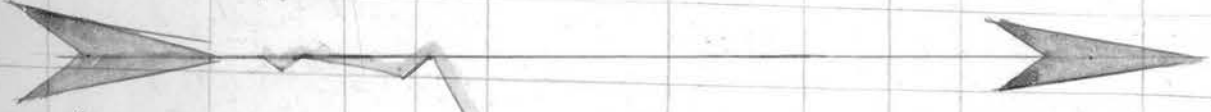


Continued from Page 79

- 1 W 82 E 2,49
- 2 N 21 1/2 W 3,09
- 3 W 24 E 3,05
- 4 W 13 1/2 E 3,50
- 5 N 20 1/2 W 4,24



- 6 W 58 1/2 E 19,50
- 7 W 61 E 9,60
- 8 W 80 1/4 E 8,63
- 9 S 82 E 7,67
- 10 W 57 1/2 E 6,46
- 11 W 39 E 5,51 91m.

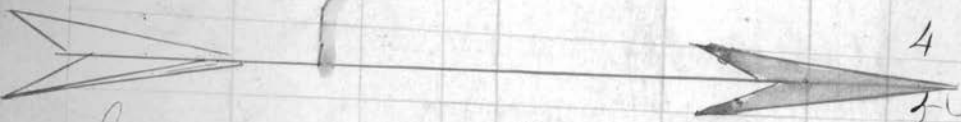
- 1 Sum 1,63
- 2 W 18 E 2,65
- 3 W 40 E 3,65
- 4 S 88 1/4 E 6,32
- 5 W 71 1/4 E 12,38
- 6 W 65 1/2 E 12,18
- 7 W 73 1/4 E 21,16
- 8 W 69 1/4 E 21,80
- 9 S 62 E 32,3 90m.

- 1 Sum 1,65
- 2 S 33 1/2 E 5,36
- 3 W 74 1/2 E 8,18
- 4 W 3 1/2 E 3,25
- 5 W 37 E 3,82
- 6 W 86 1/2 E 2,50
- 7 W 67 1/2 E 3,20
- 8 S 61 E 6,35
- 9 S 60 1/4 E 6,85
- 10 S 37 1/2 E 2,00

- 1 S 33 1/2 E 6,17
- 2 S 39 1/2 E 4,96

Roller mill

2 189 1/2 E 2,96
 3 189 1/2 E 3,10
 14 189 1/2 E 5,95 93
 Bollenville



1 166 1/2 E 2,00
 2 189 1/2 E 30,50
 3 170 1/2 E 7,16
 4 160 1/2 E 15,80
 5 188 E 6,13

1 160 E 8,26
 2 171 E 6,30
 3 168 1/2 E 5,86
 4 166 1/2 E 5,55
 5 171 E 8,39

7 197 E 13,43
 8 177 1/2 E 5,95
 9 181 1/2 E 7,84
 10 164 1/2 E 11,80
 11 154 1/2 E 10,59

6 171 1/2 E 7,04
 7 188 1/2 E 2,07
 8 173 1/2 E 2,13
 9 179 1/2 E 2,87

95m

94m

Continued from Page 80

- 1 1020 1,50
- 2 18920 3,08
- 3 18940 1,80
- 4 18010 10,60
- 5 1020 1,12
- 6 11070 10,50
- 7 11990 3,00
- 8 19000 1,30
- 9 110040 5,50
- 10 19040 3,94
- 1 117740 4,05
- 2 110040 3,30
- 3 1880 12,16
- 14 18040 2,37 96m.
- 1 Same 1,32
- 3 11870 3,13
- 3 1090 1,92
- 4 11860 3,15
- 5 11300 3,27



6 U 92 1/2 E 15,76

7 U 26 1/4 E 12,50

8 U 93 E 6,00

9 U 85 1/2 E 9,66

10 U 88 E 2,89 99m

1 Same 20,50

2 U 74 1/2 E 5,90

3 U 88 E 7,38

4 U 47 1/2 E 3,00

5 U 60 E 2,91

6 U 19 E 14,30

7 U 18 1/2 W 6,40

8 U 27 1/2 W 1,46

9 U 1 E 2,90

10 U 3 W 12,68

1 U 3 1/2 W 2,94
Same 1,59

2 U 19 W 2,50

3 U 45 1/2 W 1,24

14 U 21 E 5,30 98m

60 muna 9 Belongulau line. 58 m 70 Ch. 83 land
U. muna 100 Rev.

