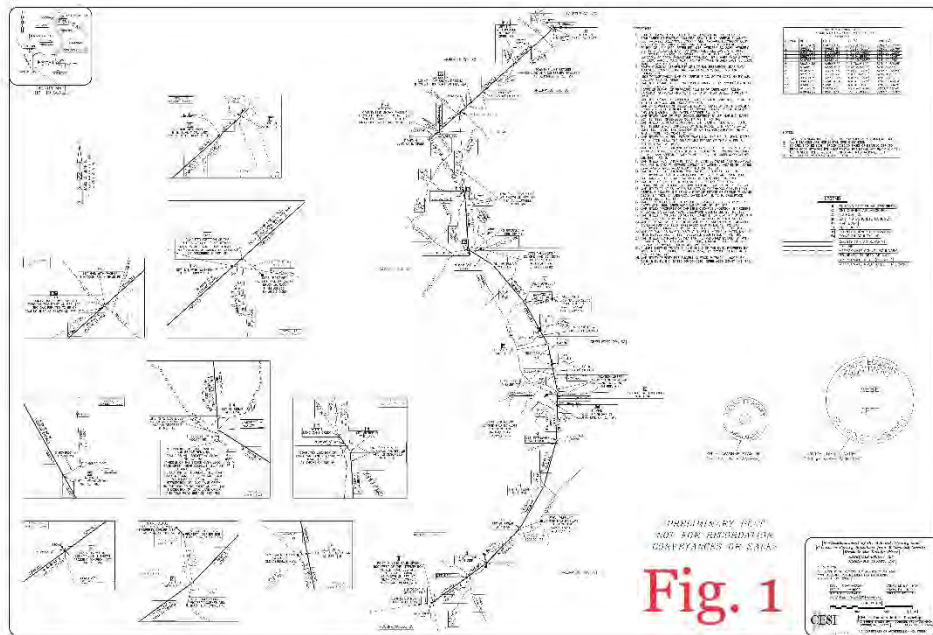


South Carolina  
**Abbeville-Greenwood County Boundary**  
Saluda River to the McCormick Corner  
*Report of Survey - 2024*

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## South Carolina

# Abbeville-Greenwood County Boundary Saluda River to the McCormick Corner

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### ❖ Preface

In 1785 the South Carolina legislature acted to divide the Ninety-Six District into six counties, which included Abbeville and Edgefield counties. Abbeville, bounded on the southwest by the Savannah River and on the northeast by the Saluda, was originally bounded on the southeast by Edgefield. In 1897 part of Abbeville was incorporated into the new county of Greenwood, comprised also from part of Edgefield County. In 1916, a part of Greenwood was incorporated into the new county of McCormick, creating the southwestern boundary of Greenwood as it is comprised today. This report covers the portion of the Abbeville county line dividing it from Greenwood. That line begins at the Saluda River and ends at the common corner of Abbeville, Greenwood, and McCormick at Long Cane Creek, as shown in [Fig. 1](#).

### ❖ Enabling Legislation

Abbeville County and Edgefield County both came into existence in 1785 with the adoption of Act No. 1263 which divided the Ninety-Six District into six counties. In this legislation Abbeville was described as:

*“...one county, situate, lying and being on Savannah river and adjoining the old Indian boundary, and known in the map of the Ninety-Six district by the name of Abbeville; one other county, adjoining the above, and also bounded on Savannah river, known by the name of Edgefield...”*

The 1902 Civil Code, Section 530 describes Abbeville as bounded by Greenwood County, without giving a metes description. The same Civil Code, at Section 550 describes the Greenwood boundary with Abbeville as: *“...thence up the middle of Rocky Creek to the Abbeville and Edgefield County line, thence north 33 degrees west to mile post on public road leading from Troy to McCormick near George Lebert’s residence, thence north 13 degrees west to a corner post one hundred and fifty feet (150) south of Jordan’s old mill on Long Cane Creek, thence northeast 50 degrees two miles and three-quarters, thence northeast 42 degrees two miles, thence northeast 27 degrees 50 minutes two miles, thence northeast 13 degrees 20 minutes two miles, thence northwest 1 degree two miles, thence northwest 15 degrees 10 minutes two miles, thence northwest 29 degrees 20 minutes two miles, thence northwest 43 degrees 35 minutes two miles, thence northwest 57 degrees 45 minutes, one and one-fifth miles, to post four hundred feet (400) north of Douglass’ Mill Bridge on Long Cane Creek, thence north 7 degrees west to division line between Long Cane and Cokesbury Townships, thence up said division line to its crossing of Long Cane Creek, thence up the middle of Long Cane Creek to its crossing of the division line between Donald’s and Cokesbury Townships, thence along said Cokesbury and Donald’s Township division line to the middle of the Saluda River...”*

Those descriptions are unchanged until the 1922 Civil Code of South Carolina where Section (668) § 2 adds to the description of Abbeville County that it is bounded: “...on the southeast by McCormick County.”

The same code in Section (702) § 37 states that McCormick County is bounded: “...beginning at a point on the South Carolina-Georgia line in the Savannah River, opposite the mouth of Coffer Creek; thence a straight line N. 45 degrees E. 26,728 feet to the fork of roads at Riley’s; thence the public road, in an easterly direction to Island Bridge over Little River; thence continuing 6,978 feet to the fork of road; thence turning to the east, following the right hand road to the south of Little River, known as White’s Creek; thence a straight line S. 85 degrees 30 minutes E. 23,800 feet to a point in the road near Clatworthy’s Crossroads; thence a straight line N. 78 degrees 15 minutes E. 15,700 feet to a point on the Greenwood-Abbeville County line near Jordan’s Mill...”

The above descriptions are essentially the same as in the current descriptions in the Code of Laws of South Carolina 1976 for the Abbeville-Greenwood line from the Saluda River to the common corner with McCormick. (Note: On a previous survey CESI established the common Abbeville-Greenwood-McCormick corner from the descriptions above and other supporting information, as described below.)

## ❖ Coordinate System

All coordinates for this project are reported in the South Carolina State Plane Grid Coordinate System and the bearings and distances shown on the final plat are grid bearings and grid distances - as are bearings and distances in this report unless otherwise noted.

**Bearings:** Bearings across the state plane coordinate system are parallel everywhere for the same bearing. For example: North at any point will be parallel to North at any other point. Along only one North line in the system will North be aligned with “true” North. All other North oriented lines will be parallel to the one aligned with “true” North and will not be pointed at the “true” North point. (“True” is apostrophized here because there are several North references – astronomic, magnetic, etc.) The original surveys described in this report were done without benefit of a system-wide plane coordinate system and were made using a compass that oriented to magnetic north, thus bearings along any original line, other than one with a due magnetic north orientation, vary as the compass moves east and west but magnetic north remains (over the short term) fixed in place.

**Distances:** At this location in the state plane system the grid distances are approximately 1/10,000 shorter than ground distances. Since CESI’s final survey product is in grid distances when we make comparisons, we are, for simplicity’s sake, using grid distances to compare with the original survey distances, which would have been ground distances, but which would not have been precise enough for the 1/10,000th difference between modern grid to ground to materially affect the comparison.

## ❖ Methodology

The task of a retracement surveyor is to place the line in question, to the best of the surveyor's ability, in the same location that the original surveyor placed it. To do that the surveyor uses all the sources of information that can be discovered and evaluates those to determine which ones should have more authority. Generally these are ranked in order of importance as follows: information has more authority either **a)** by virtue of being information shown on an original survey or, **b)** by being information closer in time to the original survey – a time when living memory may have still been able to guide subsequent surveyors to the correct location or, **c)** by having more definitive and permanent monuments that still exist and can be readily identified at the time of the retracement or, **d)** by having calls (bearings and distances) that appear to be accurate and are capable of guiding the retracement surveyor to the correct location or, **e)** information from nearby residents or local experts that can reliably identify the correct location from oral traditions or other research or, **f)** some combination of those factors.

In order to look for original or nearly contemporary grants and surveys along the Abbeville-Greenwood county line CESI conducted intensive research at the South Carolina Department of Archives and History both online and in the Archive, in the register of deeds for both counties, and with other organizations such as the local historical societies. Since Greenwood County was created in 1897, and McCormick County was created in 1916, there exist no colonial or

historical grants that would provide information on their location, but CESI diligently searched for any information, particularly at SCDAH, related to the creation of Greenwood and McCormick. Our hope was to recover a map showing a field survey made to establish the boundary described in statute. Though our effort to obtain an original survey proved futile, we found many newspaper articles, correspondence, and some surveys of prospective but ultimately abandoned county lines from the years preceding Greenwood and McCormick's creation. Ultimately, we were left with the descriptions in statute to guide our efforts to reestablish this line in its original location, but beyond just the bearings and distances recorded in the statute there were many clues which, when paired with contemporaneous and early 20<sup>th</sup> century public and private maps, allowed us to be able to confidently place this boundary on the ground.

While CESI has yet to discover a map with the bearings and distances used to describe Greenwood County in the statute, SC Geodetic Survey was able to provide a map titled "Proposed County of Greenwood," dated August 1894, prepared by Thos. B. Lee, C.E., shown in [Fig. 2](#). What is interesting to note about this map is that the corner at Jordan's Mill at Long Cane Creek is in the same location as called for in the Greenwood statute description ([Fig. 3](#)), and the lines going north from Douglas Mill Bridge (sometimes also listed as Douglass Mill Bridge) to the Saluda River ([Fig. 4](#)) bear some similarity to those in statute. However, nothing between those two points resembles the lines called for in statute, the proposed Abbeville-Greenwood boundary on this 1894 map largely following Curl Tail Creek and Long Cane Creek. This map appears to be the basis of the description of the proposed

Greenwood County published in a notice in the Greenwood Advertiser on September 4<sup>th</sup>, 1895 (Fig. 5).

However, the portion of the proposed boundary of 1894 between Jordan's Mill and Douglas Mill Bridge was rendered unacceptable by Article VII of the 1895 South Carolina Constitution which, among other requirements for the formation of new counties, states in § 5 that, *"...no old county shall be cut within 8 miles of its courthouse building."* It becomes obvious when comparing the 1894 proposed Abbeville-Greenwood boundary shown in Fig. 2 with the statute description why the final county boundary is roughly an arc made up of chords, each several miles in length, starting at Jordan's Mill and extending to just north of Douglas Mill Bridge – this change must have been made to comply with the new constitutional requirement of remaining 8 miles from the courthouse building. It may also shed light on why we were not able to find a map that matched the statute description. Our suspicion is that, with the 1894 proposed Greenwood map in hand, Mr. Lee or others located the courthouse building existing at that time and calculated on paper the lines that would keep the boundary 8 miles distant. No more fieldwork was done (other than locating the courthouse) and for some reason a revised map was not prepared, or if prepared, a copy never made it to Columbia. However, this 8-mile requirement gives us an independent way to vet the lines we determined, utilizing other information, for Abbeville-Greenwood boundary.

This 8-mile constitutional requirement also meant research was needed to determine the location of the Abbeville courthouse building in 1897 when Greenwood was created.



On arriving at Abbeville's scenic historic downtown, a visitor will quickly notice the impressive old courthouse located in the southeast corner adjacent to the equally impressive opera house. Upon approaching the courthouse historic information has been thoughtfully provided on a marker by the Abbeville Historical Society (Fig. 6). That marker notes that this historic courthouse building dates to 1908, the previous courthouse (built circa 1872) having been removed for its construction. This information showed the circa 1872 courthouse was generally where the current historic courthouse is located, but also meant we would need additional research to determine an exact location.

A helpful resource on buildings around the turn of the 20th century are Sanborn rate insurance maps. This is especially true for historic downtown areas. Comparing a current Google Earth image of downtown Abbeville (Fig. 7) with the 1894 Sanborn map (Fig. 8) shows that the configuration of public square remains the same, indeed, around the perimeter of the square many of the buildings from 1894 still exist. The 1894 Sanborn map shows the courthouse building of that era (Fig. 9), and it is farther west than the existing historic courthouse and intrudes into the public square. Armed with this information we located the faces of the buildings around the public square and used them to determine state plane coordinates for the graphical location of the courthouse as it existed in 1894 per the Sanborn rate map (Fig. 10). This allowed us to verify the distances from each point we re-established around the arc and compare that to the constitutionally mandated 8-mile limit.

With that background information let us now turn to the specifics of how the Abbeville-Greenwood line was re-established, starting at the Saluda River.

From the middle of the Saluda River the statute says that the Abbeville-Greenwood line follows the division line between Cokesbury Township and Donald's Township to the center of Long Cane Creek. A map by Bullock and Grier from 1894 (Fig. 11) shows the line between these two townships (Fig. 12). Because of its large scale this map is good for general information about the location of the line, but the map lacks any specificity that we would be able to use to re-establish it. The 1894 proposed map for Greenwood County (Fig. 4) shows this line as having a course from the middle of the Saluda River of S 47° 27' W, 5.27 miles to the center of the Columbia and Greenville Railroad (C&GRR). In addition, Thos. Lee's handwritten notes of this survey (Fig. 13), also provided by South Carolina Geodetic Survey, states that this line shown on the 1894 proposed county boundary is, in fact, the Cokesbury/Donald's township line specified as the dividing line in the statute, although the statute line continues southwest from the C&GRR until it intersects Long Cane Creek.

Our research did not find any records identifying the location of the township lines from this period other than the graphical locations shown in the 1894 Bullock and Grier map (Fig. 12). However, searching through the property records along the approximate location of the line yielded several that were useful in establishing its location. Greenwood MB 128 Pg 5 from 2005 (also recorded in Abbeville at **MB 75 Pg 53**) shows an approximate county line and shows it passing through a "Big Oak – reputed to be on county line" (Fig. 14). Additional research

found a map from 1900, only three years after the creation of Greenwood County, surveyed by William Mitchell and recorded in Greenwood at **MB 12 Pg 346** (Fig. 15). This map shows a “R. O. sap.” in that same location. In that location today we find a 60” diameter Southern Red Oak (labeled Point 13a on Detail 13b of our survey). Both location and species support this being the same tree shown on Mitchell’s 1900 map. Mitchell shows the Greenwood County line going through this tree. Based on this evidence, based on how close in time to the creation of Greenwood this survey was created, and based on our previous experience following Mitchell on both the Abbeville-Anderson and Abbeville-McCormick county boundaries, we used the center of this tree as the pivot point for the southern end of the line between the Saluda River and Long Cane Creek.

