

A County road from Col. Thompson's Ferry, leading to Weeger Creek; terminating at the "Iron Bridge" of the turnpike.

Auditor's Office, Belmont County, Ohio.

A. P. Miller

White Gregg and } Viewers
William Nichol }

James B. McMullen Surveyor.

Gentlemen: You were appointed by the County Commissioners of Belmont County, Ohio, to view and lay out a proposed County Road, on the following route, as petitioned for by Henry Welsh et al.

Beginning for the same on Dille's Bottom on the State Road leading from Zanesville to the Ohio River, on the lands of Col. John Thompson, two rods west of a gate across the lane that leads to a tenant-house now occupied by Patrick Herratta on said Thompson's lands, running thence a northerly direction through said Thompson's lands, thence through lands of William Smith; thence through lands of Samuel Amber; thence through lands of C. B. S. Amber; thence through lands of Benjamin Robinson; thence through lands of Peter Shafer & Co.; thence through lands of David Smith; thence through lands of Lydia J. McGrew, the nearest and most practicable route to the "Iron Bridge" across Weeger Creek, at the termination of the Belleair and Weeger turnpike. — To meet on the 18th day of October 1870.

Surveyor's Report

To the Board of Commissioners of Belmont County, Ohio.

The undersigned, in obedience to your order, dated August 5th 1870,

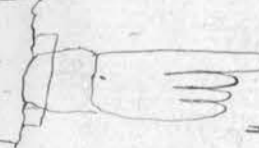
To the Board of Commissioners of Belmont County, Ohio.

The undersigned, in obedience to your order, dated August 5th 1870, proceeded on the 18th & 19th days of October 1870, to survey and mark the County Road, described in your order, under the direction of the Viewers therein named, and respectfully submits the following return. Running from the Mansville State road leading to the Ohio River. The initial point being in the State road, and being 2 poles from the gate post, and running from thence N 7° E 53.20 poles to a stake; thence N 9° W. 20.90 poles in a ravine; thence N 28° W. 6.78 poles to a stake in ravine; thence North 4.18 poles to a stake by a fence; thence N 26° E 11.00 poles to a stake; thence North 19 1/2 poles to a stake in ravine; thence N 10 3/4° W 7.95 poles to a stake in ravine; thence N 25 1/2° W 9.00 poles to a stake in ravine; thence N 25 1/2° W 4.18 poles to a stake in ravine; thence N 49° E 6.18 poles to a stake; thence S 82 1/2° E 3.70 poles, east of a ravine; thence S 28 1/2° E 3.40 poles to a stake; thence S 47 1/2° E 11.00 poles to a black oak; thence S 48 1/2° E. 13.12 poles to a black oak; thence S 57 1/2° E 3.80 poles to black oak; thence N 60 3/4° E. 9.30 poles to a black oak; thence N 52 1/2° E 7.00 poles to a grape-vine; thence N 87 1/2° E 6.50 poles to top of ridge; thence N 57 1/2° E 1.90 poles to a chestnut oak; thence N 7° E. 7.90 poles to a stake; thence N 30° W. 5.33 poles to a stake; thence N 12° W. 5.55 poles to an ash; thence N 44° W. 11.90 poles to a stake; poles N 8 1/2° W. 7.50 poles Butternut; thence N 23 3/4° W. 5.40 poles to Butternut; thence N 52 1/2° W. 10.40 poles to a stake; thence N 33 1/2° W. 11.80 poles to a stake; thence N 53° W. 14.33 poles to a stake; thence N 38° W. 13.80 poles to a stake; thence N 39° W. 19.00 poles to a stake; thence N 38° W. 25.30 poles to a stake; thence N 48° W. 17.00 to a Sugar; thence N 27° W 8.20 poles to a sugar; thence N 50° W. 7.70 poles to a Sugar; thence S 70° W 12.24 poles to a Sugar stump; thence N 86 1/4° W. 3.80 to a stake; thence N 70° W. 15.20 poles 15.20 to cleared land; thence N 30° W. 16.65 poles to cleared land; thence North 19.80 poles to a stake; thence N 23 1/2° W. 6.00 poles to a ravine; thence N 68 1/2° W 9.20 poles to a ravine; thence N 20° W. 7.00 poles to a stake; thence N 7° E 11.85 poles to a stake; thence N 8° W. 23.20 poles to a stake; thence N 9° W. 41.00 poles to a stake; thence N 26 1/2° W 6.00 poles to Smith's line; thence N 9° W. 13.00 poles to a stake; thence N 13 1/2° W. 7.40 poles to a stake; thence N 41° E 5.20 poles to ravine; N 44 1/2° E. 9.00 poles to a stake; thence N 9 1/2° W. 8.10 poles to a stake

