Harris  
 & Co as follows: - Beginning at station 1, See plat, and running  
 thence S 6° W 23.24 rods to a Stake; thence S 12 1/2° W. 9.44  
 rods to a Stake; thence S 17 1/2° W. 7.88 rods to a Stake; thence  
 S 27° W. 7.12 rods to a Stake; thence S 41° W. 9.00 rods to a  
 Stake; thence S 57° W. 10.00 rods to a Stake; thence S 57° W.  
 9. rods to a Stake; thence S 31 1/2° W. 8.00 rods to a Stake;  
 thence S 23 1/2° W. 21.24 rods to a Stake; thence S 23° W 16.40  
 rods to a Stake S 42 1/2° W. 5.80 rods to a Stake; thence S 72° W  
 13.00 rods to a Stake; thence S 15 1/2° W. 13.56 rods to a  
 Stake; thence S 1 1/2° W. 27 rods to a Stake; thence S 34 1/4° E  
 11.00 rods to National Bridge the terminus of said road.

Saul H. Ruggles  
 Surveyor



Proceedings Rd Rec. 1861-72  
 Pages 257, 268, 273, 296  
 Begin in column sec. 16  
 End in Page sec. 15  
 by J. J. Neider 1960

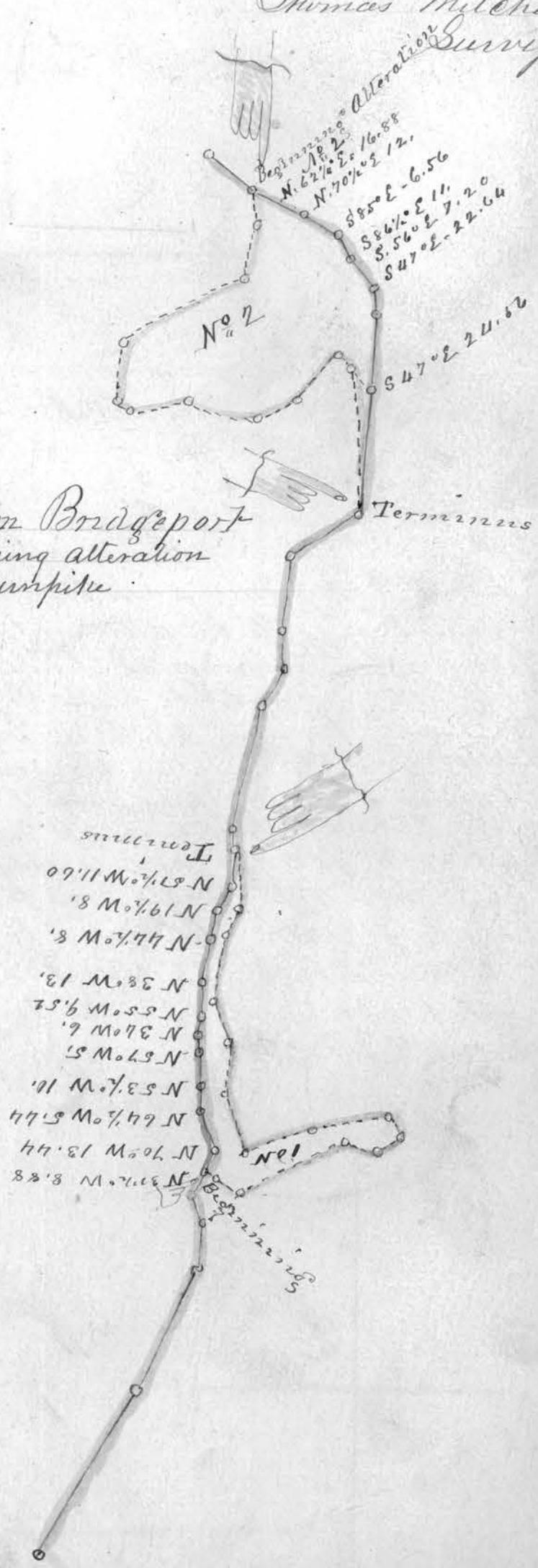


Surveyed December 28<sup>th</sup> 1868, By Thomas Mitchell, and David Wagner, James Helsey and Townsend Weaver that they fixed, as the initial point of said alteration, at a stake marked No. 1 in the middle of the road leading from Bridgeport to Cadiz (the old plank road) near the house of John Mack, and near the South boundary line of Section 29 T. 3 R. 2