An additional word about Mr. Mitchell is warranted. We have followed numerous surveys he produced in this period along the county boundaries mentioned above. His surveys are accurate, but more importantly, he seems to have been very well informed on the location of the county boundaries. We have had his surveys corroborated by other evidence and because in those circumstances he showed correct information, we have used his surveys many other places as evidence to establish county boundaries.

Almost 2 miles north of the Red Oak is another series of maps by Mitchell from 1914 recorded in Greenwood at **MB 6 Pg 146** (Fig. 16). The map for Tract 6 of this survey shows the county line running through one of the northeast corners of this property. This property corner still exists as a corner of the Shoals MX. CESI located this corner (Point 13e) and used it, along with the Red Oak, to establish the

alignment of the Abbeville-Greenwood line from the Saluda River to Long Cane Creek.

In the Greenwood County registry **MB 148 Pg 97** from 2016 (**Fig. 17**) shows the approximate location of the county line very close to the location determined by the historic maps described above, but more importantly, this map provides a surveyed location of the C&GRR. This location provides the information to compare the Abbeville-Greenwood line to the information shown in the 1894 proposed Greenwood survey. According to Thos. Lee's notes (**Fig. 13**), the Donalds and Cokesbury township line crossed the C&GRR at a point N 7° W, 5.38 miles from the middle of the Douglas' Mill Bridge over Long Cane Creek. The bridge is long gone but the pilings remain (**Figs. 18 & 19**) and based on their location CESI determined the location of the center of the bridge over the center of Long Cane Creek. The resulting grid bearing and distance from the center of the bridge to the intersection of the center of the C&GRR and the county line (Point 13d on Detail 13d) from CESI's survey is N 3° 56' 39" W, 5.75 miles. This is a difference of 0.37 miles or 1950', which is not a great comparison, but it may be a reflection of some aspects of the accuracy of the 1894 survey. To compare the bearings we need to convert both to a common reference. To do that we make the assumption that the 1894 bearing was a magnetic bearing. According to NOAA, in 1894 at this location the magnetic declination was 1° East. The 1894 bearing then converts to a "true" bearing of N 6° W. For the grid bearing we measured we applied a convergence angle determined for a midpoint of the project of -0° 41' 30". For the grid bearing this gives a "true" bearing of N 4° 38' 09" W. The difference between these two "true" bearings is 1° 21' 51" (in a clockwise direction from 1894 to today), like the distance not a great comparison,

but close enough in the “ballpark” to not set alarm bells to ringing. (Similarly, when comparing the 1894 bearing from the Saluda River (Point 14) to the C&GRR (Point 13d), S 47° 20’ W converts to a “true” bearing of S 48° 20’ West. The grid bearing of S 48° 14’ 13” W converts to a “true” bearing of S 47° 32’ 43” W. That gives a delta between the two “true bearings of 0° 47’ 17” (in a counterclockwise direction from 1894 to today). The 1894 distance between the C&GRR and the center of the Saluda is given as 5.27 miles, CESI measured it at 5.24 miles, a much closer agreement on distance.

With the above attempt at vetting providing, at best, a “ballpark” corroboration, we then turned to comparing how the county line shown on the most authoritative surveys, the ones by Mitchell, compared with the line we have determined. **Fig. 20** shows Greenwood MB 6 Pg 146, previously show in **Fig. 16**, and the Abbeville-Greenwood line can be seen to essentially match the line depicted by Mitchell. Likewise, and adjoining tract on the same Mitchell survey, Greenwood MB 6 Pg 147 (**Fig. 21**), shows the close correspondence between the county line shown by Mitchell and the one determined by CESI’s survey.

All the points used to establish this portion of the Abbeville-Greenwood county line are in the southwestern one-third of the line. In trying to vet the remaining two-thirds extending up to the Saluda River CESI looked for anything that would be useful and found essentially nothing. The scale of the 1894 Bullock & Grier map and the lack of accuracy of the roads and other features shown thereon rendered it useless for meaningful comparisons. No historic surveys were found showing a definitive county line. Similarly, the contemporary surveys in the area all showed the county line as approximate. While our task is to provide

a specific, surveyed location of the county line based on historic information which does not rely on current GIS locations, sometimes GIS is helpful in vetting a location. This is such a case. When this portion of the Abbeville-Greenwood county line, determined by historic information on the lower third of the line, is extended to the Saluda River, that extension is remarkably close to the county boundary being used by the two GIS systems (Fig. 22), providing some independent confirmation that this location has historic credibility.

From the intersection of this portion of the Abbeville-Greenwood county line (historically the Donalds-Cokesbury township line) with Long Cane Creek, the county boundary follows Long Cane Creek southeast approximately 14,820 feet until it crosses the Cokesbury and Long Cane township line. From that crossing the Abbeville-Greenwood county line follows this township line until it intersects a line extending north from Douglas Mill Bridge. That line, per the 1902 statute, begins at a “...post four hundred feet (400) north of Douglass’ Mill Bridge on Long Cane Creek, thence north 7 degrees west to division line between Long Cane and Cokesbury Townships, thence up said division line to its crossing of Long Cane Creek, thence up the middle of Long Cane Creek to its crossing of the division line between Donald’s and Cokesbury Townships...”

To establish a point where the statute calls for a “post four hundred (400) feet north of” the bridge, from which the line continues N 7° W, we searched for a guide more reliable than a general call for “north,” or a call for a bearing which, being the same bearing as called for in the 1894 proposed Greenwood County survey, had already proved to not be terribly accurate. It should be noted that Abbeville and Greenwood

counties lie in an area of known magnetic anomalies (Fig. 23) which could explain the sometimes wide variation between historic magnetic bearings and those we are determining based on the South Carolina Grid System.

Because of that, we searched for a method of establishing the bearing coming up from Douglas Mill Bridge that would be independent of a bearing on an old map. We have already noted above that the 1894 proposed Greenwood County survey ran a direct line from the center of Douglas Mill Bridge to the intersection of the Cokesbury-Donald's township line with the C&GRR. The fact that the 1902 statute description starts at a post 400' north of the bridge and then follows the same bearing as used in the 1894 survey suggest to us that in crafting the statute the drafters used as much of that established survey line as possible, possibly moving the corner north along the line from Douglas Mill Bridge until it was the constitutionally mandated 8 miles from the Abbeville courthouse. As noted above, we had established the intersection of the re-established county line and C&GRR (Point 13d) and located the center of Douglas Mill Bridge and Long Cane Creek, so we had the line independent of just using bearings and distances on a survey. To establish the location of the "post" described in statute we went north from the center of the bridge, along this line, 400' and re-established that county corner, which we labeled Point 10. From there the county line continues to follow this line until it intersects the Cokesbury-Long Cane township line. According to statute, the county line extending north from Point 10 intersects the township line east of Long Cane Creek, and the line established above meets that criterion. Also, this location for the Abbeville-Greenwood county line is graphically supported on a 1926 survey by Thos. C.

Anderson recorded at Greenwood MB 9901 Pg 631. Though labeled “approximate” and skewed to the actual line it shows that a local surveyor 30 years after the county of Greenwood was created knew the county line to be somewhere on the property surveyed, and he was reasonably close to the location as we have re-established it (**Fig. 24**).

Like Mr. Mitchell, Mr. Anderson is another surveyor of this era worth mentioning. According to his family he lived to be 107 years old and was still surveying in his 90s.

As noted previously, the 1895 South Carolina Constitution mandated that “...no old county shall be cut within 8 miles of its courthouse building.” The re-established county corner, Point 10, 400’ north of Douglas Mill Bridge, is 7.955 miles from the nearest point on the face of the Abbeville courthouse as we have established that it existed in 1897 - which would be 8 miles if rounded up – and short of the required distance by only 238 feet. Whatever methods and means the drafters of the statute used to calculate the corners of the Abbeville-Greenwood county boundary that were supposed to be at 8 miles from the Abbeville courthouse they did their job exceedingly well. The accuracy they attained is impressive considering the technology available to them at the time – and the fact that the 1894 proposed Greenwood map (which we suppose them to have used as the basis of their effort) contains inaccuracies in some of its other aspects, as previously mentioned.

In order to establish the next segment of county boundary – that from the line extending north from Point 10 to Long Cane Creek – it is necessary to re-establish the Cokesbury-Long Cane township line.



The ONLY source we have found showing township line is the 1894 Bullock and Grier map (Fig. 11), and it only graphically shows the township line, there is no other information shown on the map that can be used to re-establish the line. Our method was scale the map to our points established on the ground using two points they have in common – the intersection of the Cokesbury-Donalds township line and the C&GRR (Point 13d), and our location for the center of the Douglas Mill Bridge (Fig. 25). With the Bullock and Grier map oriented to those two points on the ground, the location and direction of the township line was graphically determined and then intersected with the location of Long Cane Creek obtained from orthophotos, establishing Point 11 at the intersection of the township line and the line north from Point 10, and Point 12 at the intersection of the township line and Long Cane Creek (Fig. 26).

Up to this point we have been working our way from the Saluda River south along the Abbeville-Greenwood line, which is going in the opposite direction from the way it is described in statute. However, that was necessary because establishing Point 10, north of Douglas Mill Bridge, is not possible without establishing Point 13d on the C&GRR. And establishing Point 13d, cannot be accomplished without the research and fieldwork necessary to establish that Point 13a, the 60” Red Oak, and Point 13e are on the Abbeville-Greenwood line between Long Cane Creek and the Saluda River.

But in re-establishing Point 10 and confirming that it was originally established at a distance that is, for all intents and purposes, 8 miles from the Abbeville courthouse at the time Greenwood county was created, we now have both ends of the series of chords that are

supposed to satisfy that constitutionally mandated distance, the other being the Abbeville-Greenwood-McCormick tri-county corner (Point 1), which was *independently* established by a previous county boundary survey, as described below.

The common tri-county corner between Abbeville, Greenwood, and McCormick is described in the statute for McCormick as being located at the terminus of a line coming from the west that runs from a previously established point known as Clatworthy's Cross Roads, *"...thence a straight line N. 78 degrees 15 minutes E. 15,700 feet to a point on the Greenwood-Abbeville County line near Jordan's Mill..."* From the point *"on the Greenwood-Abbeville County line"* the statute description continues south along the existing Abbeville-Greenwood county line to a new corner - without giving a bearing or distance. This statute description gives very little information to independently establish the location of the McCormick corner *"on the Greenwood-Abbeville County line"* other than the bearing and distance from Clatworthy's Cross Roads, and previous experience with calls for specific bearings and distances in the McCormick statute description has shown them to not be terribly accurate. So, what we can glean from this statute description is that the corner in question is on the Abbeville-Greenwood county line as it existed in 1916, and that corner is near Jordan's Mill. Referring back to [Fig. 27](#) we can see that at the time of the 1895 Bullock & Grier map Jordan's Mill was on Long Cane Creek, and a little south of a road which crossed over the creek near the mill, apparently using a bridge instead of a ford. Comparing with today's image from Google Earth ([Fig. 28](#)) shows that the area around Jordan's Mill is now timberland, some of it recently harvested, and no sign of an old road is obvious in the aerial image. Searching the

Greenwood County statute description from 1897 for guidance on the line in question - Greenwood's western border – it describes the line as starting at a “...milepost on public road leading from Troy to McCormick near George Lebert's residence; thence north 13 degrees west to a corner post one hundred and fifty feet (150) south of Jordan's old mill on Long Cane Creek...” As is the case with the information above from the McCormick statute, there is very little in this description to guide us to a location, no definite starting point that likely still exists today, only a bearing from that less than definite starting point, a mile post near George Lebert's, but with no distance even to that, and an ending point that is a post of some unknown material, perhaps wooden, 150' south of an old mill. And neither is it clear if just the mill is on Long Cane Creek, or if in fact the corner post is as well, which might mean that the corner is actually in the center of the creek at that location. If the old mill still exists and can be identified, then that would aid in establishing the location of the Greenwood County corner from 1897, but that still leaves the McCormick corner floating somewhere on a line extending S 13° E from that point. Both statute descriptions, however, mention Jordan's mill. While not conclusive, the reasonable implication is that both descriptions are describing the same point, meaning that the new McCormick corner being created in 1916 is not only on the then existing Abbeville-Greenwood line, but actually at the point where those two counties corner near Jordan's old mill.

Searching SC Archives, the county registries, and other resources for any guidance, the most nearly contemporaneous document that provided some specific graphical guidance was a US Forestry Service map from 1934, only 18 years after the creation of McCormick County. Titled as a survey of the MG & JJ Dorn, Inc. tract of 1224.8 acres, it

covers the area in question (Fig. 29) and graphically shows the three counties cornering at the same point, which is located adjacent an easily recognizable bend in Long Cane Creek (Fig. 30). Looking at the topography in this area using South Carolina's Lidar data we were able to discern what appeared to be an old roadbed coming down to Long Cane Creek (Fig. 31), thus we decided to make a field investigation.

CESI staff visited the site searching for the old road on the ground, and to see if we could find foundations or other evidence of Jordan's Mill. Our onsite investigations *did* find an old roadbed going down from the hillside to the eastern bank of Long Cane Creek where the lidar topography had indicated (the western side of Long Cane Creek is a broad and highly silted flood plain, any evidence of a road there was long ago filled in by sediment). However, an extensive search north and south of the old road (and inferred bridge location) found no evidence of the mill, although we did find a very interesting and perplexing artifact worth mentioning in this report, if for no other reason than it being evidence of a nearby milling operation. Approximately 800' south of the old roadbed and beside a small tributary to Long Cane Creek, we found a millstone, apparently in the process of being cut from native rock, but mysteriously left unfinished (Figs. 32, 33, & 34). Other than the old roadbed this was the only evidence we found of previous human industry in the area (excepting, of course, the harvesting of timber).

Based on this field investigation we felt confident we had the correct general area for Jordan's (old) mill, but without evidence of the mill's specific location we lacked the information to place the county corner on the ground. So, we searched the record for additional information.