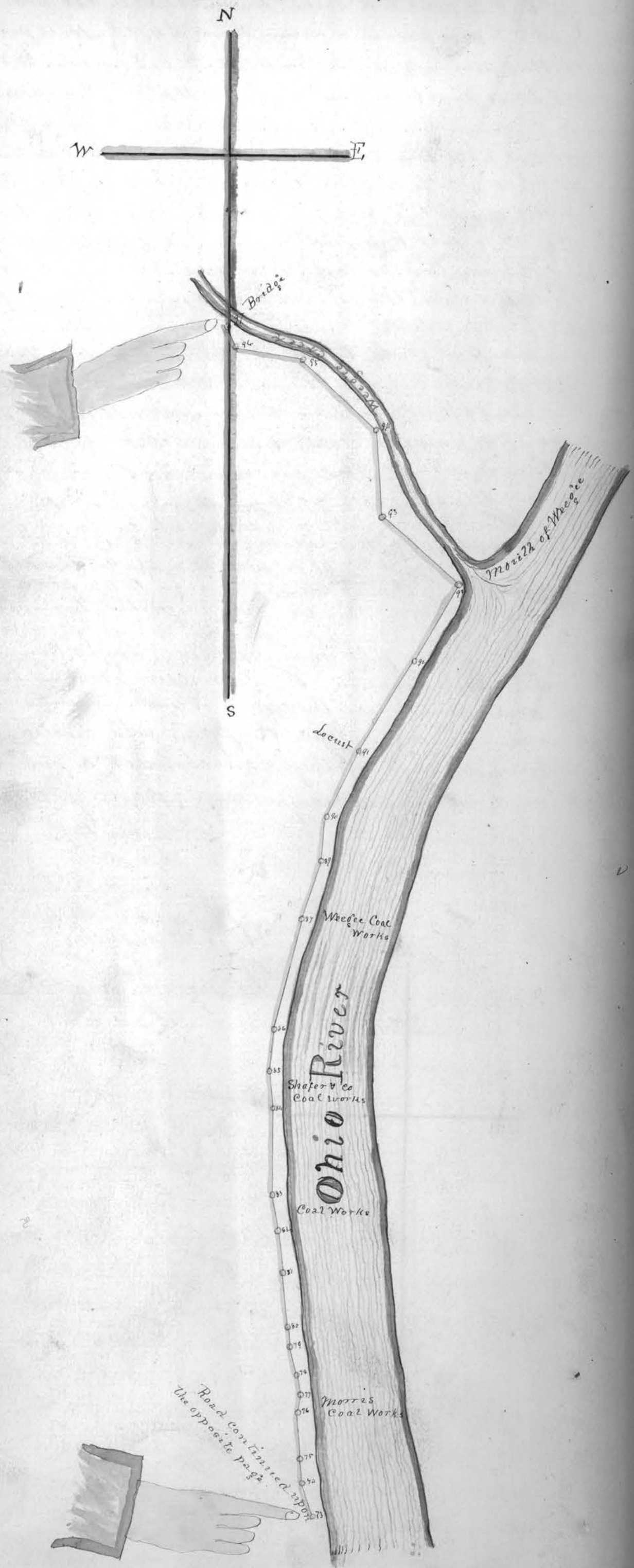
Thence $N 35^{\circ} E$ 4.00 poles to a stake; thence $N 60^{\circ} E$ 4.25 poles to a stake;
 thence $N 18^{\circ} E$ 12.00 poles to a stake; thence $N 5^{\circ} W$ 12.25 poles to a stake;
 thence $N 22^{\frac{1}{2}}^{\circ} W$ 8.12 poles to a stake; thence $N 42^{\circ} E$ 6.20 poles Ambers
 line; thence $N 83^{\circ} E$ 10.00 poles in a ravine; thence $S 47^{\circ} E$ 10.18 poles Buck;
 thence $S 61^{\circ} E$ 19.00 poles to a stake; thence $N 52^{\circ} E$ 2.50 poles M. & S. road;
 thence $N 1^{\frac{1}{2}}^{\circ} E$ 22.50 poles to a stake; thence $N 10^{\frac{1}{2}}^{\circ} W$ 24.00 poles to a stake;
 thence $N 17^{\circ} W$ 9.80 poles to a stake; thence $N 63^{\circ} W$ 7.70 poles to C. B. S. Ambers
 thence $N 30^{\circ} E$ 2.50 poles to a stake; thence $N 82^{\circ} E$ 5.55 poles to a stake;
 thence $N 12^{\circ} E$ 3.40 poles to a stake; thence $N 13^{\circ} W$ 4.84 poles to a stake;
 thence $N 4^{\circ} W$ 8.00 poles to a stake; thence $N 9^{\circ} W$ 8.20 poles to a Locust
 thence $N 12^{\circ} W$ 12.72 poles Amb. road; thence $N 4^{\frac{1}{2}}^{\circ} W$ 9.60 poles to a stake
 thence $N 3^{\frac{1}{2}}^{\circ} W$ 19.20 poles Coal works of Robison and David Smith; thence