thence N 31 1/2° W, 8,88 poles; thence N 70° W 13,44 poles; thence N 46° W 5,44 poles; thence N 53 1/2° W, 10, poles; thence N 57° W 5, poles; thence N 34° W 6 poles; thence N 55° W, 9,52 poles; thence N 38° W, 13, poles; thence N 44 1/2° W, 8 poles; thence N 19 1/2° W, 5, poles; thence N 57 1/2° W, 11,60 poles to the middle of said road, making 98,88 poles through the lands of John Stewart

Beginning for alteration No. 2, at a stake in the middle of said road, and in front of Edwards Aids House, thence with the ridge road N 62 1/4° E 16,88 poles; thence N 70 1/2° E 12, poles; thence S 85° E 6,56 poles; thence S 86 1/2° E 11, poles; thence S 56° E 7,20 poles; thence S 47° E 22,64 poles; thence S 47° E 24,56 to the middle of said road, running 60,40 poles through lands of the heirs of B. Anderson Deceased.

Thomas Mitchell  
Surveyor



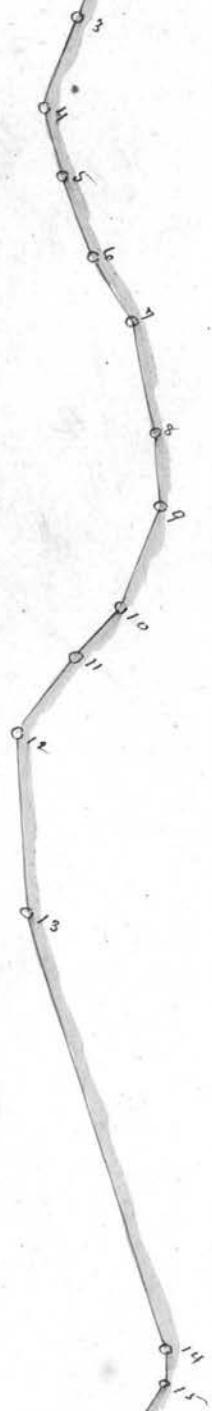
Road leading from Bridgeport to Harrisville, being alteration of Bridgeport Free Turnpike

Proceedings Ad. Rec. 1861-72  
Pages 253, 269, 273  
Perseus, Sec. 29 & 35  
by S. E. Newlin 1960

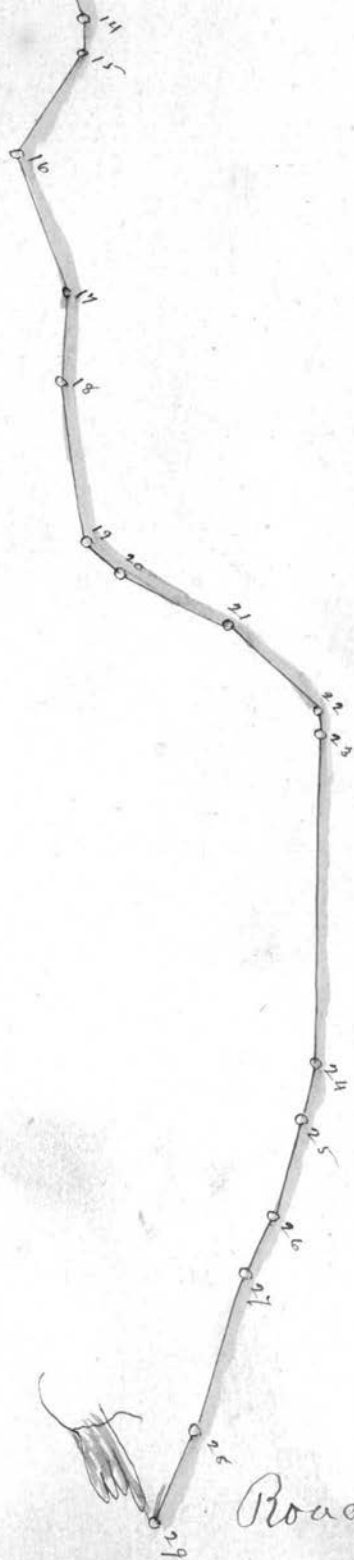
From Bridgeport to  
Jefferson County line  
Free turnpike road