Although it has no bearings or distances along the county boundaries, a map titled Map of Greenwood County South Carolina, surveyed by Yeldell and Kirk in 1898, the year after Greenwood was formed, does show graphically the county corner at Long Cane Creek (Fig. 35). While it is obviously *not* drawn to scale, it shows the county corner downstream of a bridge at a significant bend in the creek, and from the drawing it would seem that the corner is in the creek.

In the year 1910 a map of a survey was prepared for a proposed annexation of part of Abbeville to Greenwood County by DeCamps and Marshall (Fig. 36). Focusing, once again, on the information at the existing corner of Abbeville and Greenwood on Long Cane Creek, this map (Fig. 37) shows a bridge, a bend in the creek, and the county corner in the creek. And even though it doesn't show a structure, it also names "Jordans Old Mill" and labels a distance of "South 150 ft." which is the way the corner is described in the statute from 1897. Furthermore, this map is, of course, to scale, and it appears that the relationship of the bridge to the Greenwood corner is at least roughly to scale. Supporting this assertion is that we scale from the county corner in Long Cane Creek to the bridge an approximate distance of 660 feet. Subtracting 150' from this scaled distance places "Jordan's Old Mill" about 500' downstream of the bridge, which is within reason of where it is shown on the 1895 Bullock and Grier map (Fig. 38). So, it would seem that Jordan's old mill was several hundred feet downstream of the bridge – and the county corner, per statute, was 150 feet downstream of Jordan's old mill. Still, without some evidence of the location of the old mill, which our diligent search failed to discover, we have no hard location to base the Greenwood County corner upon. But, as we continued our courthouse research, we

discovered a map titled Map of Troy School District surveyed by JF Harling and recorded in 1922 at Greenwood MB 1 Pg 94, shown in **Fig. 39**. In a number of other South Carolina county boundary projects on which CESI has worked, school district maps have been a valuable asset for finding the location of county boundaries. They appear to have typically been surveyed and drawn by local surveyors with extensive knowledge of their communities, and most we have found are from early in the 20<sup>th</sup> century, usually 100 or more years closer to the original establishment of the county corners than we are. This one, from 1922, was surveyed only 25 years after Greenwood was created and is the only survey we have been able to locate that gives us a specific distance from a hard location that we can find in the field today. As shown in **Fig. 40**, the prominent bend in the creek at this location is visible. More importantly, the map gives a distance of 500' from the bridge to the county corner. Based on this distance, and all the other supporting information listed above, CESI located the center of the old roadbed, extended it to the center of the creek, then from our field locations of the creek measured 500' down the centerline and established the Abbeville-Greenwood county corner from 1897, which is listed as Point 1 on our survey (**Fig. 1**). As previously mentioned, the McCormick statute only calls for "*...a point on the Greenwood-Abbeville County line near Jordan's Mill...*," but the accumulated evidence points to that point actually being a common corner of Abbeville, Greenwood, and McCormick. To evaluate this location we overlaid the 1934 Forest Service survey mentioned above on the South Carolina Lidar information, using Long Cane Creek to place and orient the map. **Fig. 41** shows how closely the re-established Greenwood County corner matches with the US Forest Service's approximate depiction from 1934.

As mentioned above, the location of the tri-county corner (Point 1) comes from work on a previous project, the re-establishment of the Abbeville-McCormick county boundary. When this work was done in 2021-2022 we were unaware of the requirement that it was required to be 8 miles or more from the 1870s era Abbeville courthouse. Returning now to this previously established corner as we work to re-establish the Abbeville-Greenwood county line, and with coordinates in hand for the Abbeville courthouse of that era, this 8-mile requirement becomes an important added element for vetting the location of Point 1 as we established it during the Abbeville-McCormick survey. When we checked, we found the distance from Point 1 to the nearest face of the old courthouse is 8.310 miles, exceeding the 8-mile requirement. We see in **Fig. 4** that prior to the 8-mile limit being constitutionally mandated in 1895, the proposed *northern* corner on Long Cane Creek shown on the 1894 Map of the Proposed County of Greenwood is Douglas Mill Bridge. But Douglas Mill Bridge was found to be less than 8 miles from the courthouse, so the proposed corner had to slide up the N 7° W line to a point the drafters of the statute calculated was 8 miles from the courthouse, the location of our Point 10. Similarly, in **Fig. 3** it can be seen that the corner at Jordan's Mill was the designated *southern* corner in Long Cane Creek on the 1894 survey. That corner was, fortuitously, farther than 8 miles from the courthouse so it remained as intended - and the series of 8-mile distant segments began there and worked their way back around to Point 10.

With both endpoints of the series of 8-mile distant segments established (Point 1 and Point 10), determining the location of the remaining points was a matter of finding the method that best fit the available information (the two endpoints, the statute description, and

various contemporaneous surveys) between these two endpoints. In analyzing all the components for this part of the boundary it seemed that the statute description was more reliable regarding distance, so we let that control. Rather than using bearings for direction we used, where we had them, existing older, more contemporaneous surveys that purported to show the location of the county line. However, in segments where there wasn't a reliable survey to provide an alignment, we used both the statute distance *and* the statute direction, but not the bearing. The statute direction was obtained by using the internal angle that those bearings would reduce to, a method that may possibly be less affected by magnetic anomalies.

A word here about the distances used in this series of line segments arcing around the 1870s era courthouse. As noted above, all our information is reported in South Carolina State Grid System bearings and distances. The statute distances are ground distances, which means they have not been reduced to the grid projection. Typically, the difference between ground and grid distance is negligible for surveys of this type. However, since along these segments we are using the exact distances specified by the statute to re-establish these corners, we felt it important to clarify why someone making a comparison would not find the distances on the final map (Fig. 1) to be a one-to-one match with statute. In this area in South Carolina the grid distances are exactly 1.00' shorter per mile than ground distances. Thus, from Point 1 to Point 2 the statute requires  $2\frac{3}{4}$  miles or exactly 14,520 feet. The resulting grid distance will be  $2\frac{3}{4} \times 1.00 = 2.75$  feet shorter than that, or 14,517.25 feet.



As per the preceding explanation, we looked for guidance that would allow us to properly place Point 2 at 14,517.25 feet from Point 1. Another 1922 survey by our friend, Thos. C. Anderson, recorded at Abbeville MB 2 Pg 101 (Fig. 42) shows the county line crossing the property shown on this survey. The county line Mr. Anderson has drawn crosses a church property and passes southeast of a property corner at a distance we scale to be 40 feet. That property today is owned by Cedar Springs ARP and that property corner is an existing stone. We located the stone, established Point 1a 40 feet distant, and extended the Abbeville-Greenwood property line from Point 1, through Point 1a, a distance of 14,517.25' to establish Point 2. Fig. 44 shows how this alignment compares with that shown on Anderson's 1922 survey.

Point 2 falls on US National Forest Service Property on the east side of Cedar Springs Road. This property was surveyed in 1971 and that survey shows the Abbeville-Greenwood line without stating "approximate" or stating a source, however Fig. 45 shows how closely the county line on this 1971 survey relates to the county boundary as determined above.

Point 2 is 7.970 miles from the 1870s era Abbeville courthouse.

The interior angle described at Point 1 from the preceding line of the Abbeville-McCormick county line to Point 2 on the Abbeville-Greenwood line (assuming that they both reference the same magnetic declination of north, which is a somewhat shaky assumption) is  $151^{\circ} 45'$  based on the bearings given in statute. For comparison, the angle created by our survey is  $152^{\circ} 54' 26''$ . And, while we are not using the

statute bearings to establish our alignment, it is worth comparing the bearings *simply as a matter of information*. Statute bearing from Point 1 to Point 2 is N 50° E, which converts to a “true” bearing of N 51° E. Our measured grid bearing is N 53° 56’ 50” E, converting to “true” yields a bearing of N 53° 15’ 20” E and a delta from ground to grid of 2° 15’ 20” clockwise.

The next survey that we have which shows a useful definitive location for the Abbeville-Greenwood line is at a distance that would put it between Point 5 and Point 6. A survey by Lucian D. Adams in 1975 recorded at Greenwood MB 24 Pg 21 shown in **Fig. 46** shows the Abbeville-Greenwood county line passing through an “old iron.” That “old iron” is still extant. We located it and designated it Point 5a. Bridging from Point 2 to Point 6 was done by creating a geometric figure that used the statute distances from Point 2 through each point up to Point 6, and using the interior angles specified by the statute bearings at Point 3, Point 4, and Point 5. This figure was hinged at Point 2 and rotated until the line from Point 5 to Point 6 passed over the “old iron” at Point 5a. **Fig. 47** shows how this alignment looks passing through that property. Using this alignment Point 6, quite by coincidence, falls in the middle of South Carolina State Road S-1-61 (also known as Mill Road N.). Another survey by Thos. C. Anderson, this one from 1938 recorded at Greenwood 9901-1811 shows the county line at this location. **Fig. 48** shows how the re-established county line compares with Anderson’s survey. Anderson’s survey provides independent verification that the methodology used to re-establish this alignment has resulted in it being substantially where this reliable surveyor understood it to be only 41 years after the creation of Greenwood County.

The resulting interior angle at Point 2 is  $170^{\circ} 03' 23''$  as compared to an interior angle calculated from the statute bearings of  $172^{\circ}$ , a difference of  $1^{\circ} 56' 37''$ . The statute bearing from Point 2 to Point 3 is N  $42^{\circ}$  E, which converts to a “true” bearing of N  $43^{\circ}$  E. The grid bearing for this line from our survey is N  $44^{\circ} 00' 13''$  E, which converts to a “true” bearing of N  $43^{\circ} 18' 43''$  E, a delta from ground to grid of  $0^{\circ} 18' 43''$  clockwise. The statute distance between Point 2 and Point 3 is 2 miles, or a grid distance of  $(10,560.00 - 2.00 \text{ equals}) 10,558.00'$ .

Point 3 is 7.963 miles from the 1870s era Abbeville courthouse.

As stated previously, interior angles derived from statute bearings were used at Point 3, Point 4, and Point 5. At Point 3 the interior angle used was  $165^{\circ} 50'$ . The distance to Point 4 was again 2 miles ground distance, or  $10,558.00'$  grid distance. The statute bearing from Point 3 to Point 4 is N  $27^{\circ} 50'$  E, which converts to a “true” bearing of N  $28^{\circ} 50'$  E. The grid bearing from our survey is N  $29^{\circ} 50' 13''$  E, which converts to at “true” bearing of N  $29^{\circ} 08' 43''$  E, a delta from ground to grid of  $0^{\circ} 18' 43''$  clockwise.

Point 4 is 7.964 miles from the 1870s era Abbeville courthouse.

The interior angle (derived from statute bearings) used at Point 4 is  $165^{\circ} 30'$ . The distance to Point 5 is again 2 miles, or  $10,558.00'$  grid distance. The statute bearing from Point 4 to Point 5 is N  $13^{\circ} 20'$  E, which converts to a “true” bearing of N  $14^{\circ} 20'$  E. The grid bearing from our survey is N  $15^{\circ} 20' 13''$  E, which converts to a “true” bearing of N  $14^{\circ} 38' 43''$  E, a delta from ground to grid of  $0^{\circ} 18' 43''$  clockwise.

Point 5 is 7.963 miles from the 1870s era Abbeville courthouse.

The interior angle (derived from statute bearings) used at Point 5 is  $165^{\circ} 40'$ . The distance to Point 6 is again 2 miles, or 10,558.00' grid distance. The statute bearing from Point 5 to Point 6 is N  $1^{\circ}$  W, which converts to a "true" bearing of Due North. The grid bearing from our survey is N  $1^{\circ} 00' 13''$  E, which converts to "true" of N  $0^{\circ} 18' 43''$  E, giving a delta from ground to grid of  $0^{\circ} 18' 43''$  clockwise.

Point 6 is 7.965 miles from the 1870s era Abbeville courthouse.

And, as mentioned before, the line from Point 5 to Point 6 passes through the "old iron" in [Fig. 47](#) and Anderson's survey shown in [Fig. 48](#).

The distance from Point 6 to Point 7 is once again 2 miles ground, or 10,558.00' grid distance. A map recorded at [Abbeville MB 3 Pg 121](#) shows a 1928 survey by Anderson with the county line crossing that property. A stone shown along one line is the closest monument to the county line ([Fig. 49](#)). We scale the distance from the stone to the county line as being 70'. Located where that stone was in 1928 is today a bent #4 rebar. We established Point 6a at a distance of 70' from that rebar and used that point for the alignment from Point 6 to Point 7.

[Fig. 50](#) shows how this alignment looks compared to Anderson's 1928 survey. Using this alignment gives an interior angle at Point 6 of  $167^{\circ} 28' 45''$  versus an angle from the statute bearings of  $165^{\circ} 50'$ , a difference of  $1^{\circ} 38' 45''$  larger grid angle than statute angle. The statute bearing from Point 6 to Point 7 is N  $15^{\circ} 10'$  W, which converts to a "true" bearing of N  $14^{\circ} 10'$  W. Our measured grid bearing is N  $11^{\circ} 31'$

03" W, which converts to a "true" of N 12° 12' 33 W, yielding a delta of 1° 57' 27" clockwise from ground to grid.

Point 7 is 8.033 miles from the 1870s era Abbeville courthouse.

Beyond Point 7 we located another of Mr. Anderson's surveys, this one from 1949 recorded at Greenwood MB 5 Pg 14 showing a 35 acre tract with the southwest corner proximate to the county line. We scaled the distance from that property corner to the line at 140'. We found a 3\4" pinched pipe at this property corner and established Point 7a at 140.00' from it and used that point for the alignment from Point 7 to Point 8, along with the statute distance of 2 miles, or 10,558.00' grid distance.

**Fig. 52** shows how this alignment compares with that shown by Anderson. Using this alignment gives an interior angle at Point 7 of 162° 20' 32" versus an angle from statute bearings of 165° 50', a difference of 3° 29' 28" smaller grid angle than statute angle. The statute bearing from Point 7 to Point 8 is N 29° 20' W, which converts to a "true" bearing of N 28° 20' W. Our measured grid bearing along this line is N 29° 10' 30" W, which converts to a "true" bearing of N 29° 52' 00" W, a delta of 1° 32' 00" counterclockwise from ground to grid.