 North 6.50 poles to a stake; thence $N 11^{\circ} W$ 8.60 poles to a stake; thence
 $N 14^{\frac{1}{2}}^{\circ} W$ 11.20 poles to a stake; thence $N 3^{\circ} W$ 8.60 poles to a stake; thence
 $N 5^{\circ} W$ 13.12 poles to a stake; thence $N 7^{\circ} W$ 7.70 poles to a stake; thence
 $N 6^{\frac{1}{2}}^{\circ} W$ 17.20 poles A. D. R. line; thence $N 10^{\circ} W$ 15.00 poles to Rob. C. works
 thence $N 1^{\circ} W$ 36.00 poles to a stake; thence $N 6^{\circ} W$ 15.00 poles S. C. works
 thence $N 2^{\circ} E$ 17.40 poles to a stake; thence $N 12^{\circ} E$ 46.70 poles to Meger
 Coal works; thence $N 17^{\frac{1}{2}}^{\circ} E$ 26.00 poles to a stake; thence $N 5^{\circ} E$ 17.75
 poles to a stake; thence $N 24^{\circ} E$ 29.80 poles to a Locust; thence $N 31^{\circ} E$
 42.78 poles to a stake; thence $N 30^{\circ} E$ 36.60 poles to the mouth of Meger;
 thence $N 52^{\frac{1}{2}}^{\circ} W$ 42.25 poles to a stake; thence $N 30^{\frac{1}{2}}^{\circ} W$ 35.70 poles
 to a stake; thence $N 47^{\frac{1}{2}}^{\circ} W$ 41.00 poles to a stake; thence $N 81^{\frac{1}{2}}^{\circ} W$
 28.75 poles to a stake; thence $N 22^{\frac{1}{2}}^{\circ} W$ 8.30 to the place of beginning
 and at the end of the Iron Bridge over Meger the Turnpike that
 leads to Bellair City