Jefferson

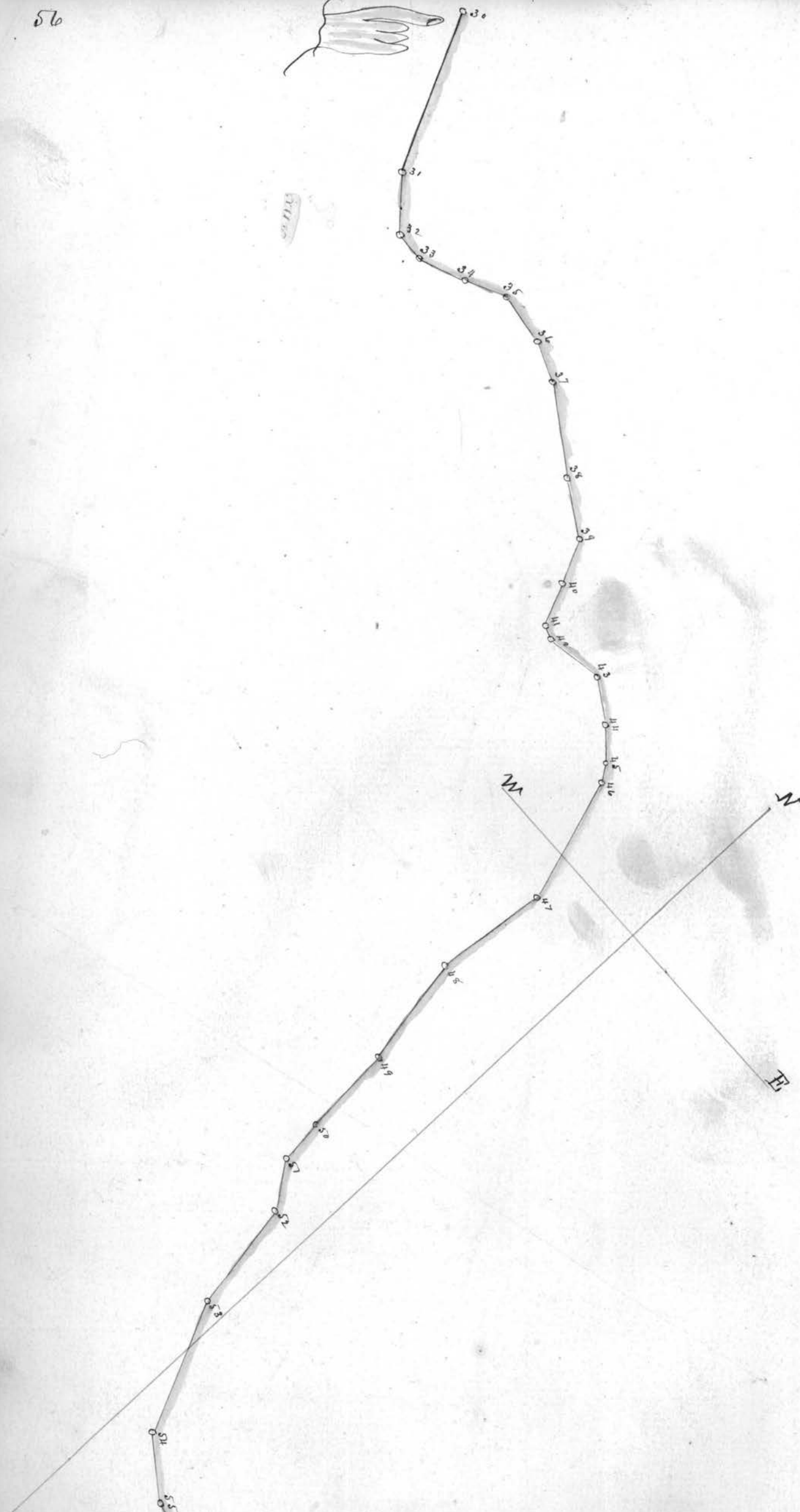
County line



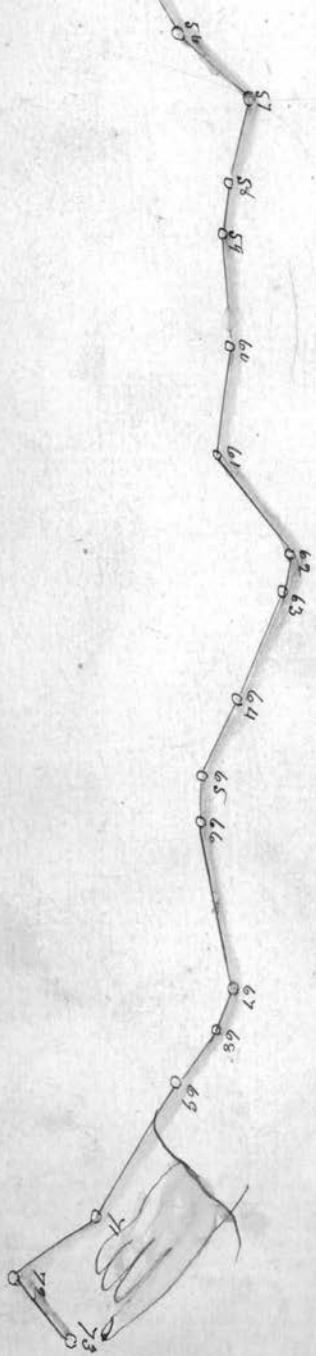
Proceedings Rd. Rec. 1861-72  
 page 245 1868  
 Presently called U. S. 250  
 by G. J. Neulin 1960