1 Same 10,40

2 U 7 1/2 W 10,16

3 U 67 W 3,80

4 U 44 W 12,32

5 U 72 1/2 W 4,08

6 U 37 1/2 W 2,55

7 U 10 W 5,17

8 U 2 1/2 E 16,05

9 U 2 1/4 W 11,47

1 U 29 1/2 E 12,00

2 U 21 1/4 E 2,90

3 U 58 2,78

4 U 6 W 3,91

5 U 12 E 10,00

6 U 24 E 3,00

7 U 15 1/4 W 2,86

8 U 25 W 2,60

9 U 45 W 2,83

10 U 19 1/2 W 1,39

1 U 26 E 6,89

2 U 38 1/2 E 2,84

3 U 46 E 7,42

4 U 32 1/2 E 6,00

5 U 55 1/2 E 1,24

6 U 18 1/2 E 2,58

7 U 38 1/2 E 3,00

18 U 3 1/2 E 1,74 100m

Continued from page 81

1 W 5 1/4 E 7,71

2 W 26 E 4, 00

3 W 20 1/2 E 41, 32

4 W 8 1/4 E 71, 68

5 W 5 3/4 E 10, 98

6 W 8 1/4 E 7, 83

7 W 7 1/4 E 0, 24

8 W 22 1/4 E 11, 00

9 W 11 1/2 E 0, 57

10 W 18 1/4 E 3, 82

1 W 3 1/4 W 4, 86

2 W 7 1/2 E 2, 80

3 W 8 1/4 E 3, 30

4 W 50 E 3, 60

15 W 3 1/4 E 2, 09 101

1 Same 2, 10

2 W 11 1/2 E 3, 43

3 W 12 1/2 W 3, 00

4 W 28 1/2 W 3, 30

5 W 12 E 0, 39

6 W 5 1/2 E 3, 38

7 W 9 1/2 E 2, 15

10 W 7 1/2 E 2, 91

1 W 8 1/2 E 2, 88

2 W 8 1/2 E 2, 56

3 W 16 1/4 E 8, 70

4 W 7 1/4 E 5, 62

5 W 8 3/4 E 2, 46

6 W 8 1/4 E 1, 45

7 W 8 1/4 E 5, 42

8 W 10 1/4 E 3, 95

9 W 8 1/2 E 3, 96

10 W 6 1/4 E 21, 70

1 W 5 1/4 E 8, 10

2 W 8 1/4 E 0, 29

1 Same 3, 04

2 W 5 1/2 E 9, 19

3 W 17 E 11, 6

4 W 18 1/2 E 7, 50

5 W 4 1/2 E 9, 95

6 W 8 1/2 E 1, 50

7 W 5 1/4 E 21, 71

8 W 22 1/2 E 1, 88

9 W 6 1/4 E 21, 96

109m

to section

6 U 97 E 2,38

7 U 99 E 2,15

8 U 1 E 1,20

9 U 10 1/4 W 2,17

10 U 13 E 2,39

1 U 20 1/2 E 1,12

2 U 24 1/2 E 2,13

3 U 2 1/2 W 2,22

4 U 11 1/2 E 1,83

5 U 30 1/4 E 2,93

6 U 9 E 2,26

7 U 33 1/2 E 1,60

8 U 27 E 2,98

9 U 30 1/2 E 1,67

10 U 13 E 1,62

1 U 20 1/2 E 2,54

2 U 8 E 1,74

3 U 19 E 1,70

4 U 10 E 1,63

5 U 20 1/2 E 1,17

6 U 8 1/2 E 1,56

7 U 23 E 1,65

8 U 20 1/2 E 1,45

Bozuka

8 U 22 1/2 E 1,88

9 U 60 1/2 E 2,96

10 U 49 1/2 E 2,00

1 U 80 1/2 E 2,22

2 U 83 1/2 E 2,56

3 U 60, E 22,11

14 U 69 1/2 E 1,02 104m

1 U 87 E 1,82

2 U 82 1/2 E 1,96

3 U 81 E 2,57

4 U 39 1/2 E 2,30

5 U 29 1/2 W 2,80

6 U 34 1/2 W 1,30

7 U 11 1/2 E 5,63

8 U 31 1/2 W 5,67

9 U 8 1/2 E 2,10

10 U 12 1/2 E 2,24

1 U 79 1/2 E 4,72

2 U 84 1/2 E 5,02

3 U 17 1/2 W 2,46

4 U 26 1/2 W 2,62

5 U 27 1/2 E 2,80

6 U 5 1/2 E 2,27

7 U 23 1/2 E 2,61

18 U 13 1/2 E 1,71 105m

23 U 37 1/2 E 1,21

30 U 39 1/2 E 2,12

1 U 36 1/2 E 1,61

2 U 43 1/2 E 2,70

3 U 42 E 1,80

3.4 U 10 1/2 E 2,08

1 Same 1,01

2 U 4 E 2,14

3 U 40 1/2 E 2,31

4 U 10 1/2 E 2,15

5 U 30 1/2 E 2,38

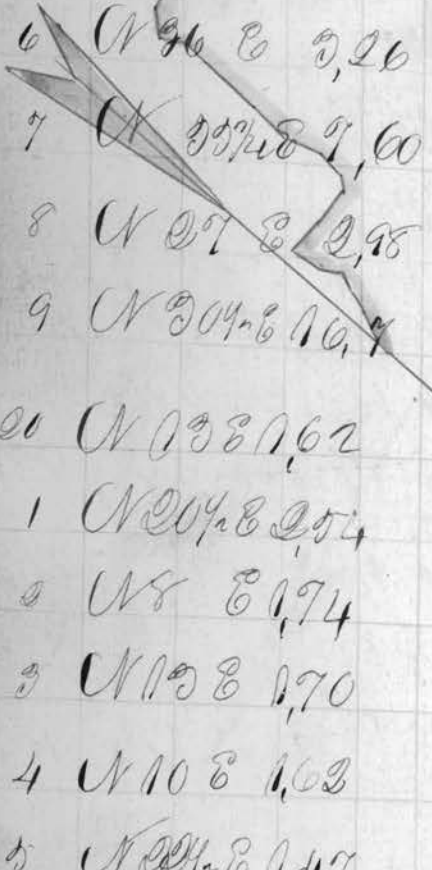
6 U 20 1/2 E 2,81

7 U 26 1/2 E 1,38

8 U 23 1/2 E 2,38

9 U 20 1/2 E 2,43

102m



Continued from page 82

- 1 W 54 E 2,94
- 2 W 64 E 1,94
- 3 W 54 E 50
- 4 W 80 E 3,77
- 5 W 64 E 3,07
- 6 W 62 E 2,73
- 7 W 59 E 2,14
- 8 W 32 E 2,50
- 9 W 42 E 1,54
- 10 W 52 E 2,50
- 1 W 49 E 1,40
- 2 W 69 E 2,47
- 3 W 75 E 2,26
- 4 W 84 E 6,45
- 5 W 74 E 5,20
- 6 W 67 E 3,33
- 7 W 91 E 3,64
- 8 W 54 E 9,00
- 9 W 5 E 21,30
- 20 W 28 N 7,39
- 1 W 46 E 5,12
- 2 W 32 E 2,83
- 22 W 9 N 3,23 106m
- 1 W 94 E 21,03
- 2 W 34 E 6,93
- 3 W 9 E 6,95
- 4 W 26 N 21,10
- 5 W 34 E 6,64
- 6 W 53 E 2,89
- 7 W 89 E 2,68
- 8 W 63 E 3,77
- 9 W 39 E 2,20

- 25 W 60 E 3,00
- 26 W 57 E 3,43
- 1 Same 3,2
- 2 W 53 E 3,85
- 3 W 20 E 2,79
- 4 W 54 E 2,04
- 5 W 46 E 2,80
- 6 W 11 E 3,00
- 7 W 23 E 2,70
- 8 W 33 E 1,57
- 9 W 91 E 3,40

- 19 W 62 E 2,55
- 107m 20 W 60 E 3,99
- 1 Same 3,51
- 2 W 59 E 3,03
- 3 W 92 E 1,84
- 4 W 57 E 2,15
- 5 W 67 E 2,06
- 6 W 27 E 1,97
- 7 W 76 E 2,16
- 8 W 44 E 3,94
- 9 W 73 E 2,21
- 10 W 54 E 2,46
- 1 W 9 E 3,45
- 2 W 71 E 3,24
- 3 W 44 E 3,5
- 4 W 44 E 1,83
- 5 W 30 E 2,73
- 6 W 30 E 2,71
- 7 W 89 E 7,09
- 8 W 68 E 3,66
- 9 W 51 E 2,91
- 20 W 51 E 7,04
- 1 W 32 E 11,53
- 22 W 34 E 2,63 109m
- 1 Same 3,03
- 2 W 34 E 6,84
- 3 W 92 E 5,16
- 4 W 34 E 10,00
- 5 W 91 E 2,76
- 6 W 40 E 8,88
- 7 W 67 E 2,50
- 8 W 27 E 10,07