A. B. If the Steubenville and Marietta road, may be considered
 as having retained its location, the Coal works along its line are
 certainly an obstructions; and the public interests would seem to
 demand some satisfaction from the parties who erected them
 It would seem strange, if they can obstruct a public road
 and afterward receive a heavy compensation for reopening it.
 "Surveyors Opinion"

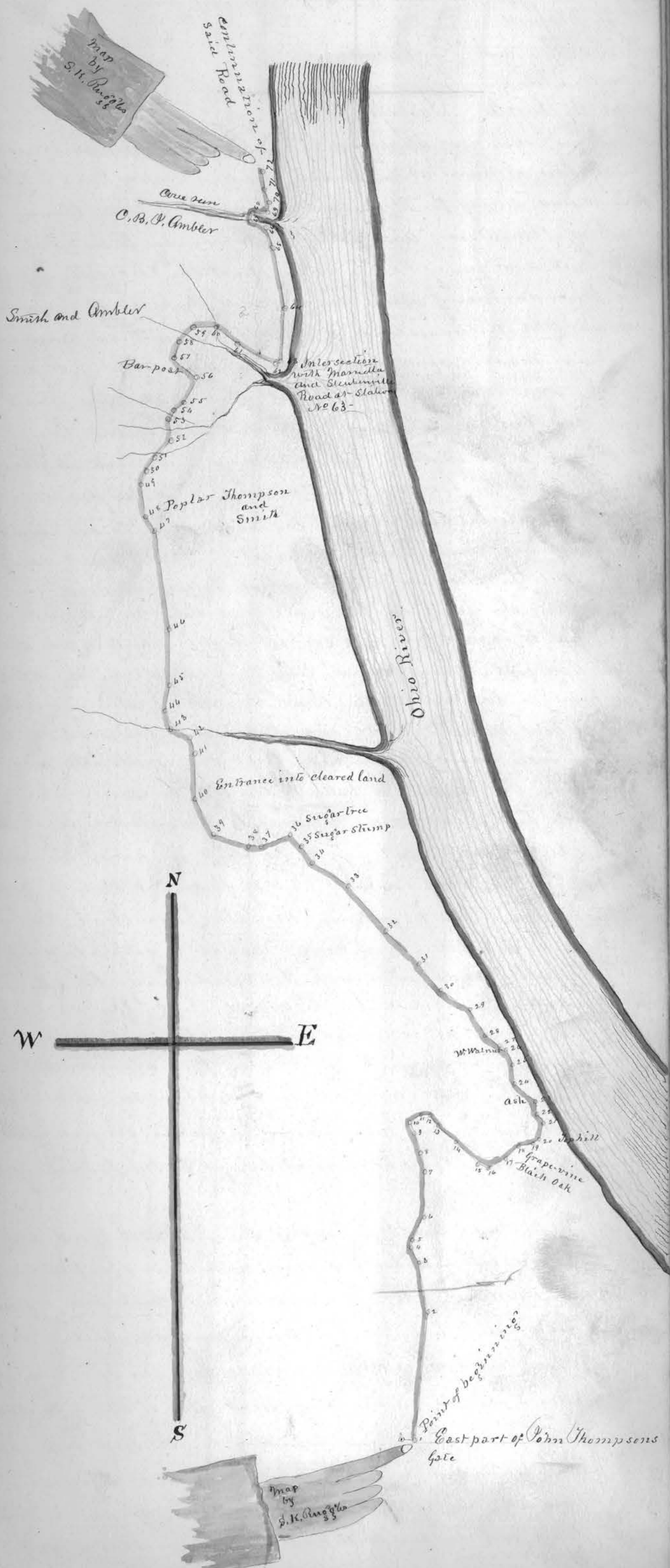
James R. McMillen
 Surveyor of said Road.

 Turn over next page, and see Plat.

A county Road from Col John Thompson near the Ferry leading to Weege
Creek; terminating at the "Iron Bridge" the Weege Turnpike



A County Road from Col John Thompson's Gate near the Ferry, leading to Weegee Creek; Terminating at the "Iron Bridge" the Weegee Turnpike.



Macadamised Road from Rock Hill, Flushing & National Road

Auditor's Office, Belmont County, Ohio.

S. W. Warfield

Thomas Pyle and } Viewers

Israel Steer }

Saul B. Ruggles Surveyor

Gentlemen: You were appointed by the County Commissioners of Belmont County, Ohio, as Viewers at the Stember Session Dated Dec 9th 1868;

To view and survey the Road leading from Rock Hill; thence through Flushing, Uniontown and past the "Infermary" to the National Road.

Said view and survey having for its object the straightening leveling and Macadamising said Road, would respectfully Report: That

we have with the assistance of Saul B. Ruggles as Surveyor and

Engineer made a view and survey of said road (A profile of which accompanies this Report, and that said road passing

as it does through the best cultivated part of our County, popu-

-lous and rich in soil, Commencing said Road at Rock Hill,

and following the track of the old road as far as practicable with-

-out any material alteration of the road now in use, and not

interfering with private interest. First: The road from

Rock Hill to Flushing are two steep hills to contend with, and

after putting the Level on the road, find that we can bring the

grade not to exceed five and one half degree, nearly upon the old

track, and upon good ground and favorable expense, and we

find between the two points, that there are abundance of lime

stone of good quality, and easy of access to the road, excepting

the two hills above mentioned, that the material have to be

hailed from the Bottom or Valley to the Top, or Summit.