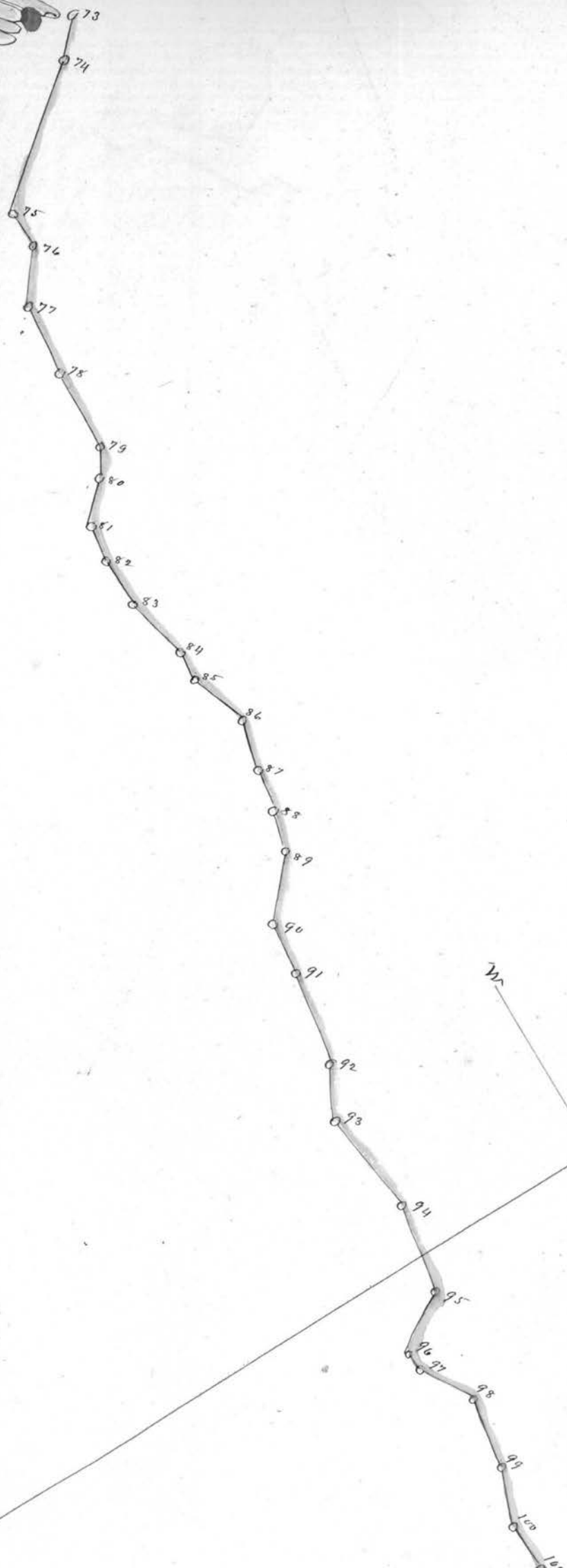


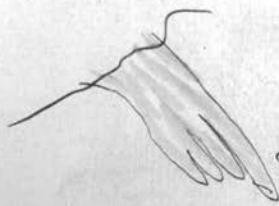
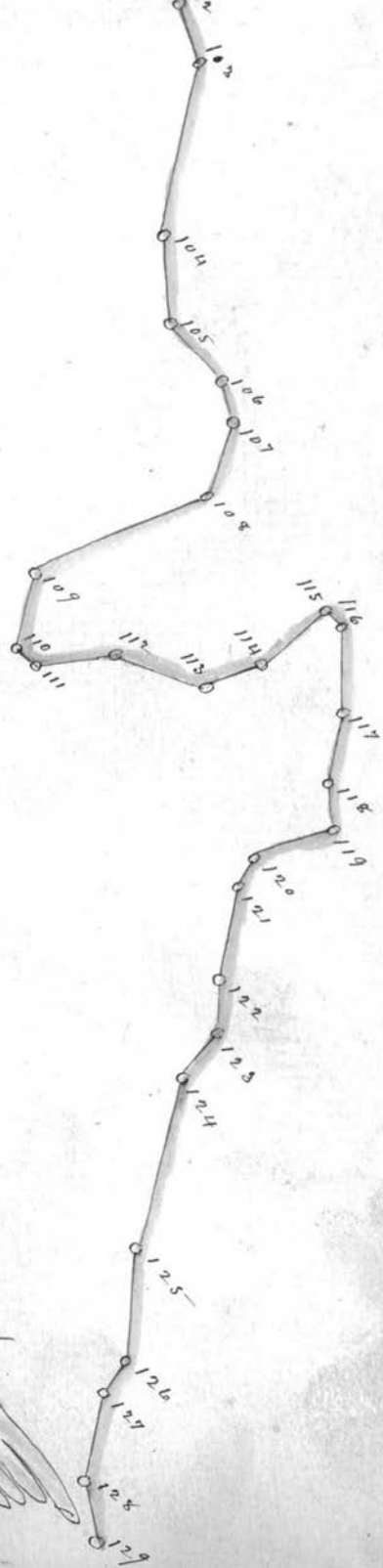
Road continued