Point 8 is 7.984 miles from the 1870s era Abbeville courthouse.

With Point 8 and Point 10 both established, and having used the statute distances all along this segmented arc from Point 1 to Point 8, after analyzing other methods of establishing Point 9, we elected to do a distance-distance intersection using the statute distances of 2 miles ground distance, or 10,558.00' grid distance from Point 8 to Point 9, and 1 1/5 miles, or 6334.80' grid distance from Point 9 to Point 10

( $5280 \times 1.2 = 6336$ ,  $6336 - 1.20 = 6334.80$ ). The resulting interior angle at Point 8 is  $168^\circ 51' 54''$  versus an interior angle based on statute bearings of  $165^\circ 45'$ , a difference of  $3^\circ 06' 54''$  larger grid angle than statute. The statute bearing from Point 8 to Point 9 is N  $43^\circ 35' W$ , which converts to a “true” bearing of N  $42^\circ 35' W$ . Our measured grid bearing along this line is N  $40^\circ 18' 36'' W$ , which yields a “true” bearing of N  $41^\circ 00' 06'' W$ , giving a delta of  $1^\circ 34' 54''$  clockwise from ground to grid.

Point 9 is 8.046 miles from the 1870s era Abbeville courthouse.

The interior angle measured at Point 9 is  $162^\circ 27' 13''$  versus an interior angle determined by statutory bearings of  $165^\circ 50'$ , a difference of  $3^\circ 22' 47''$  smaller grid angle than statute angle. The statute bearing from Point 9 to Point 10 is N  $57^\circ 45' W$ , which converts to a “true” bearing of N  $56^\circ 45' W$ . Our measured grid bearing on this line is N  $57^\circ 51' 23'' W$ , which converts to a “true” bearing of N  $58^\circ 32' 53'' W$ , yielding a delta of  $1^\circ 47' 53''$  counterclockwise ground to grid.

And finally, the measured exterior angle at Point 10 (being on the same side of the line as the interior angles heretofore mentioned) is  $233^\circ 54' 44''$  versus an angle from statute bearings of  $230^\circ 45'$ , a difference of  $3^\circ 09' 44''$  larger grid angle than statute angle.

## ❖ Results and Monuments

In the Methodology section above the narrative follows our process and explains, step-by-step, the reasoning and supporting information used to develop each leg of the common line between Abbeville and Greenwood counties from the Abbeville-Greenwood-McCormick tri-county corner on Long Cane Creek to the Saluda River. For the preservation of the county boundary project monuments were established at intervals along its length through a combination of the witnessing with Carsonite posts of established property corners determined to be on the county boundary, by setting #8 rebar with marked caps and Carsonite witness posts at county corners, and setting mag-nail and marked disks where either county boundary corners or on-line monuments needed to be located in pavement. These county boundary monuments are noted in the narrative below starting with **Fig. 53**. All distances and bearings shown below are South Carolina Grid measurements.

The Abbeville-Greenwood boundary begins at its southern terminus at the tri-county corner in Long Cane Creek. There is no monument set at this location, designated Point 1 on the final plat (**Fig. 1**). The grid bearing and distance from Point 1 to Monument 2 (**Figs. 53 & 54**) is **N 53° 56' 50 E, 14,517.25'**.

The course (grid bearing and distance) from Monument 2 to Monument 3 (**Figs. 55 & 56**) is **N 44° 00' 13" E, 10,558.00'**.

The course from Monument 3 to Monument 4 (Figs. 57 & 58) is **N 29° 50' 13" E, 10,558.00**.

The course from Monument 4 to Monument 5 (Figs. 59 & 60) is **N 15° 20' 13" E, 10,558.00**.

The course from Monument 5 to Monument 5a, which is an existing 1" pipe "Old I.P." on the county line (Figs. 61 & 62), is **N 01° 00' 13" E, 7519.90'**.

The course from Monument 5a to Monument 6, a mag-nail and cap in Mill Road N. (Figs. 63 & 64), continues **N 01° 00' 13" E, 3038.10'**, giving a total distance from Monument 5 to Monument 6 of **10,558.00'**.

The course from Monument 6 to Monument 7 (Figs. 65 & 66) is **N 11° 31' 03" W, 10,558.00'**.

The course from Monument 7 to Monument 8 (Figs. 67 & 68) is **N 29° 10' 30" W, 10,558.00'**. (**Note:** A Carsonite post was installed, but as can be seen in Fig. 67 this location is in the side yard of a residence. A monument inspection visit on 26 March 2024 found that the property owner had removed the Carsonite post. It was not reinstalled.)

The course from Monument 8 to Monument 9 (Figs. 69 & 70) is **N 40° 18' 36" W, 10,558.00'**.

The course from Monument 9 to Monument 10 (Figs. 71 & 72) is **N 57° 51' 23" W, 6334.80'**.



The course from Monument 10 to Monument 11, on the old Cokesbury-Long Cane township line (Fig. 73 & 74), is **N 03° 56' 39" W, 12,835.84'**.

From Monument 11 the county line follows the old Cokesbury-Long Cane township line a grid bearing and distance of **N 35° 38' 16" W, 713.72'** to Point 12 at the center of Long Cane Creek. From there the county line follows the meanders of Long Cane Creek north until it intersects the Cokesbury-Donalds township line at Point 13.

From Point 13 the Abbeville-Greenwood county line follows the old Cokesbury-Donalds township line to Point 14 in the center of the Saluda River a course of **N° 48 14' 13" E, 36,028.00'**. Along that line are several on-line monuments as described below.

From Point 13 to the 60" Southern Red Oak designated as Monument 13a (Fig. 75) is a course of **N° 48 14' 13" E, 2203.54'**.

From Monument 13a to Monument 13b in the centerline of Haddon Road (mag-nail and cap, Fig. 76) is a course of **N° 48 14' 13" E, 26.56'**.

From Monument 13b to Monument 13c in the centerline of US Hwy 178 (mag-nail and cap, Figs. 77 & 78) is a course of **N° 48 14' 13" E, 6032.31'**.

From Monument 13c to Monument 13e, an existing #4 rebar (Fig. 79) is a course of **N° 48 14' 13" E, 3603.66'**.

From Monument 13e to Monument 13f in the centerline of Turkey Creek Road (mag-nail and cap, **Figs. 80 & 81**) is a course of **N° 48 14' 13" E, 13,329.59'**.

From Monument 13f to Monument 13g in the centerline of E. Summit Drive (mag-nail and cap, **Figs. 82 & 83**) is a course of **N° 48 14' 13" E, 10,213.86'**.

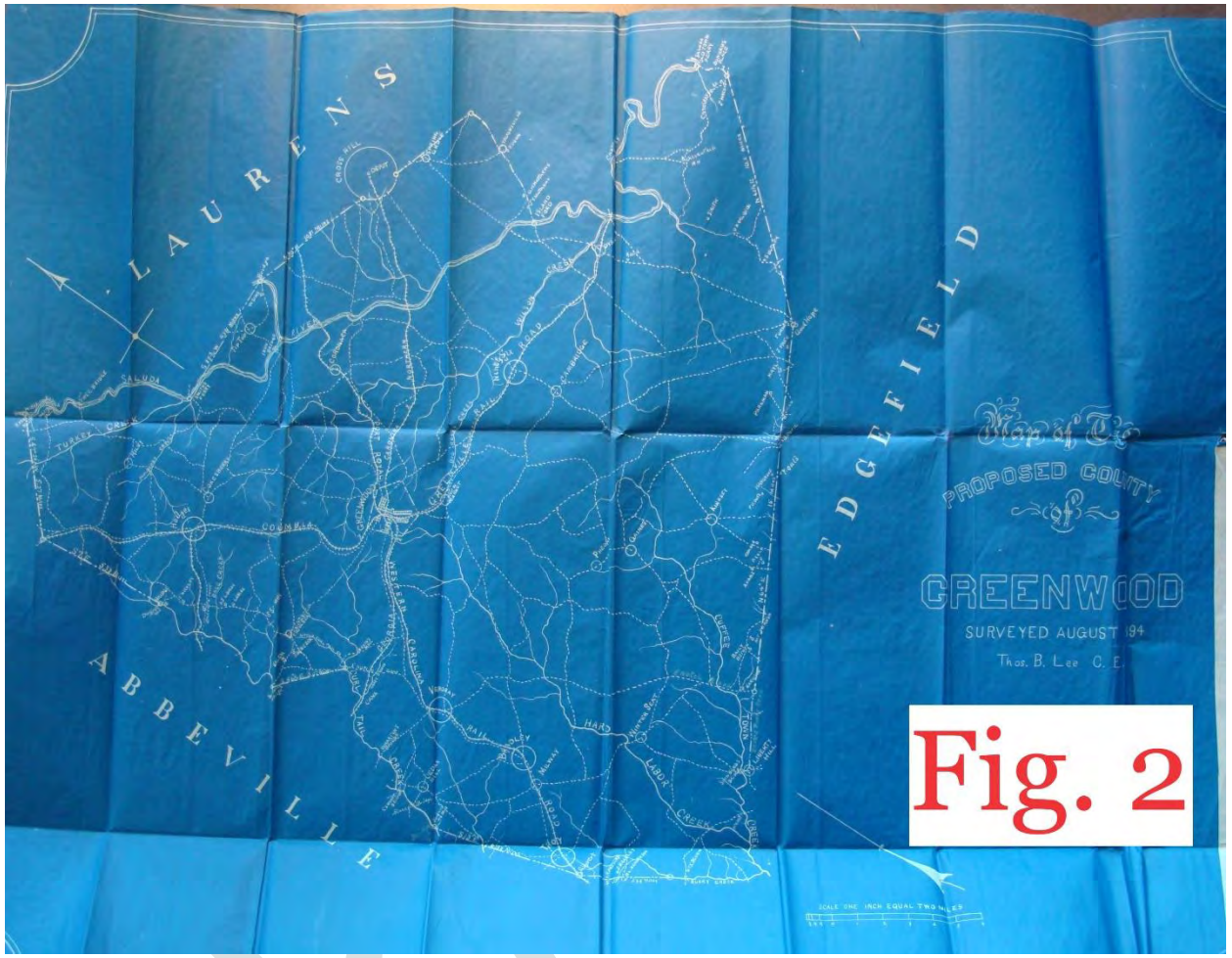
And finally, from Monument 13g to Point 14 is a course of **N° 48 14' 13" E, 618.48'**.

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## ❖ Final Thoughts

Given all of the above, it is CESI's conclusion, based on research, field work, and analysis, that the location we are presenting is, along its whole length, substantially where it was intended to be by the statute adopted in 1897 and promulgated in South Carolina's Code of Laws. As has been noted in this report, surveys had been produced for the proposed county of Greenwood a number of years prior to its creation. During that process a new South Carolina constitution added requirements that required changes to an 1894 survey of the proposed Greenwood county. We can find no subsequent survey that incorporates the requirement that the new county line be at least 8 miles from the Abbeville courthouse. We suspect that the series of lines created from what would become the tri-county corner on Long Cane Creek to the new county corner north of Douglas Mill Bridge were lines calculated based on the 1894 proposed survey and not actually field surveyed. However, at some point just prior or soon after the creation of Greenwood County, some individuals must have done some work to establish the location of those lines in the field, even if there was not a map created of that work. The lines on the contemporaneous surveys we have used to guide our re-establishment of the county line demonstrate that local surveyors, in particular Thos. C. Anderson, had a good understanding of where the lines created by statute actually fell on the ground. We remain grateful for the diligence of those surveyors for the work they did a century ago that informed and guided our re-establishment survey.





**Fig. 2**

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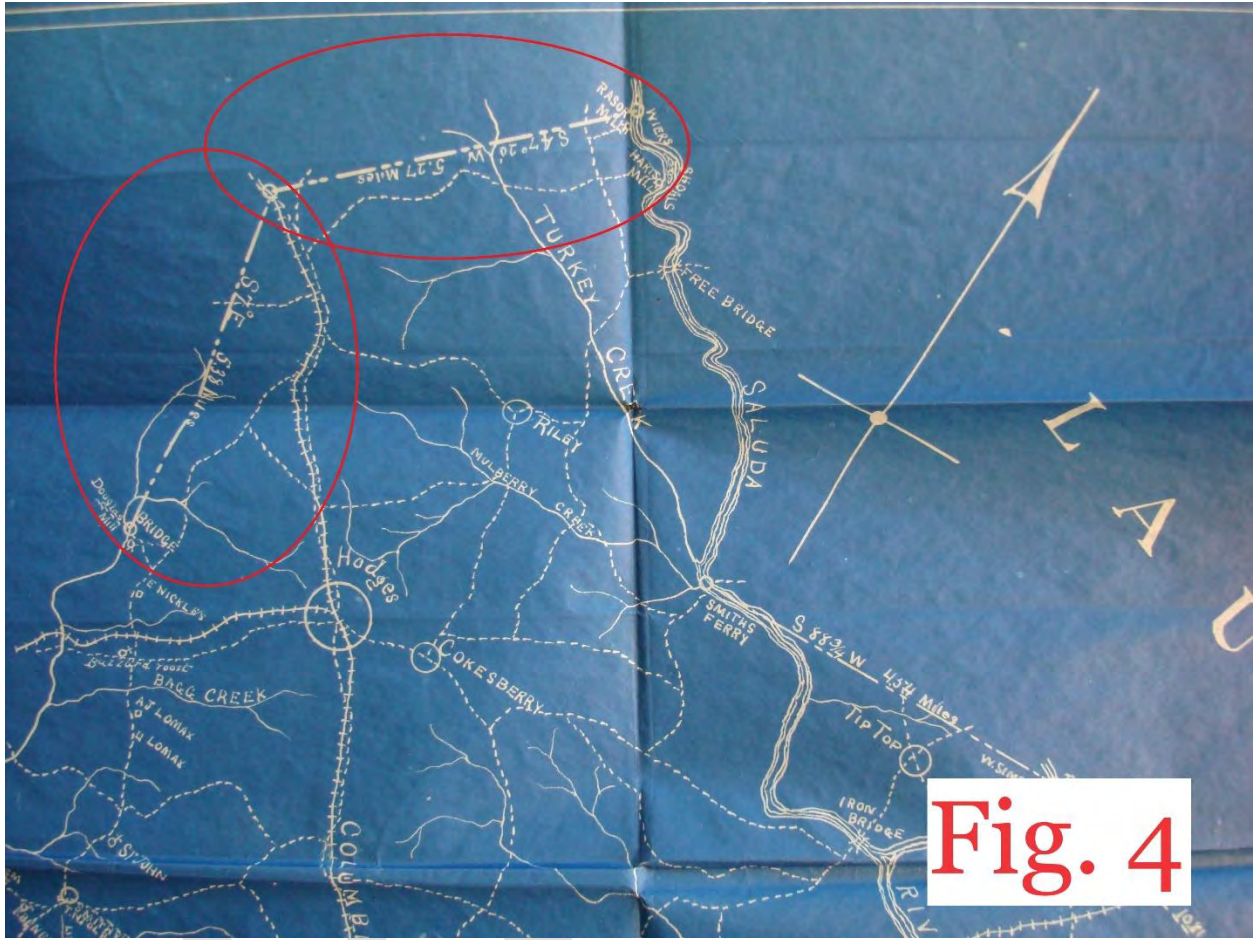


Fig. 4

... was searching and this of interest irony.