Second: The Road from Flushing to Uniontown is of sandy

nature, and comparatively level and in good condition,

and passes through the best part of Belmont County, rich and

fertile in soil, and populous neighborhood, and Citizens

noted for their intelligence and moral worth, and at the

same time the road is much traveled, being the U. S. Mail

route between Cadiz and the National Road, and at certain

times of the year, it is impassible for three or four months

for the mail to be carried on wheels, this alone, is sufficient

to establish the road, without any further consideration,

the importance of this high essential public improvement,

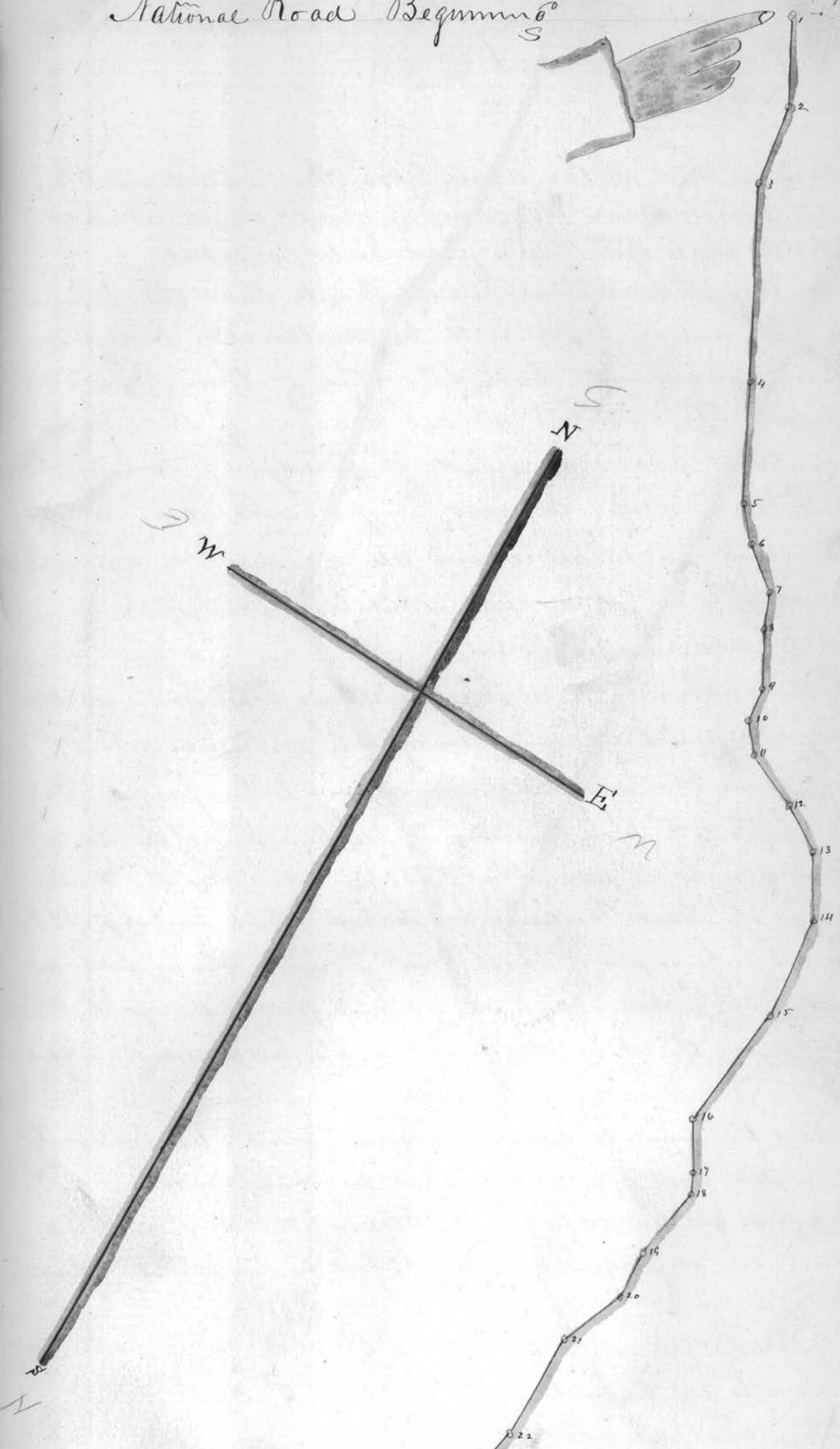
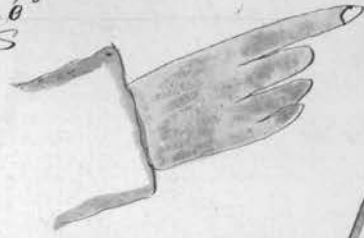
which will necessarily be of great benefit to the traveling community