108

7 U894E 2,08

8 U694E 3,77

9 U894E 2,21

10 U794E 2,08

11 U314E 1,16

12 U814E 2,00

13 U62E 1,18

4 U604E 2,39

5 U71E 2,30

6 U804E 1,48

7 U814E 1,78

8 U2104E 2,83

9 U56E 2,06

10 U514E 1,24

1 U564E 1,55

2 U654E 1,72

3 U2114E 2,71

4 U2194E 1,62

10 U834E 4,83

1 U404E 5,77

2 U604E 3,47

3 U434E 2,13

4 U544E 2,25

5 U294E 3,73

6 U274E 1,91

7 U834E 6,96

8 U83E 8,46

6 U40E 8,88

7 U674E 2,50

8 U294E 10,07

9 U20E 5,23

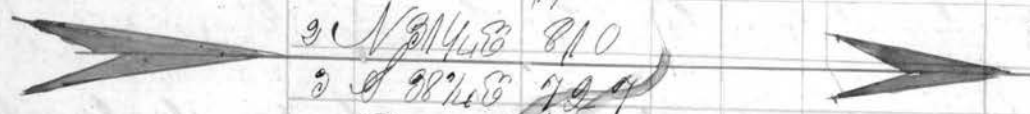
10 U794E 6,60

11 U894E 2,69

12 U82E 9,04 110m

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Continued from Page 83



1	N 82 E	126	
2	N 31 1/2 E	810	
3	S 88 1/2 E	799	
4	S 29 1/2 E	1491	
5	S 11 1/2 E	892	
6	S 21 3/4 E	907	
7	S 53 E	598	
8	S 83 1/2 E	580	
9	S 65 E	758	
10	S 58 1/2 E	1094	
11	S 76 1/2 E	027	11 m.
1	Same	382	
2	N 83 1/2 E	059	
3	N 80 E	591	
4	S 73 1/2 E	850	
5	S 86 E	600	
6	N 22 E	592	
7	N 94 E	860	
8	N 63 1/2 E	1285	
9	N 41 1/2 E	537	
10	N 75 1/2 E	935	
1	S 16 E	689	
2	S 11 1/2 E	702	
3	S 65 1/2 E	188	11 m.
4	N 77 1/2 E	677	
5	N 54 E	531	
6	N 62 1/2 E	642	
7	N 44 1/2 E	393	
8	N 63 E	324	
9	N 39 1/2 E	023	11 m.
1	Same	006	
2	N 88 E	683	
3	N 69 1/2 E	181	
4	S 34 E	390	
5	S 78 1/2 E	316	
6	N 58 E	1972	
7	N 62 1/2 E	365	
8	N 91 E	2100	
9	S 89 1/2 E	674	
10	N 98 1/2 E	650	
1	N 58 1/2 E	560	
2	N 93 E	768	
3	N 94 1/2 E	391	

Pease Creek

Ohio River



2 U93 10,83

15 U91 5,02

114m

1 U91 8,00

2 U08 11,86

3 U05 3,83

4 U01 5,17

112m 5 U09 6,16

6 U07 6,50

7 U02 6,72

8 U01 6,89

9 U00 24,87

115m

1 U09 9,36

2 U03 9,36

3 U06 8,50

4 U00 2,45

5 U03 2,20

6 U04 9,14

7 U17 7,84

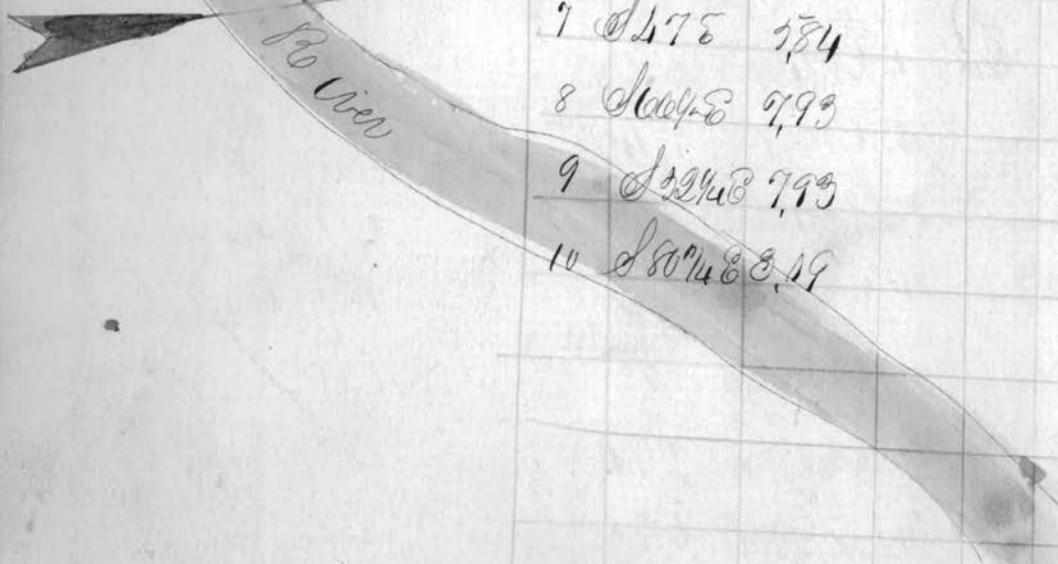
8 U04 7,93

9 U02 7,93

10 U04 8,19

Ohio

Bo View



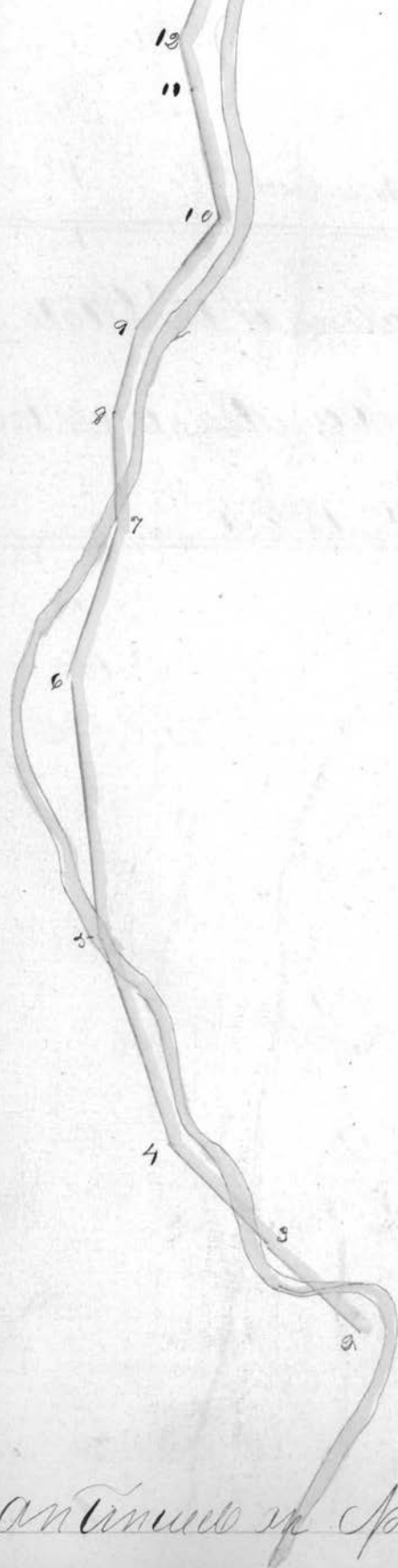
Plot of a road beginning at a Steamers
 on the county road near the mouth of
 Gallus river and running thence to the Belmont
 & Jefferson Co. Line as surveyed by Cas. McKim, 1834