Then Hon. W. J. Talbot was introduced. He made a telling speech in his own inimitable style. He is a forcible speaker brim full of pluck and as fearless as a lion. Consequently he never hesitates to alter in the performance of his duty. His course in congress has been eminently satisfactory to his constituents and we fondly hope and believe that he yet will be instrumental in accomplishing such and lasting good for those who serve and for our whole country.

Your correspondent was hindered so that he failed to hear all of his speeches made. A Mr. Whiting expected to send in a full account but can only send a general outline. Hon. J. Mc Laurin was expected to be there but did not come. The crowd was estimated at from six to eight hundred. Mr. J. Parish furnished the cash. The ladies brought baskets and upon the whole the day was a success. The young ladies were out in their best dress and of course wore their sweetest smiles.

Local Dots.

Misses Bessie and Gussie Gogans and Miss Lena Adams while on their way to Mt. Willing on Saturday last were all thrown from their buggy. The shoals banked while they were driving down a steep hill near Dr. Kennerly's and the horse was obliged to run or be run over by the buggy; fortunately none of the ladies were hurt nor was the buggy badly damaged though the horses ran a considerable distance.

We understand that the boys of the Clinch Creek, Mt. Willing and Harris communities will meet at Saluda on Saturday evening, the 14th of the month.

Aug. 20-21.

**SALUDA COUNTY.**

To All Whom It May Concern:

Whereas the undersigned citizens of Edgefield hereby give notice as required by law that an effort will be made before the next session of the Legislature to obtain Saluda County with the following notes and bounds, viz:

Commencing at double bridge over Mountain Creek and the Long Cane road, follow up the northern line of Pinegrove township to the bridge over Half Way Swamp creek on the old Cambridge and Charleston road, thence down said stream to where it empties into Saluda river, thence down Saluda river to corner of Edgefield and Lexington counties, thence along the Edgefield and Lexington line to corner of Edgefield and Aiken line to the public road which crosses Aiken and Edgefield line near Lybrand's old mill, thence a straight line to where the Long Cane road intersects the public road from Johnston to Ward's Fork Lake, thence up said Long Cane road to the point of commencement above mentioned.

Signed,

W. T. Edwards, J. B. Stevens, H. L. Caughman, J. B. South, Zed Crouch, Noah Crouch, Jas. H. Edwards, A. T. Coleman, Jas. P. Deane, J. M. Forrest, J. J. Kirby, Rev. C. P. Moore, W. L. Coleman, Geo. H. Lester, Jas. M. Long, W. L. Crouch, B. W. Crouch, W. F. Hulst.

Aug. 18-1871.

**Greenwood County.**

To All Whom It May Concern:

NOTICE is hereby given that an application will be made to the General Assembly of the State of South Carolina, at its next sitting, for the passage of an act establishing from portions of Edgefield and Abbeville counties a new county to be known as Greenwood county with the county seat at the town of Greenwood. The following shall be the notes and bounds of the said new county of Greenwood:

This to be a legal notice in case the area for the formation of new counties be reduced by the Constitutional Convention.

Should the area not be reduced, we will ask that our bill of last session be considered. The said new county of Greenwood, under reduced area, to be bounded as follows: Commencing in the middle of Saluda river at the Cokesberry and Donald township line run said line to the C. & G. Railroad, thence a straight line to the Douglas Mill Bridge on Long Cane creek, thence a straight line to the Greenwood and Abbeville Road, thence a straight line to the mouth of Gray's Branch on Cufftown creek, thence down Cufftown creek to its mouth on Long Cane creek, thence down Long Cane creek to Fordan's old mill, thence a straight line to where Packet Branch crosses the public road, thence a straight line to Hard Labor creek, thence down the public road to Shiloh bridge on Cufftown creek, thence a straight line to where the Newcut road crosses Gray and Pine Grove township lines, thence up Pine Grove township line to Halfway Swamp creek on the Charleston road; thence down Halfway Swamp creek to the center of Saluda river, and up the middle of Saluda river to the beginning.

W. L. DUREST,  
Chair. of Com.

Aug. 21-1871.

**Attention, Hussars.**

YOU will meet at Edgefield C. H. at 10 o'clock on Saturday, September 7th.

By order of L. R. HURST, Capt.  
W. H. REED, O. S.

Send etc in stamps to the Harney Publishing Co., Springfield, Ohio. They will send you an elegant leather bound memorandum book.

Agents, those who are for this work will find it is worth, however, and who succeed best in its character, mature judgment, perseverance, and respect of their community. Think this matter over fully. There is an opening for somebody. If you, it will pay you. For information on request apply to  
W. J. Roddey, Man  
Rock Hill, S. C.

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Obtain our English Banned

**PENNYROYAL**

Send etc in stamps to the Harney Publishing Co., Springfield, Ohio. They will send you an elegant leather bound memorandum book.

Fig. 5



**Fig. 6**

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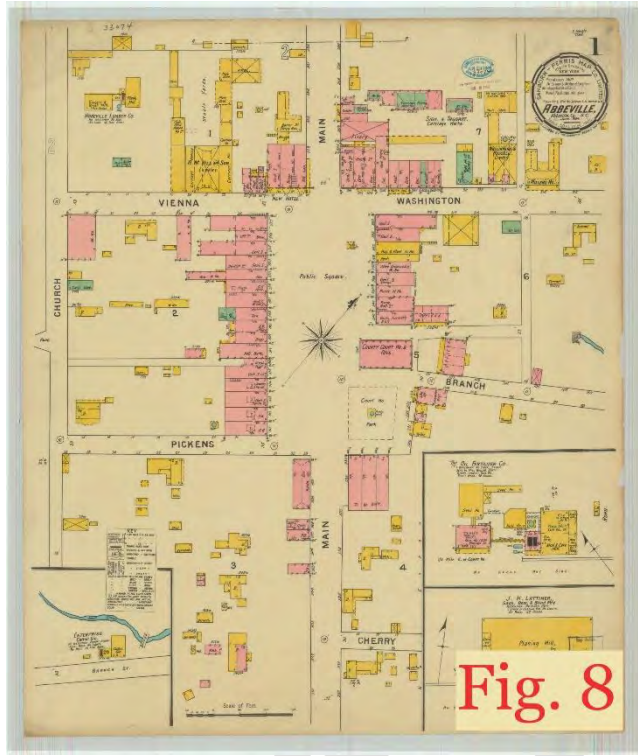


Fig. 8



Fig. 9

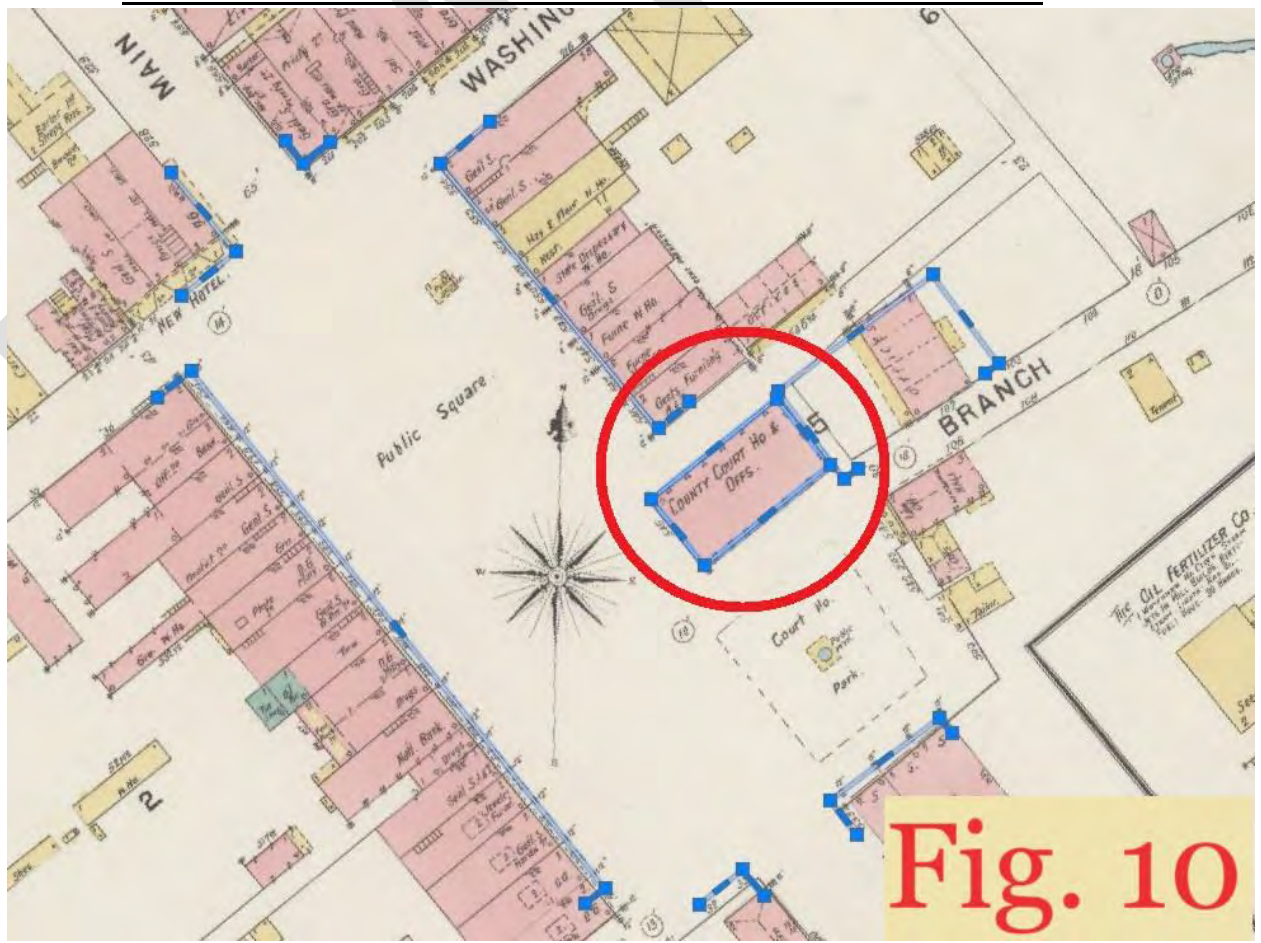


Fig. 10



Fig. 11

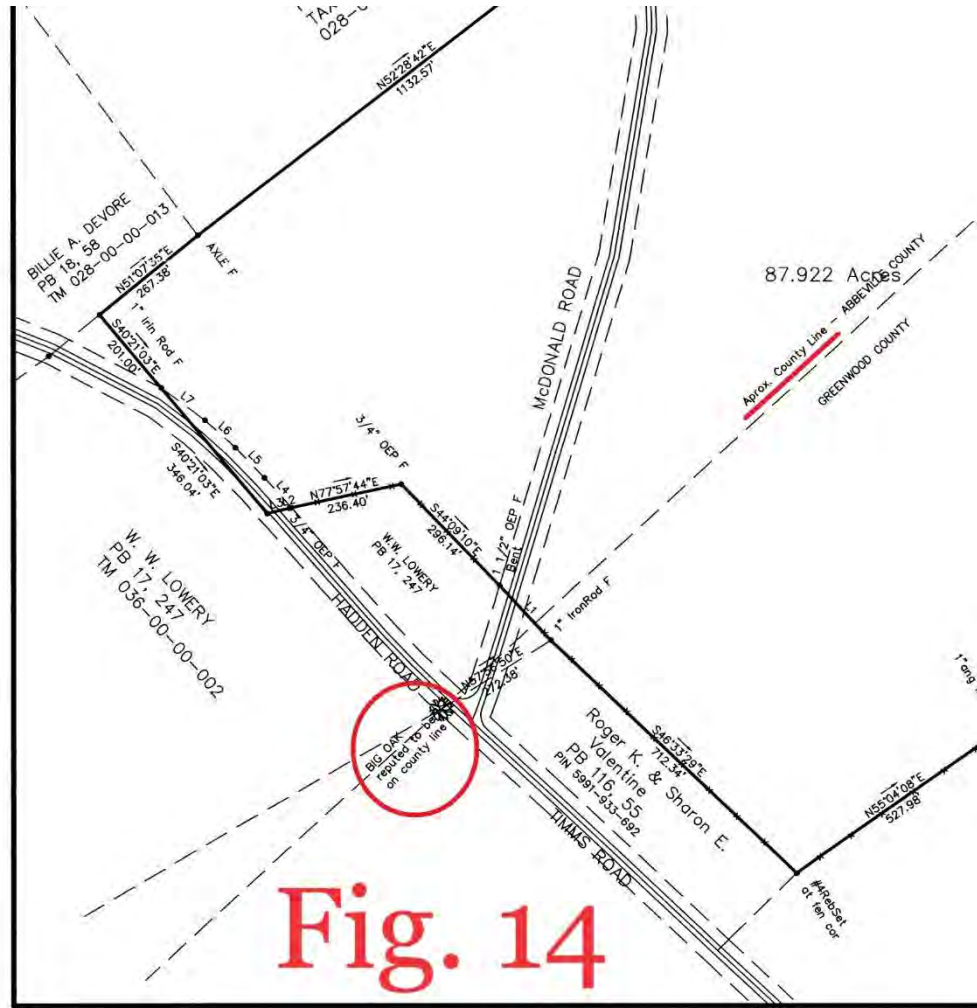


Fig. 12

and Laurens counties line: thence up the  
middle line of Saluda river to the town-  
ship line between Donalds and Cokesburg  
Township: thence  $S. 47^{\circ} 20' W.$  5.27 miles along  
this township line to the point where it is  
crossed by the Columbia & Greenville Rail-  
road: thence  $S. 7^{\circ} E.$  5.38 miles to the middle  
of the bridge over Long Cane creek, near  
Douglas's mill: thence down and along the  
middle line of Long Cane creek to Morton's  
bridge, where the road from Greenwood  
to Abbeville crosses Long Cane  
thence  $S. 46^{\frac{3}{4}} E.$  3.07 miles to the