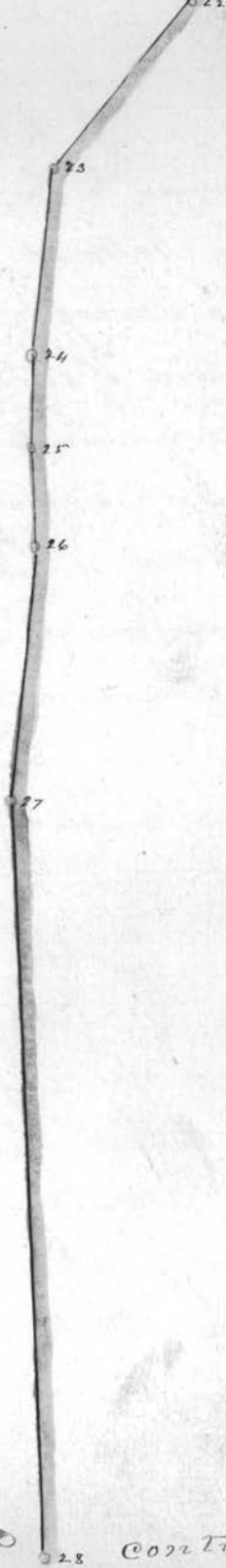
at large.

Third: - The Road from Uniontown to the National Road can be made considerably under 5 degrees, with a few exceptions, namely at William Caldwell's hill, short in distance, which will require some cutting and filling to bring it to the proper grade, and also at Solomon Bentley's hill, is of a steep grade, but can be brought much less under 5 degrees, without a great deal of expense, with these exceptions, the road is nearly level, and will not exceed $3\frac{1}{2}$ degrees, and only requires draining and rounding up or crowing from 8 to 10 inches, and then you will have a good road bed. There will have to be several culverts and one or two bridges to build. As for limestone, after you leave Mr Gossett's house, are in great abundance, and of good quality and easy of access. The Road from Uniontown to Gossett's house, lime stone will have to be hauled some distance.

Finally: - This improvement will be of vast interest to the County, and of public necessity, and evidently much more so to the property owners on the either immediate side of the road, to the enhancement of the value of their lands at least

National Road Beginning





Continued

Rock-Hill, Glushing, Uniontown Turnpike Continued

25 per centum. And at the same time the incalculable benefit and gratification of having a good road at all times of the year to get their produce to market.

With these considerations, we do think that the Citizens all along the entire road will be materially benefited by this improvement, both in value of their lands and the unspeakable comfort at all seasons of the year of having a good road, instead of trudging through the mud knee deep, almost impassible; Yes; it will be paramount in value, above all calculable conceptions to the mind of man; and will doubtless be one of the most important roads in the County.

And furthermore we report: There has been but two claims for damages upon the whole line of this improvement; Viz: one by John Hollingsworth for injury to his farm, Range No. 5 Township No. 9 and Section No. 26, and part of the South West Quarter, which we assess at \$150.⁰⁰/₁₀₀. And also the claim for damages of Isaac Holloway on Section No. 26, Township No. 9, and Range No. 5; being part of South West Quarter, also in Section No. 25, Township No. 9, and Range No. 5; being part of the North West Quarter, and upon the above described tracts, we assess damages at \$20.⁰⁰/₁₀₀.

We have the honor to submit to your board, the following as the estimated cost for making said improvements:—

Road-bed to be graded 20 feet wide, clear of the drains, and the track stoned or macadamized 15 feet in width, and 6 inches thick.

For Grading Road-bed	\$ 9000
" Bridges and Culverts	1500
" Preparing & putting on Stone	33000
" Contingent Fund	3000
Total Amount	\$ 46500

" Preparing & putting on Stone	33000
" Contingent Fund	<u>3000</u>
Total Amount	\$ 46,500

And it will be seen by reference to the survey that the entire distance from Rock-Hill to the National Road is 11 miles and 67/100 to be macadamized under this survey.