Belmont & Jefferson Co. Line



No	Course	Dist
1	N 37 1/2 E	17.9
2	N 24 1/2 E	11.6
3	N 17 1/2 E	10.9
4	N 49 1/2 E	17.9
5	N 10 E	15.8
6	N 21 3/4 E	33.0
7	N 87 1/2 W	35.2
8	N 19 W	46.2
9	N 5 1/4 W	33.1
10	N 77 1/2 W	33.6
11	N 8 1/4 E	24.8
12	N 23 1/2 E	33.6

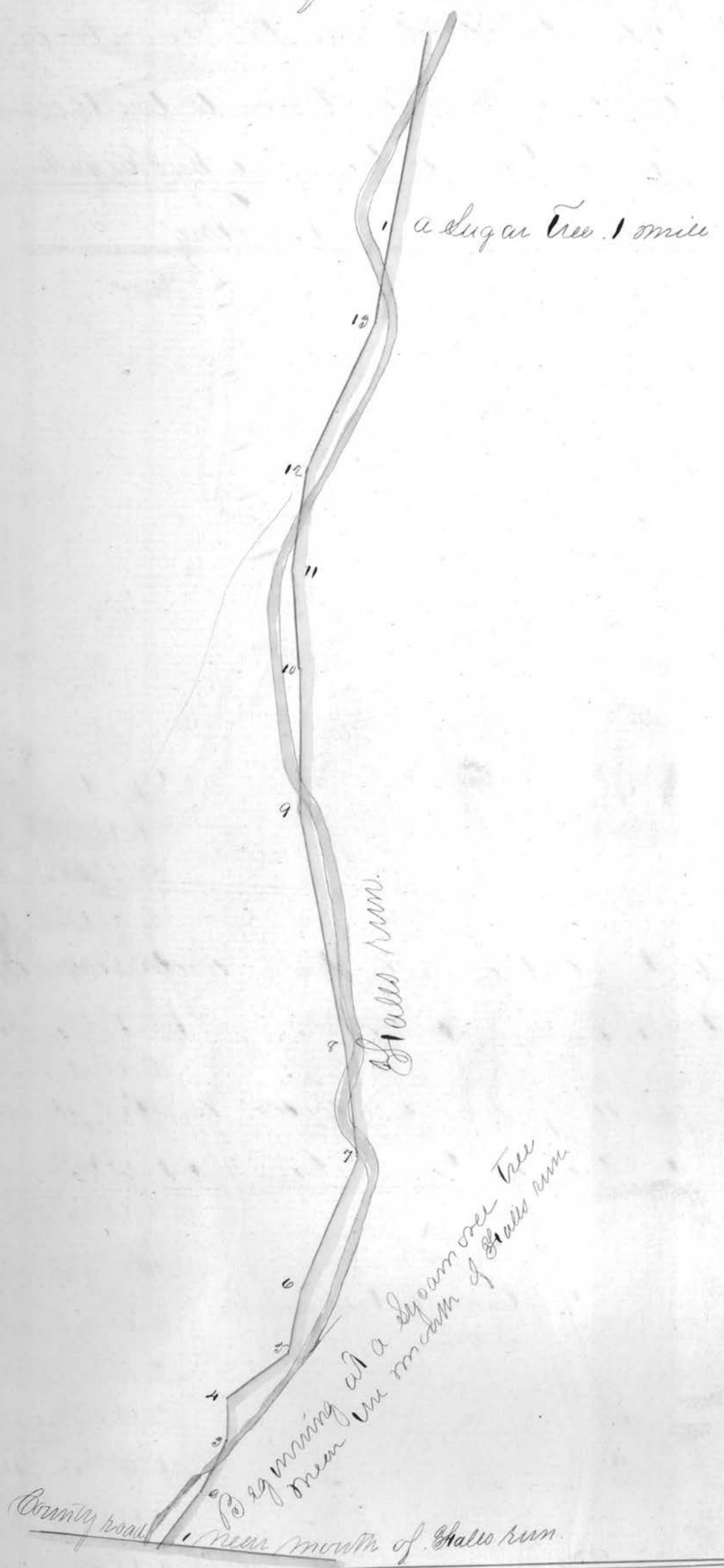
1
 a Sugar tree corner
 & corner



12	N 9 1/4 E	32.7	Ch.
		321.01	
1	N 9 1/4 E	21.9	
2	N 27 W	33.3	
3	N 41 1/4 W	33.8	
4	N 19 1/2 W	37.7	
5	N 8 1/2 W	40.5	
6	N 17 1/4 E	39.3	
7	N 3 W	18.6	
8	N 13 1/4 E	15.5	
9	N 39 E	33.3	
10	N 12 1/4 W	34.8	
11	N 1 1/4 W	8.0	
12	N 21 E	37.6	Ch.
		324.0	
1	N 21 1/4 E	27.2	E
2	N 1 1/4 E	45.3	
3	N 10 1/2 E	32.0	
4	N 7 1/2 W	19.74	
5	N 29 W	38.00	
6	N 2 1/4 W	24.50	
7	N 13 W	18.9	
8	N 3 E	13.7	
9	N 33 E	30.3	
		337.44	