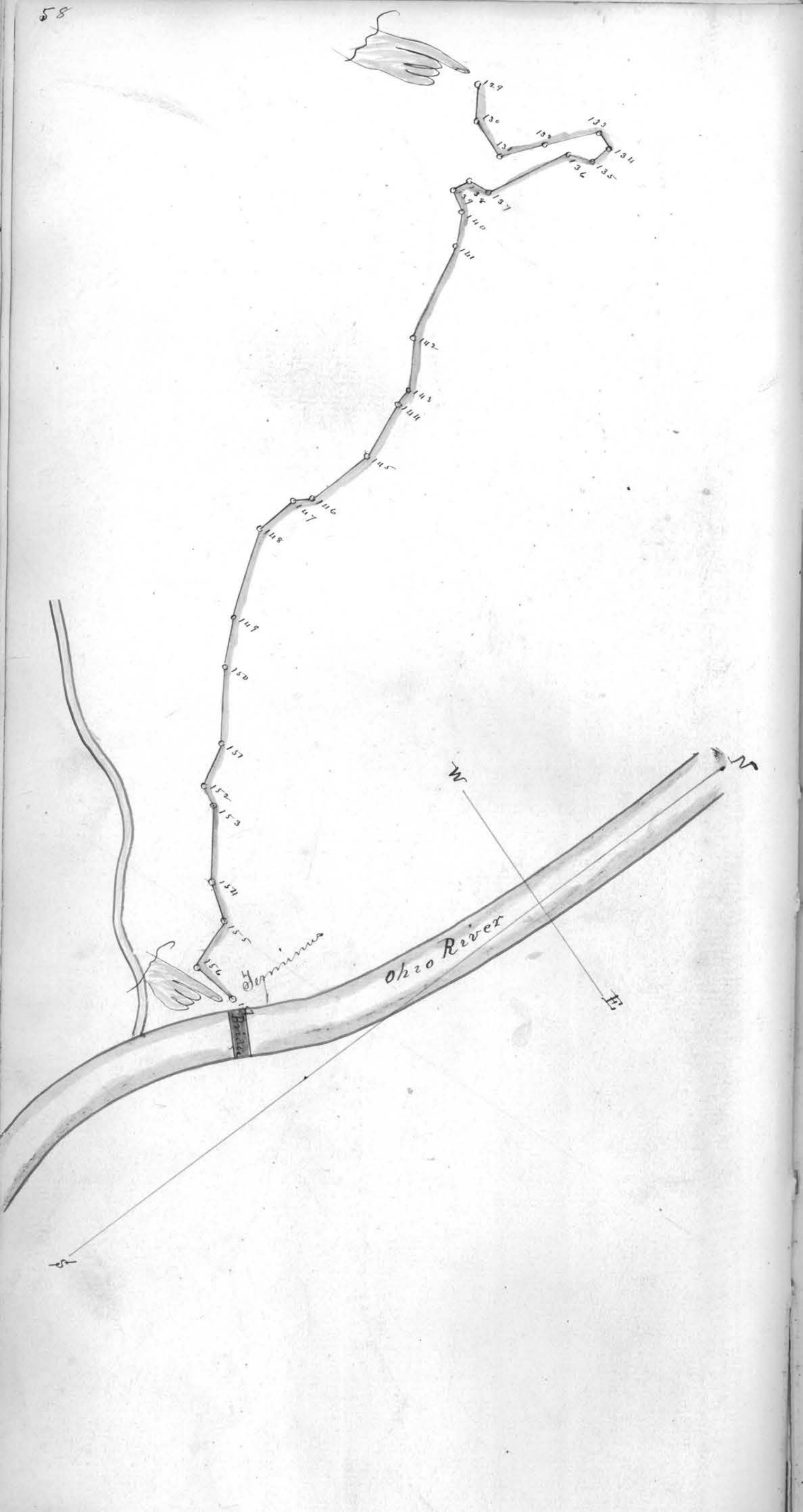






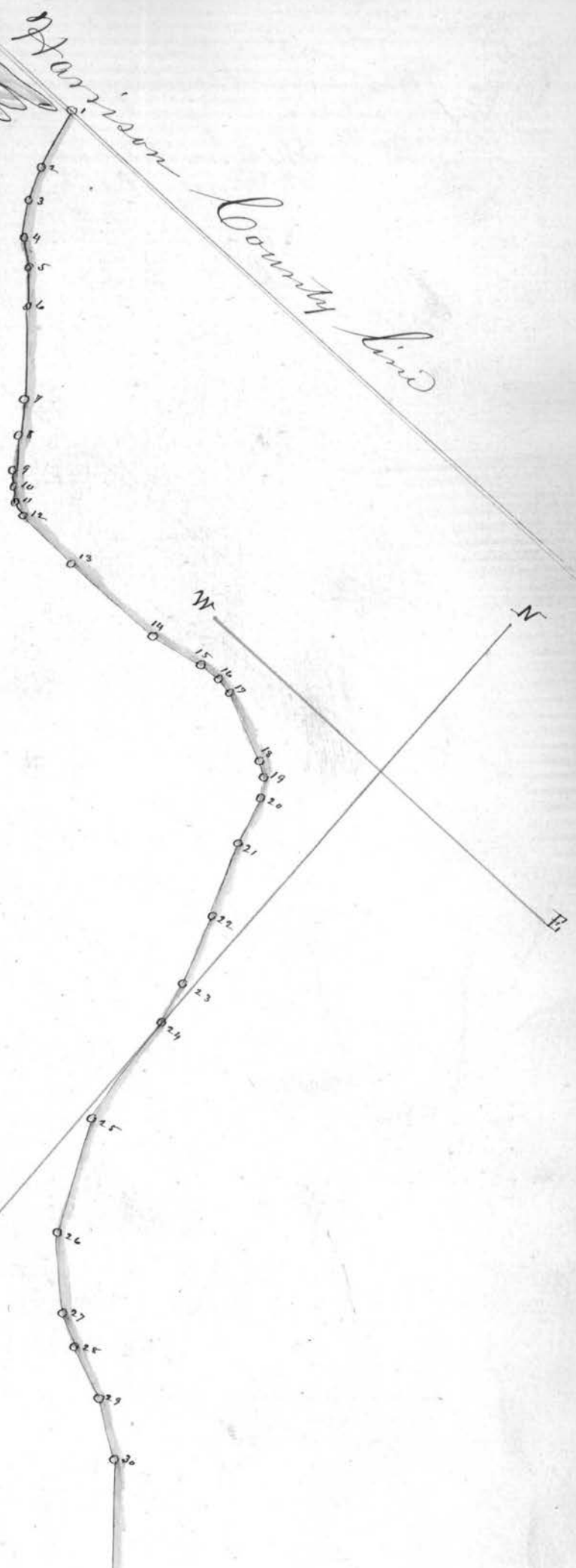


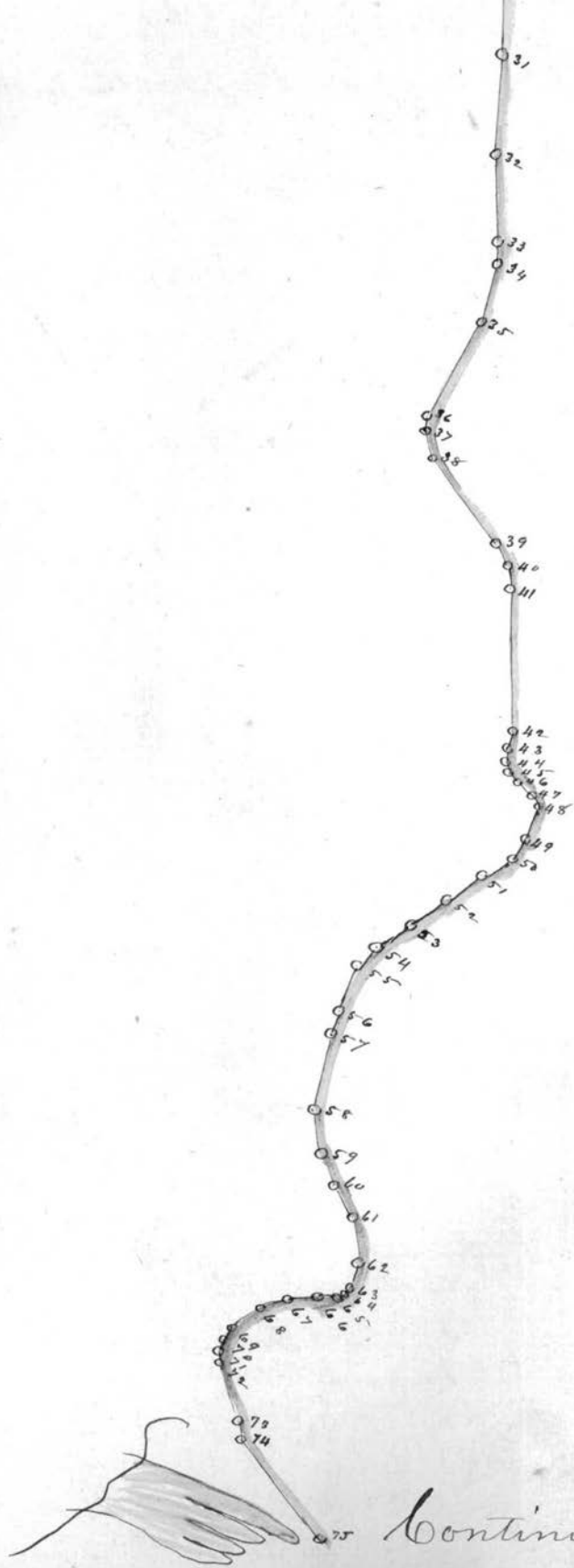
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From Harrison County  
line, to Spansville  
Turn Pike road  
Called Shepherdstown  
Road





Note: This is presently  
 State Rt. 29 from St. Clairsville,  
 through Provident Fairpoint  
 towards New Athens in  
 Harrison Co. in Richland  
 and Wheeling Twp.  
 Proceedings Rd. Rec. 1861-72  
 Pages 231, 238, 240, 41, 42  
 by G. J. Newlin 1960

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