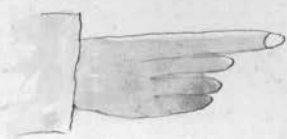
We therefore in conclusion, in view of all the facts with this important subject, would recommend to the favorable consideration of your Honorable body the improvement contemplated in this survey. We also further return a list of lots and lands within two miles of this improvement, which we report as benefitted, and ought to be assessed for the making of said improvement

All of which is respectfully submitted

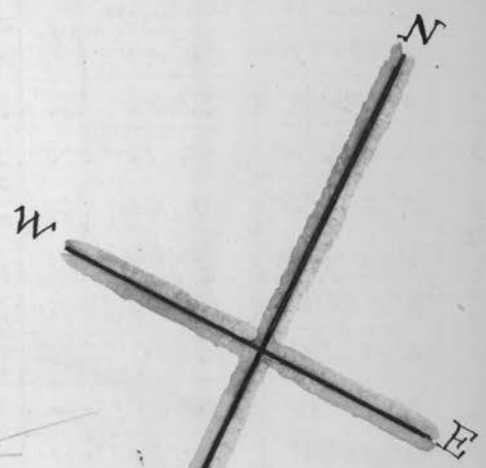
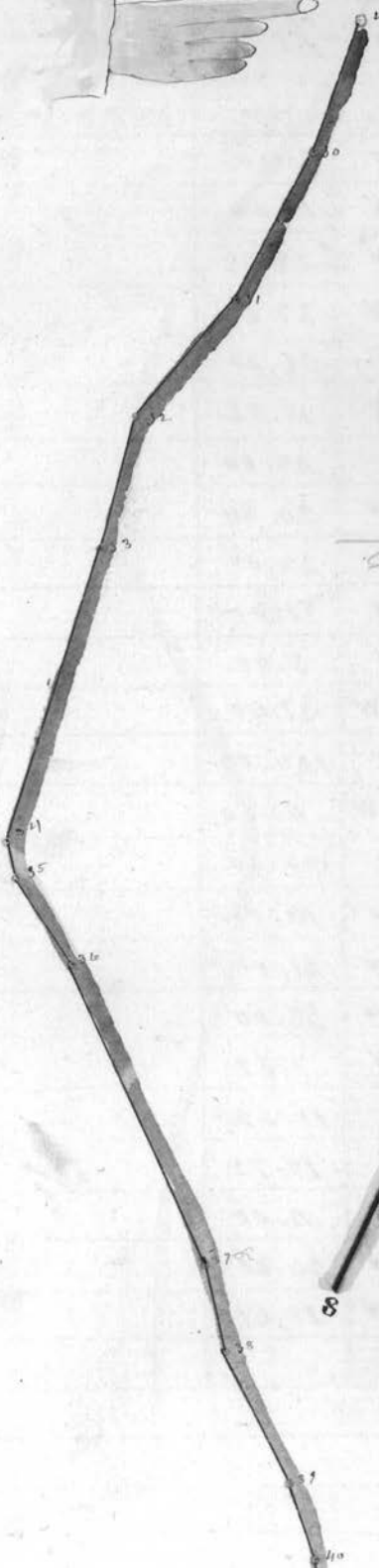
J. W. Warfield
 Thomas Pyle and
 Israel Steer