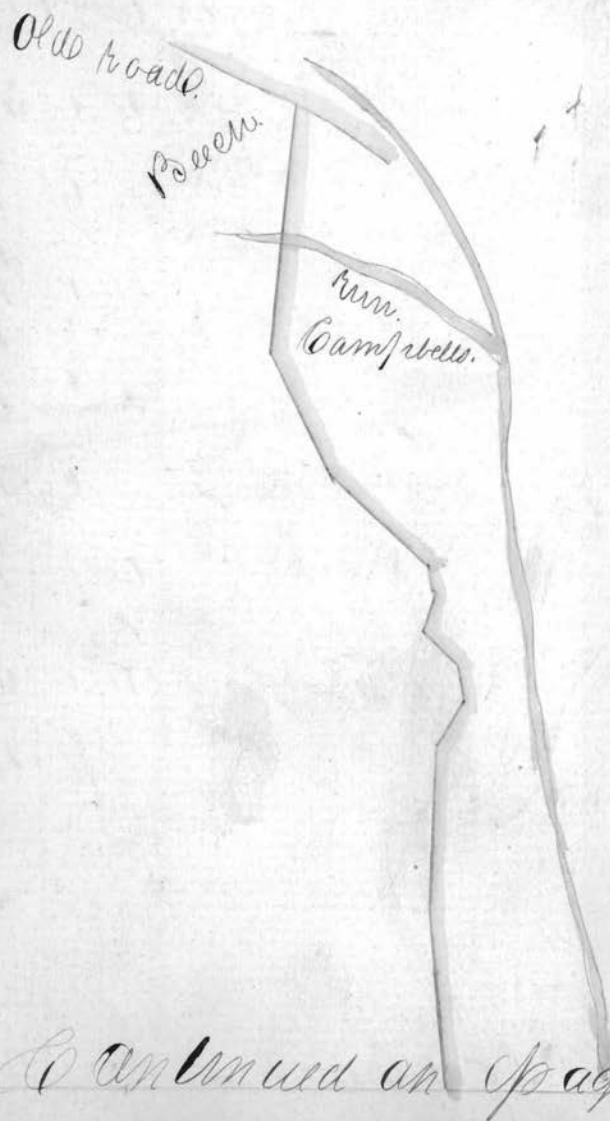
Continued on page 80.

Continued from page 84



Plot of the road alteration of the State road
 from Mc Kinneys to Maratta. as Surveyed
 by Elias Williams A.D. 1834

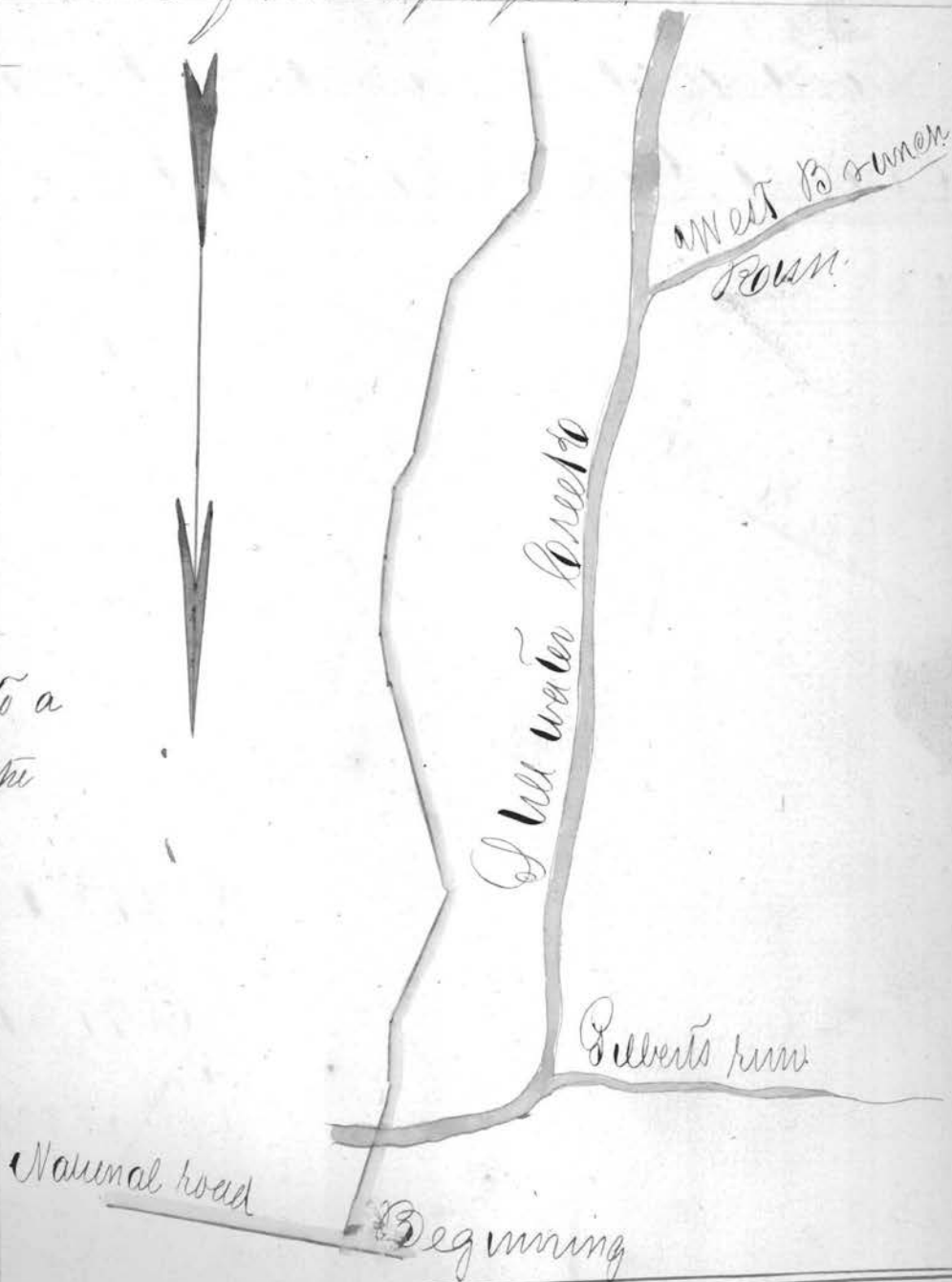
Courses	Dist
S 10° W	54
S 14½° E	12½
S 21° W	48.
S 13½° E	67.
S 10¾° E	18
S 2° W	24½
S 7° W	33.
S 30° W	12.
S 10½° W	10
S 7° W	18.
S 19½° W	20
S 48° W	15-
S 39° W	20
S 10° W	10
S 9½° E	32.
S 41° E	58.



Continued on page 86.

Continued from page 85.

S 84 1/2 W	40.
S 88 1/2 W	18.
S 64 1/2 E	10
S 42 E	19.
S 20 W	10
S 18 E	8.
S 44 1/2 E	40.
S 20 E	40.
S 44 1/2 W	40. to a
great Branch on the old road.	