**Fig. 13**

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**Fig. 14**

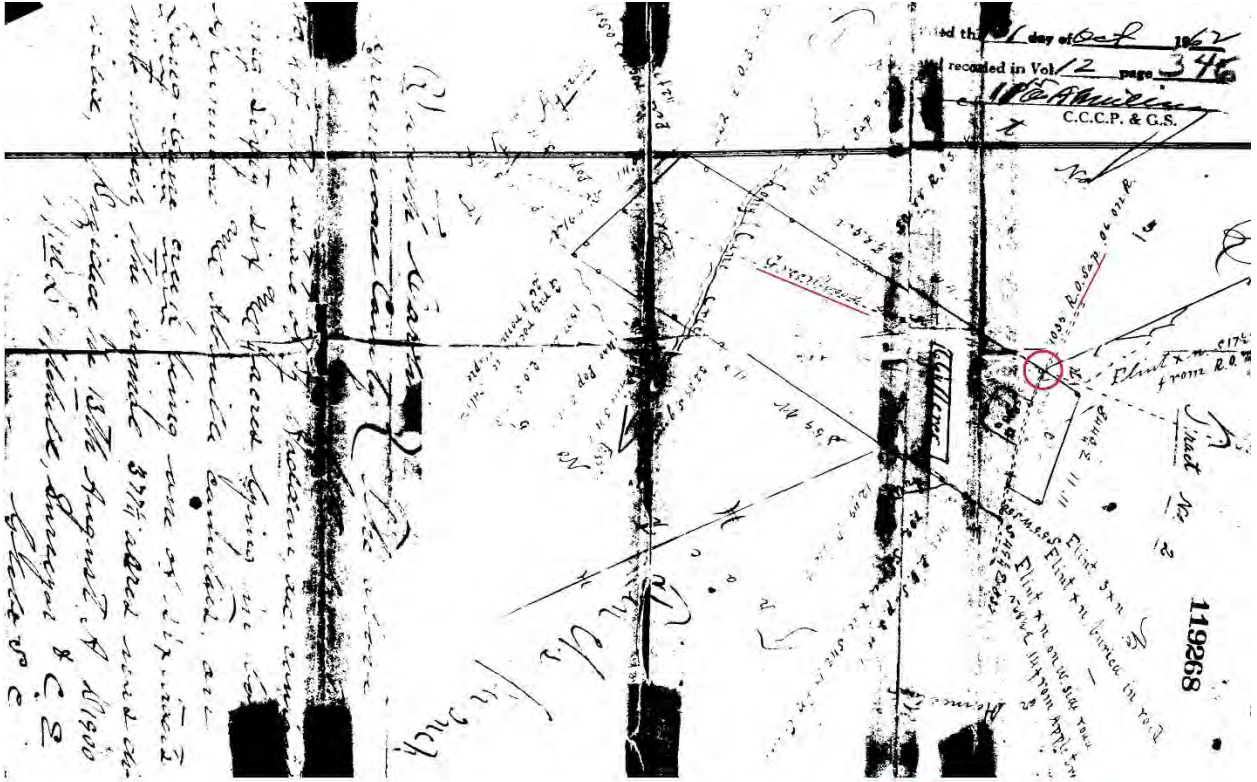
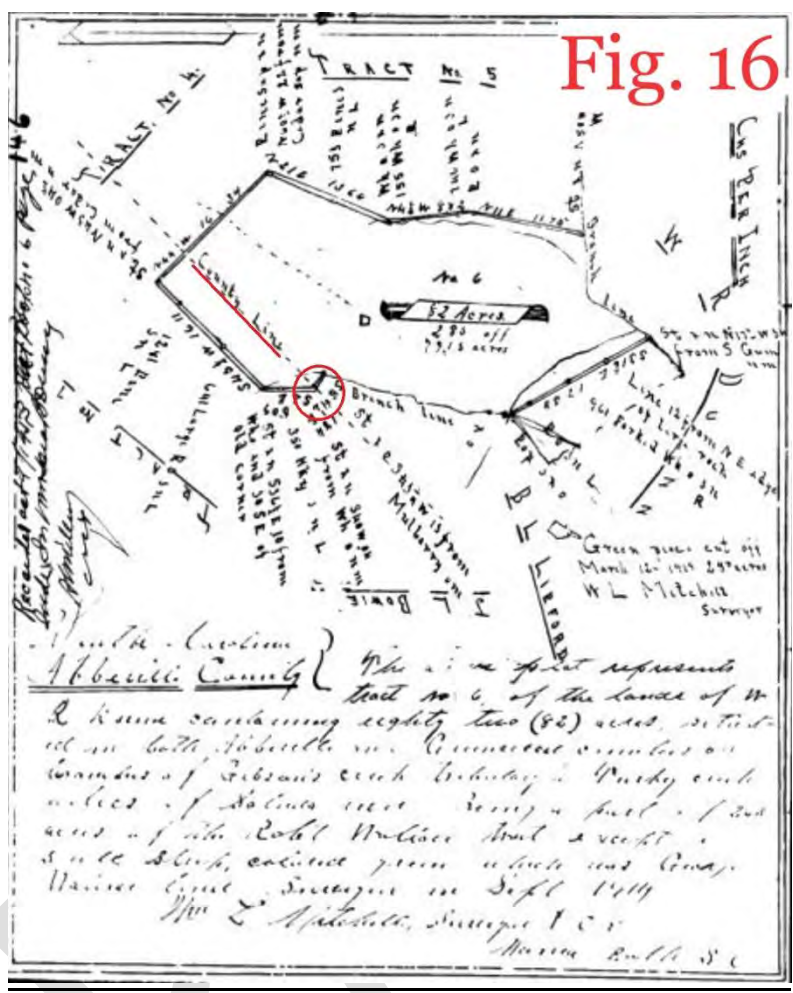