Law B. Ruggles Surveyor

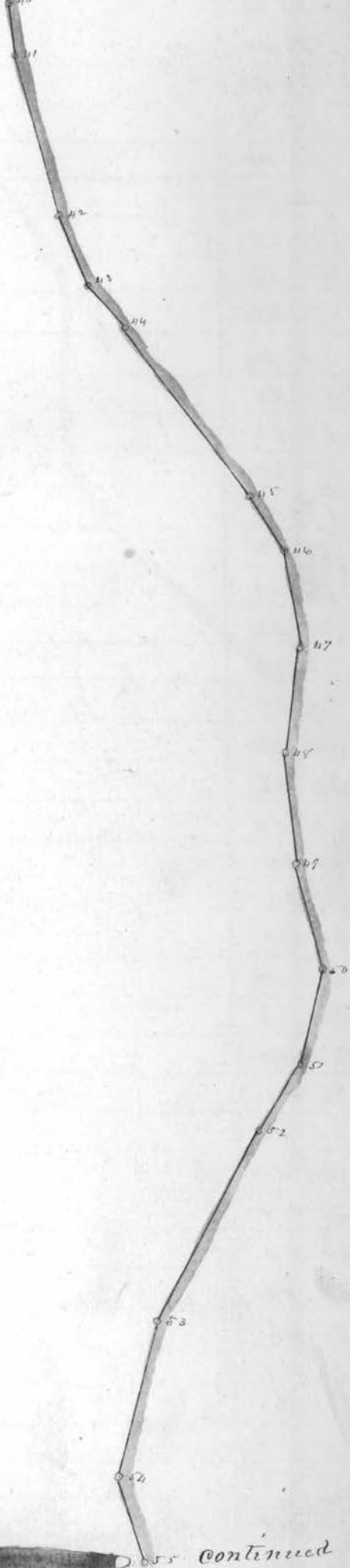
It is further ordered by the Board of Commissioners, that E. G. Morgan, Francis Davis and Thomas Pyle, three disinterested freeholders of Belmont County, proceed upon actual view of the premises to apportion the estimated expenses of said improvement, namely \$46,500, upon the Real Property embraced in the order &c.



continuation



8



 continued

Field Notes of Flushing Rock-Hill Turnpike

Sta	Bearings	Distance		Bearings	Distance
1	N 25° W	34.00	73	S 44° W	30.00
2	N 10½° W	37.00	74	S 56° W	19.00
3	N 24¼° W	93.14	75	S 86° W	28.00
4	N 22¾° W	74.34	76	S 73½° W	37.00
5	N 36½° W	20.64	77	S 41° W	26.00
6	N 47½° W	24.74	78	S 39½° W	18.72
7	N 18¼° W	18.56	79	S 30° W	48.00
8	N 25° W	25.08	80	S 29½° W	24.84
9	N 4° W	15.64	81	S 33° W	22.00
10	N 34° W	16.32	82	S 34° W	30.00
11	N 39¾° W	28.04	83	S 80° W	5.00
12	N 53° W	24.76	84	N 68¼° W	37.60
13	N 26¾° W	29.92	85	N 76° W	104.00
14	N 3° W	47.28	86	N 78½° W	11.00
15	N 10½° E	57.16	87	S 52° W	27.00
16	N 26° W	25.00	88	S 69° W	14.00
17	N 14¼° W	11.08	89	S 66° W	41.00
18	N 21½° E	12.32	90	S 81½° W	33.00
19	N 11½° E	24.28	91	N 77° W	7.52
20	N 3½° W	22.12	92	N 29° W	11.52
21	N 7° E	40.98	93	N 12° W	18.72
22	N 19½° E	41.92	94	N 83½° W	4.00
23	N 13° E	69.40	95	S 62° W	24.00
24	N 20° W	61.88	96	S 33° W	18.60
25	N 28½° W	29.00	97		
26	N 12½° W	28.84			
27	N 21¼° W	83.16			
28	N 28½° W	224.16			

29	N 37½° W	58.32
30	N 27¾° W	54.00
31	N 16° W	49.00
32	N 39½° W	40.74
33	N 37½° W	98.00
34	N 62¾° W	10.76
35	N 89¾° W	30.88
36	N 80½° W	105.84
37	N 69¾° W	31.56
38	N 84° W	45.64
39	N 76° W	32.92
40	N 64¾° W	22.38
41	N 71½° W	67.60
42	N 89¾° W	52.00
43	S 86¾° W	85.50
44	N 88½° W	26.00
45	N 67½° W	35.56
46	N 48½° W	50.36
47	N 63° W	45.00
48	N 72° W	42.24
49	N 44½° W	38.42
50	N 27½° W	32.08
51	N 2° W	57.94
52	N 42½° W	17.24
53	N 65° W	35.00
54	N 44½° W	65.80
55	N 74¾° W	36.66
56	N 66° W	83.00
57	N 81° W	36.00
58	S 79° W	46.00
59	S 51° W	93.56
60	S 83¾° W	45.00
61	N 82¾° W	60.00
62	S 84½° W	32.00
63	S 81½° W	20.00
64	S 76½° W	54.60
65	N 17½° W	12.60
66	N 57½° W	10.00
67	N 88° W	16.52
68	S 66½° W	10.48
69	S 50° W	31.60
70	S 7½° W	11.40
71	S 16° W	26.00
72	S 34½° W	10.52