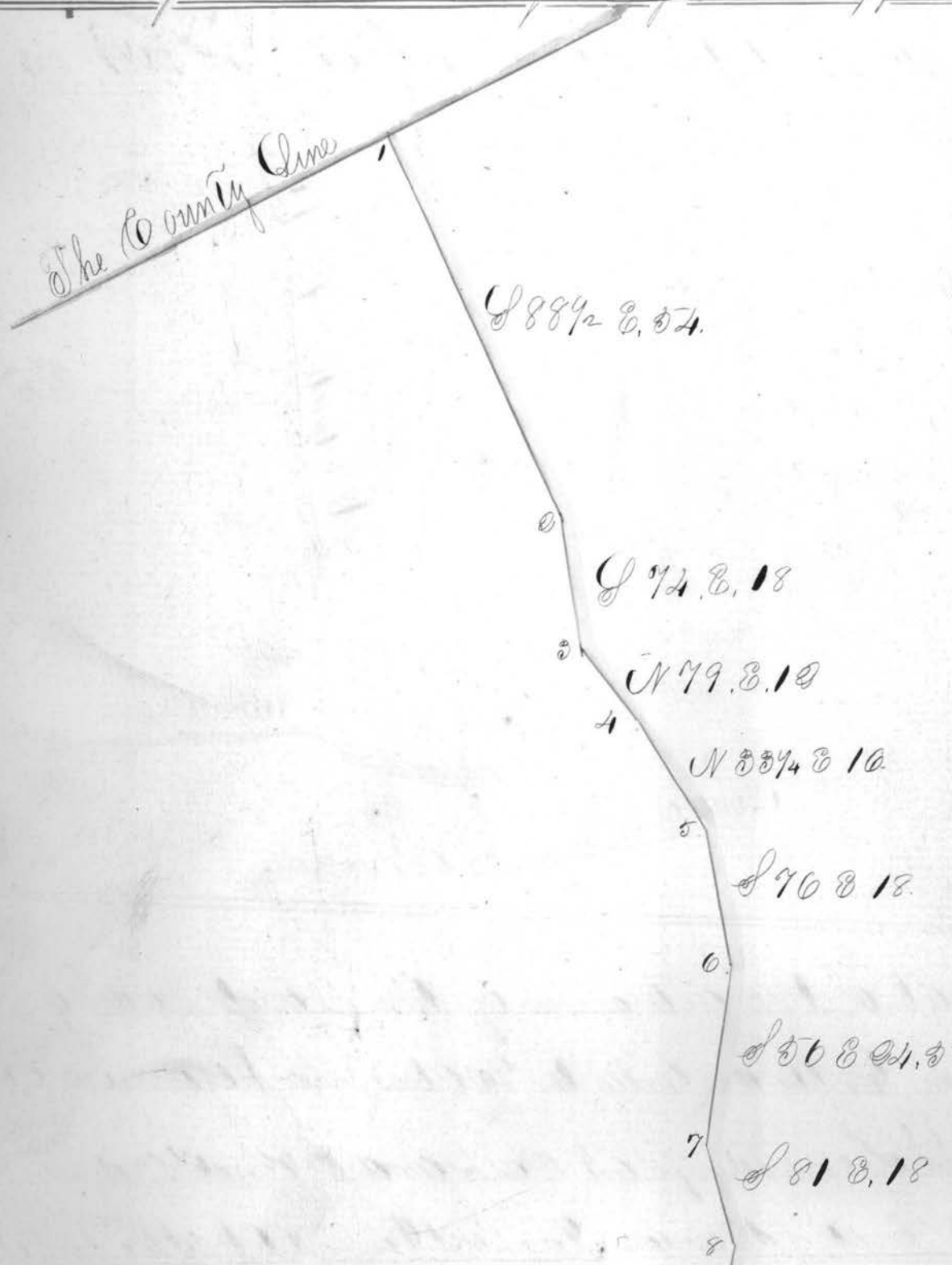


That of the alteration of the road leading from Charrsville to Harrisville beginning at a ^{Mr. oak} stump at Salsandys and ending at N. End of Ramagus Lane as surveyed by A. Belmont 1834.



	Sta	Course	Dist
1	N 35° W	30.1	
2	N 100° W	30.0	
3	N 99° E	27.4	
4	N 90° E	11.7	
5	N 18° E	28.8	
6	N 174° E	30	
7	N 35° W	28.5	
8	N 129° E	23	
		Total	200.5 acres

87. Plot of the road beginning at the Harrew
 road and running thence to intersect the
 County Line as Surveyed by John Buggs A.D. 1834



S 59 1/4 E 17.

S 88 1/4 E 10.

S 14 E 19

S 53 E 28

S 56 1/4 E 18.

S 57 E 44.