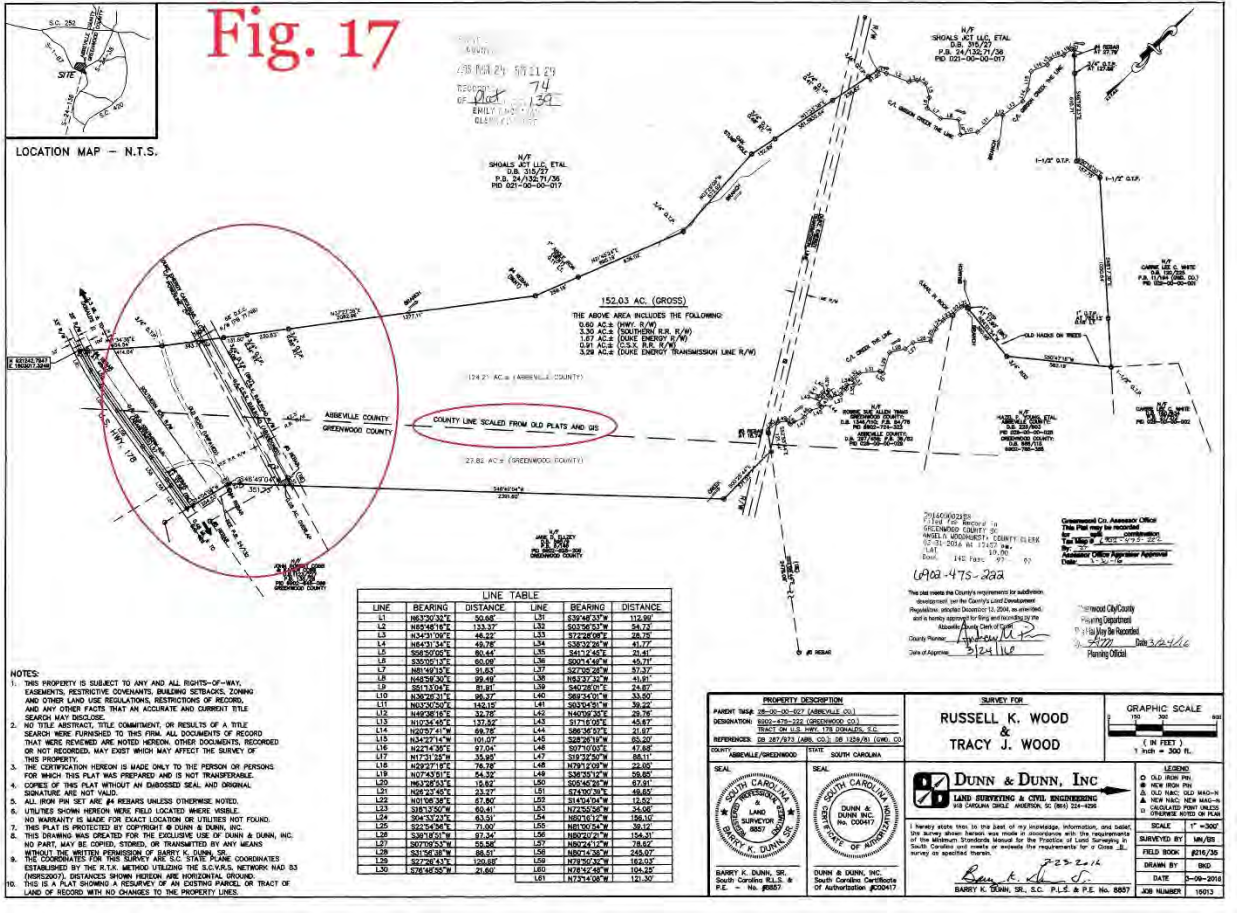
Fig. 15

DRAFT

**Fig. 16**

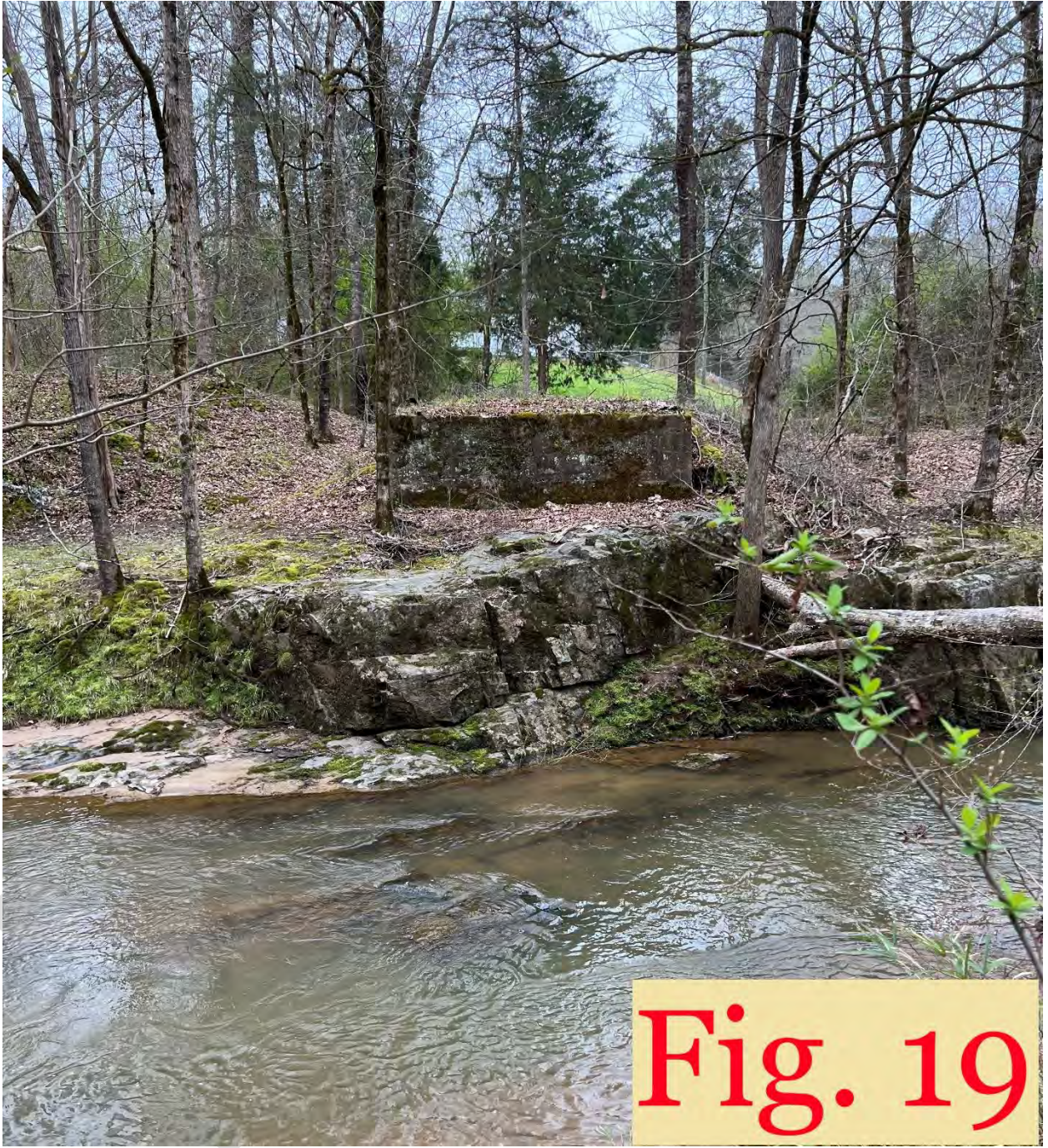


# Fig. 17









**Fig. 19**



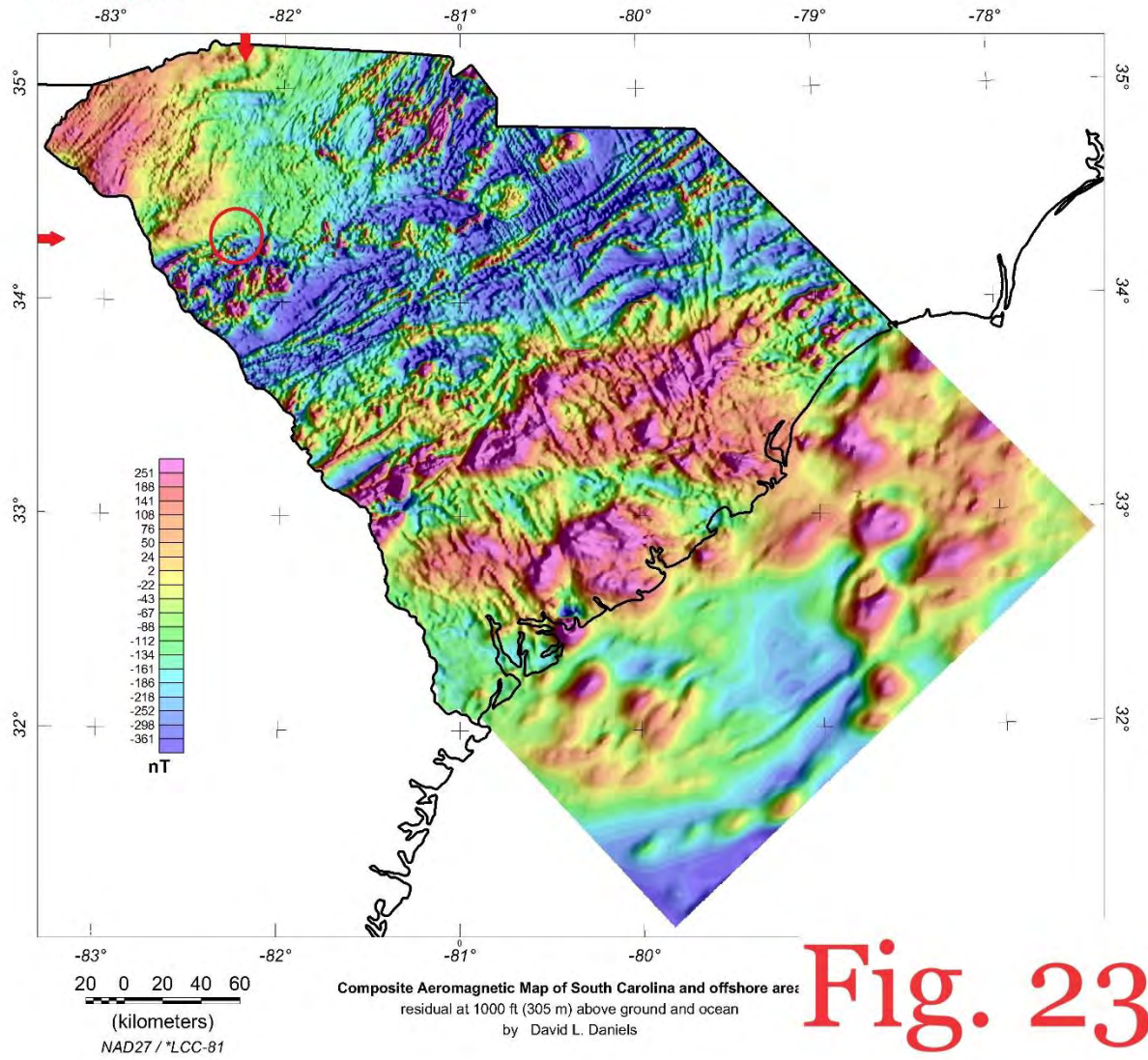


**Fig. 21**

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**Fig. 22**

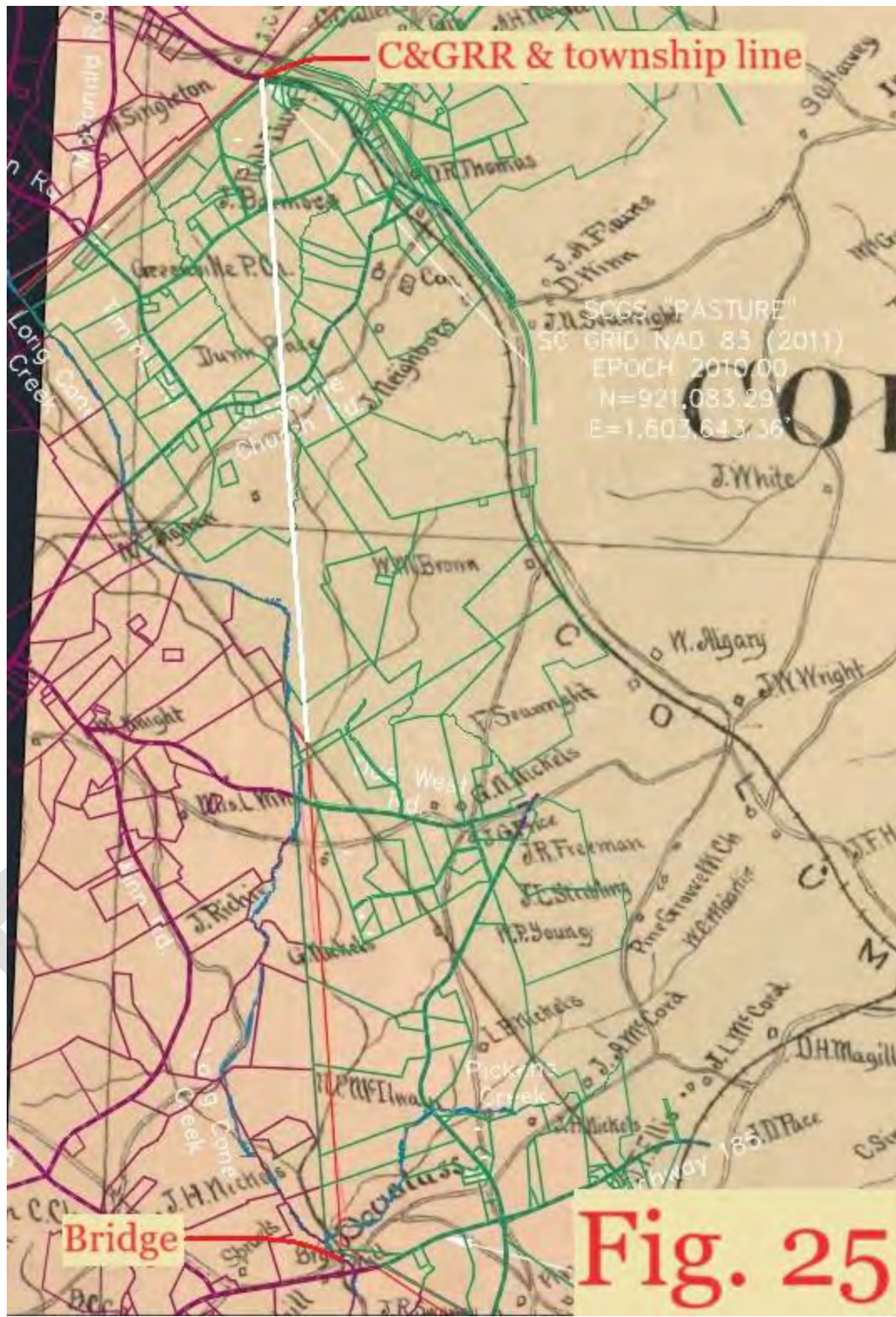


**Fig. 23**

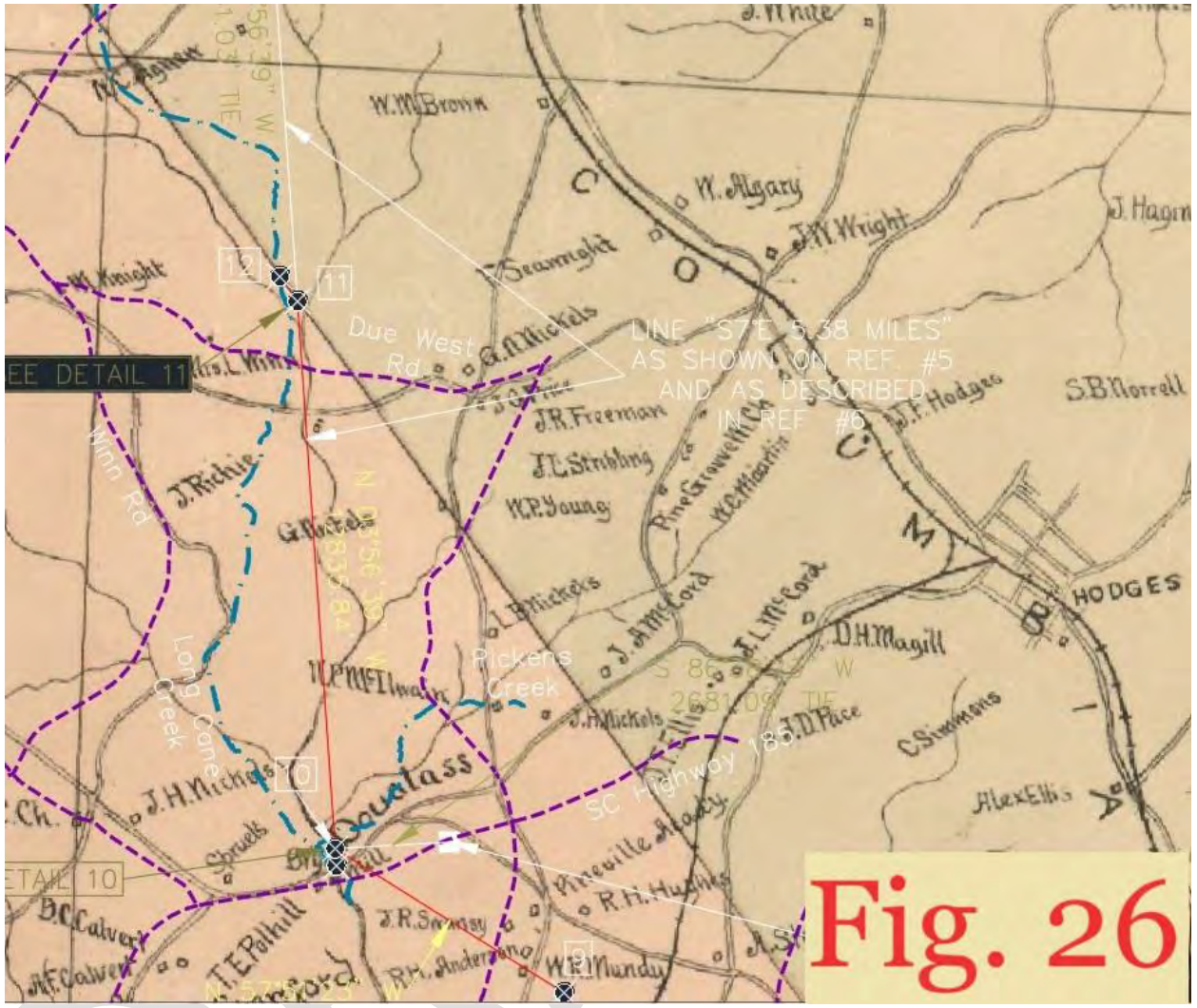


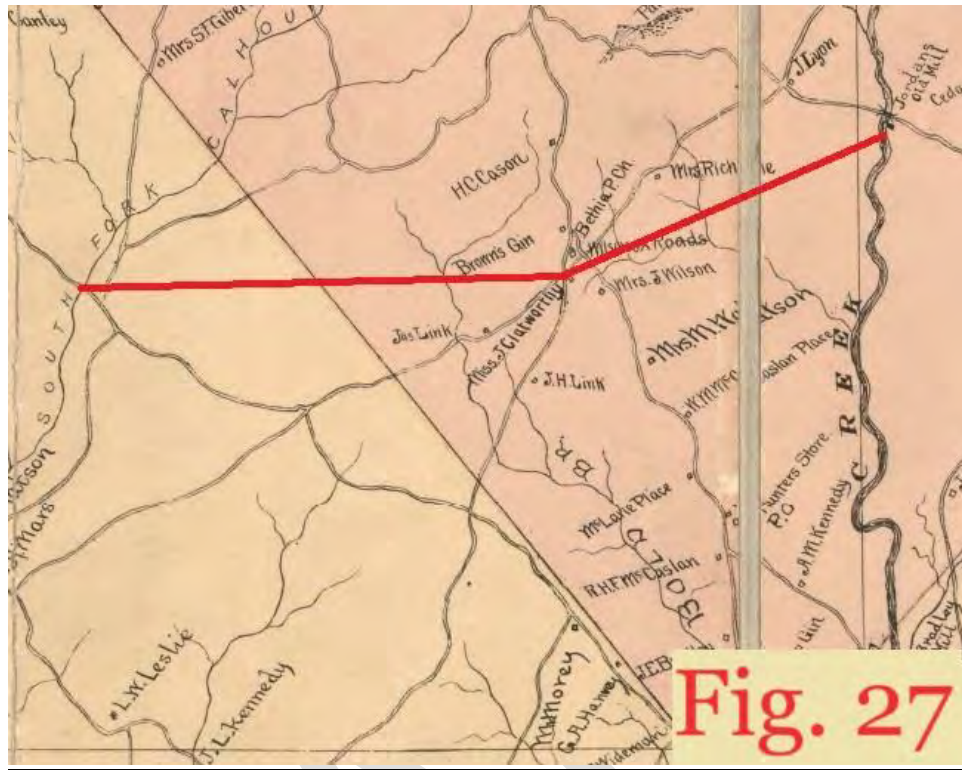
**Fig. 24**

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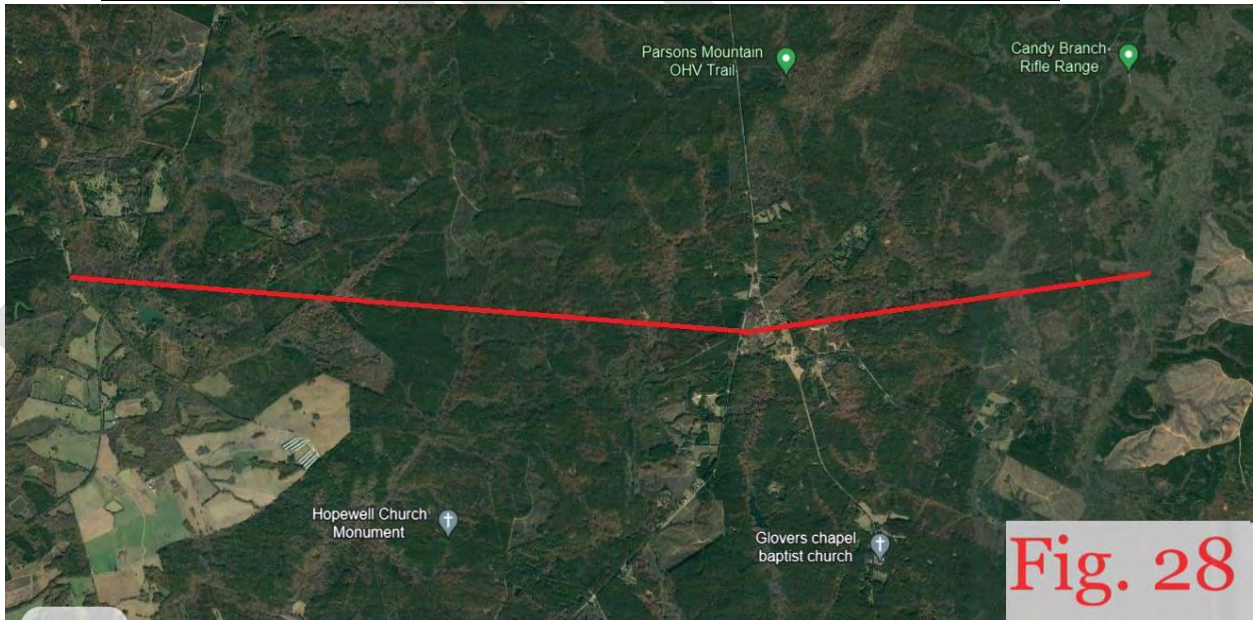




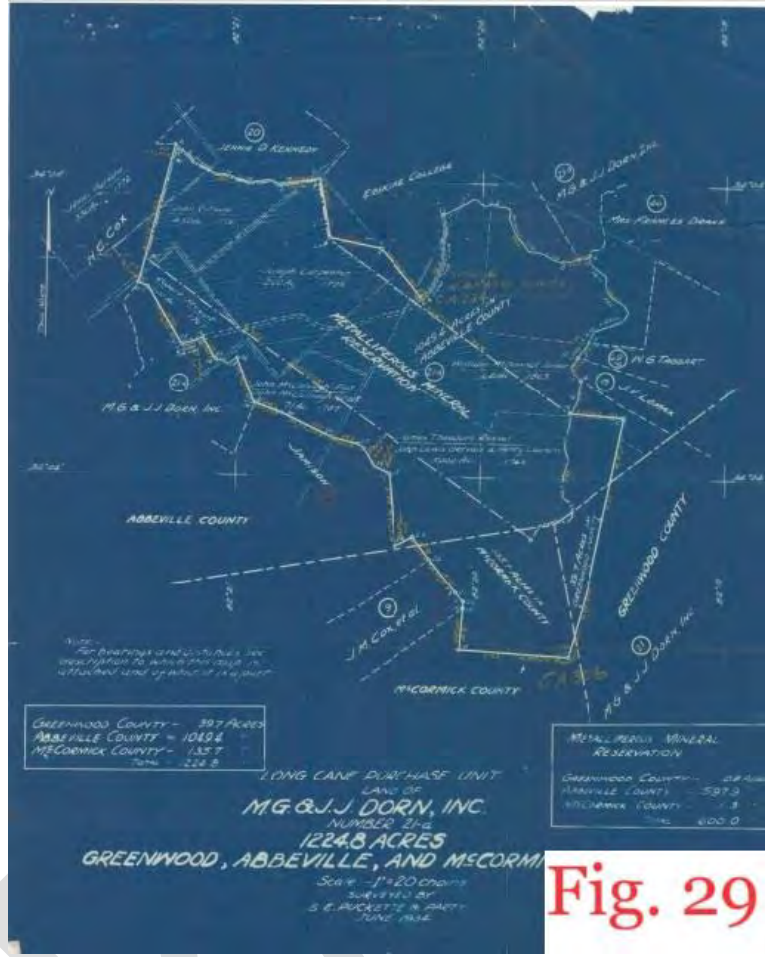




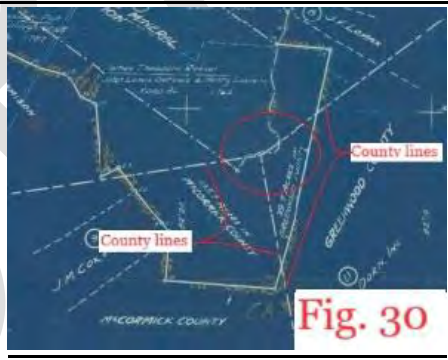
**Fig. 27**



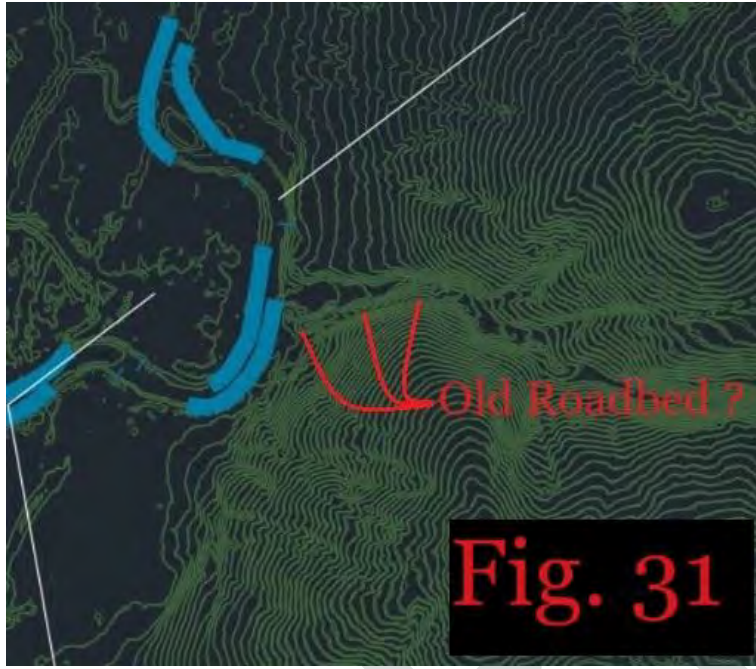