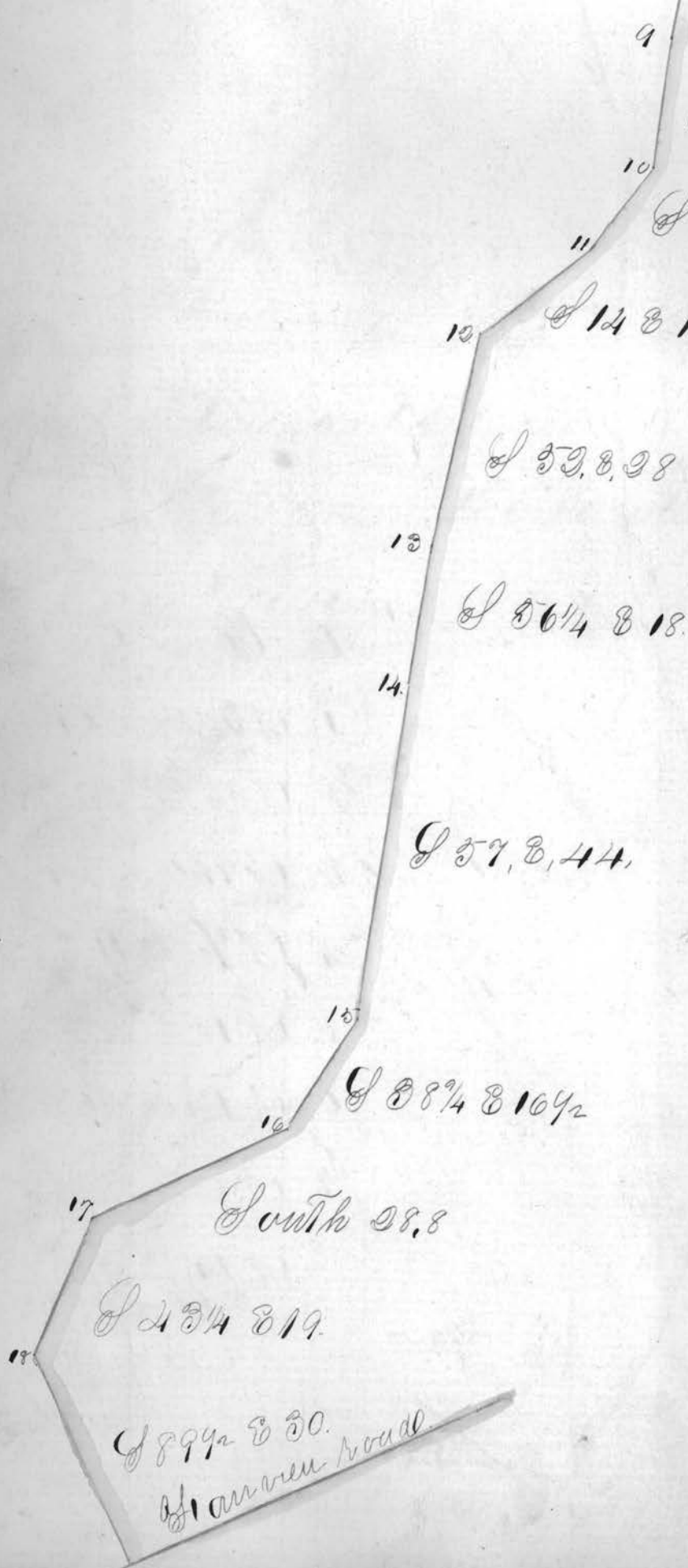
S 88 1/4 E 16 1/2

South 28.8

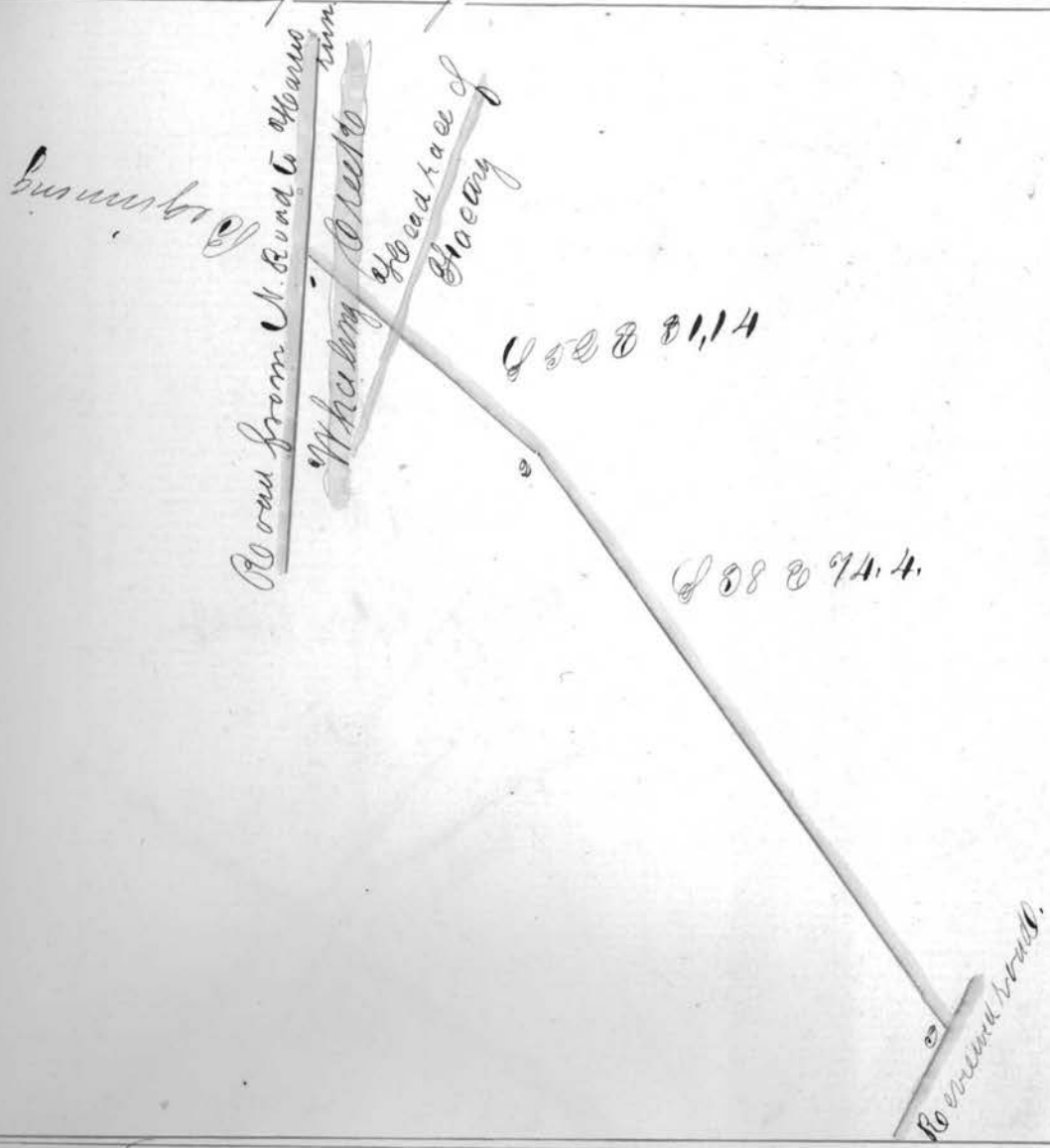
S 43 1/4 E 19.

S 89 1/2 E 30.
Harrow road.

303 total
chain

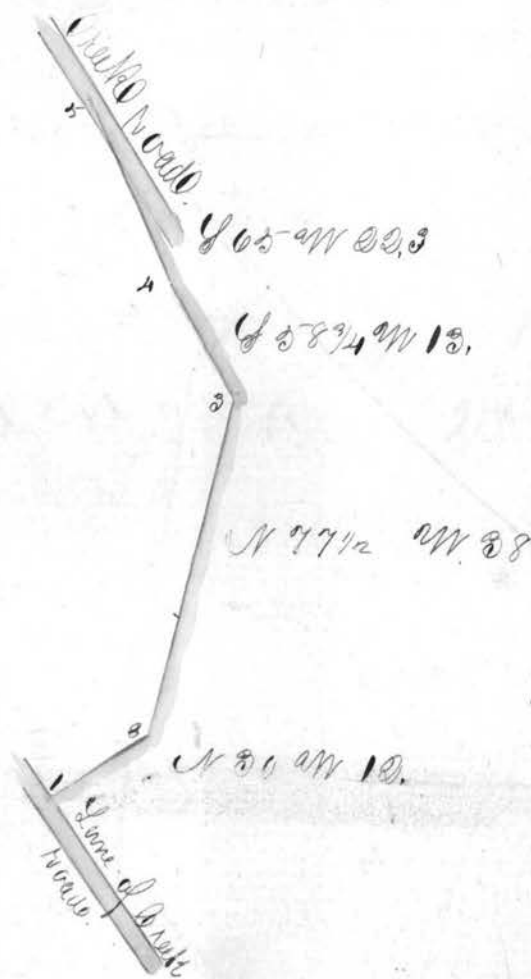


Plot of the road beginning at a Steamer on
the bank of Wheeling Creek thence to intersect
the road from St. Charisville to Moansville
as surveyed by James C. Moore A.D. 1834

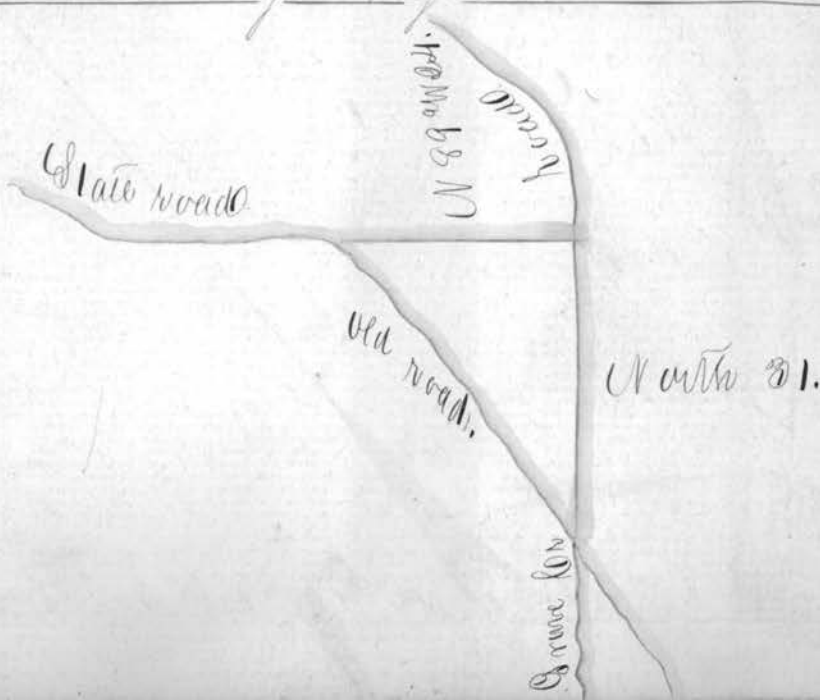


Plot of the alteration of the road down
Wheeling Creek beginning at a Stake near
Saml. Camagus as surveyed by J. C. Moore 1834

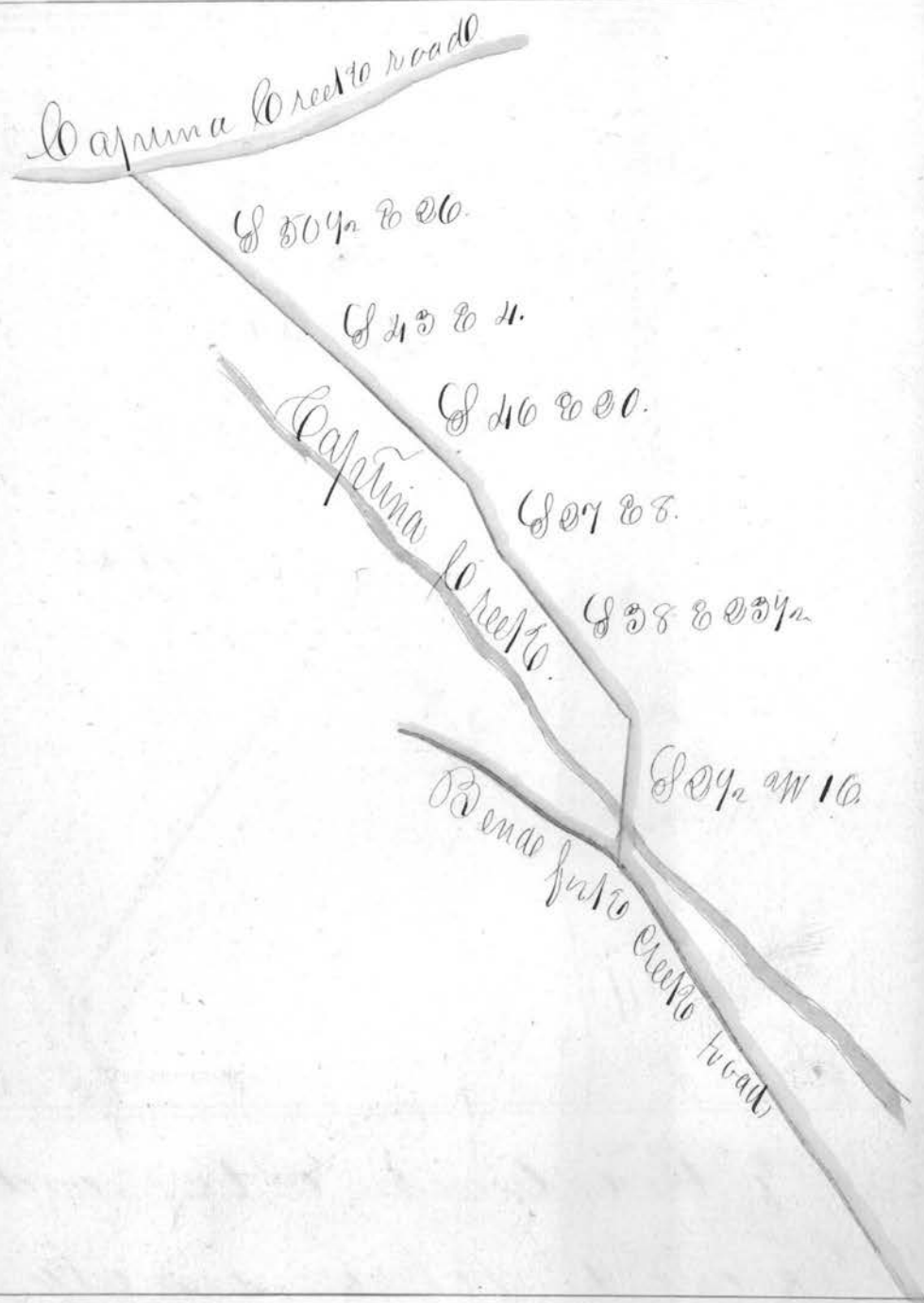
That of the alteration of the road down
 McHenry Creek beginning at a Stake near
 Saml. Ramages as surveyed by A. B. Moore 1834



That of an alteration of the State road from the
 Ohio river to Zanesville beginning at the Grace
 Creek's road as surveyed by Ches. Lewis A.D. 1834



89. Plat of an alteration of the Ben Post road
 beginning near James Martins and ends
 on the Caprina Creek road as surveyed
 by Thomas Lewis A.D. 1834



Plat of the road from Goads west
 line to the State road as surveyed
 by A.D. 1834

State Road.

Continued on page 90.