**Fig. 28**



**Fig. 29**



**Fig. 30**



Date & Time: Sat, Jan 28, 2023 at 12:43:47 EST  
Position: +034° 03' 44.66" / -082° 19' 36.36" (±14.6ft)  
Altitude: 403ft (±12.3ft)  
Datum: WGS-84  
Azimuth/Bearing: 248° S68W 4409mils Magnetic (±17°)  
Elevation Angle: -48.9°  
Horizon Angle: +03.6°  
Zoom: 0.5X

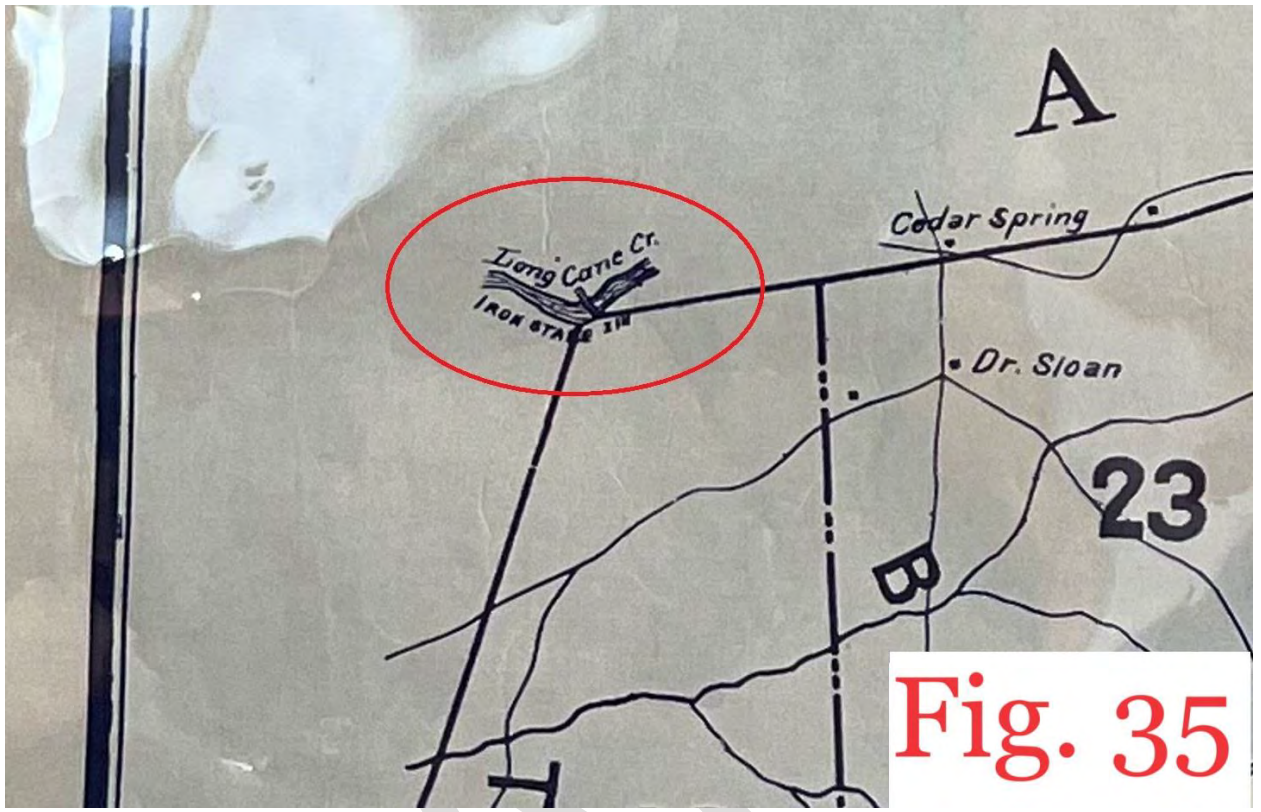


DRAFT

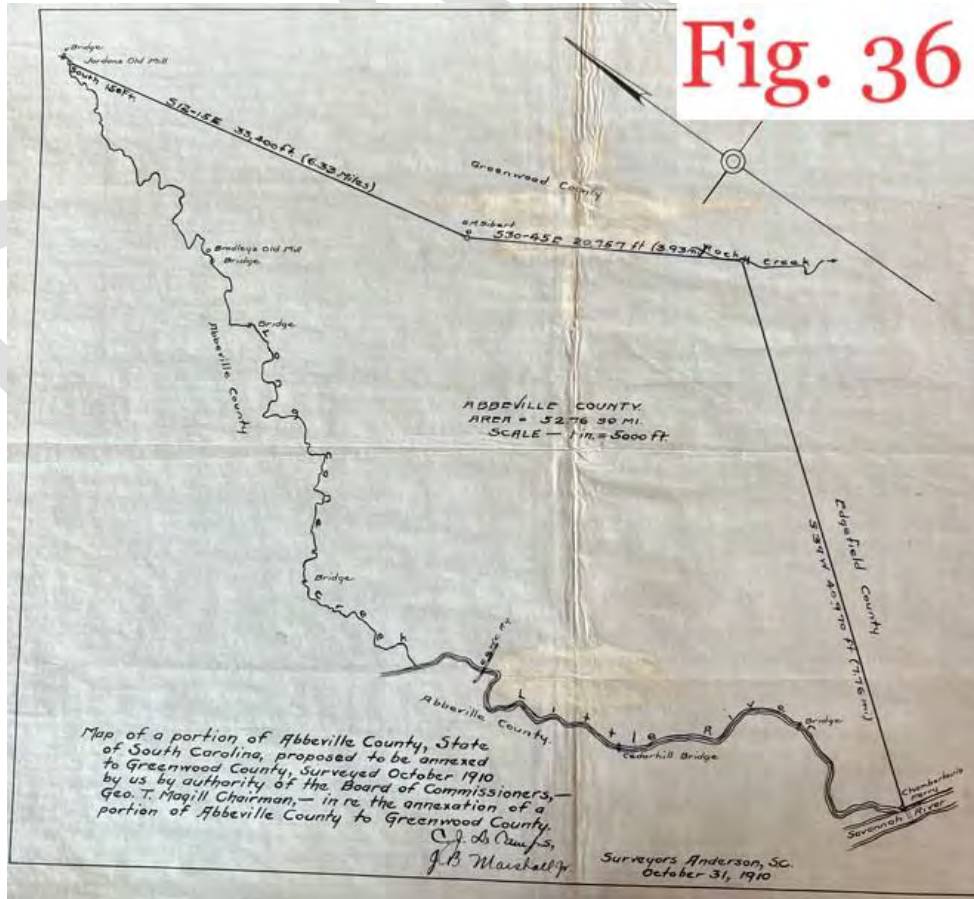


Date & Time: Sat, Jan 28, 2023 at 12:43:19 EST  
Position: +034°03'45.16" / -082°19'36.72" (±38.8ft)  
Altitude: 397ft (±52.5ft)  
Datum: WGS-84  
Azimuth/Bearing: 163° S17E 2898mils Magnetic (±17°)  
Elevation Angle: -88.4°  
Horizon Angle: -89.3°  
Zoom: 0.5X

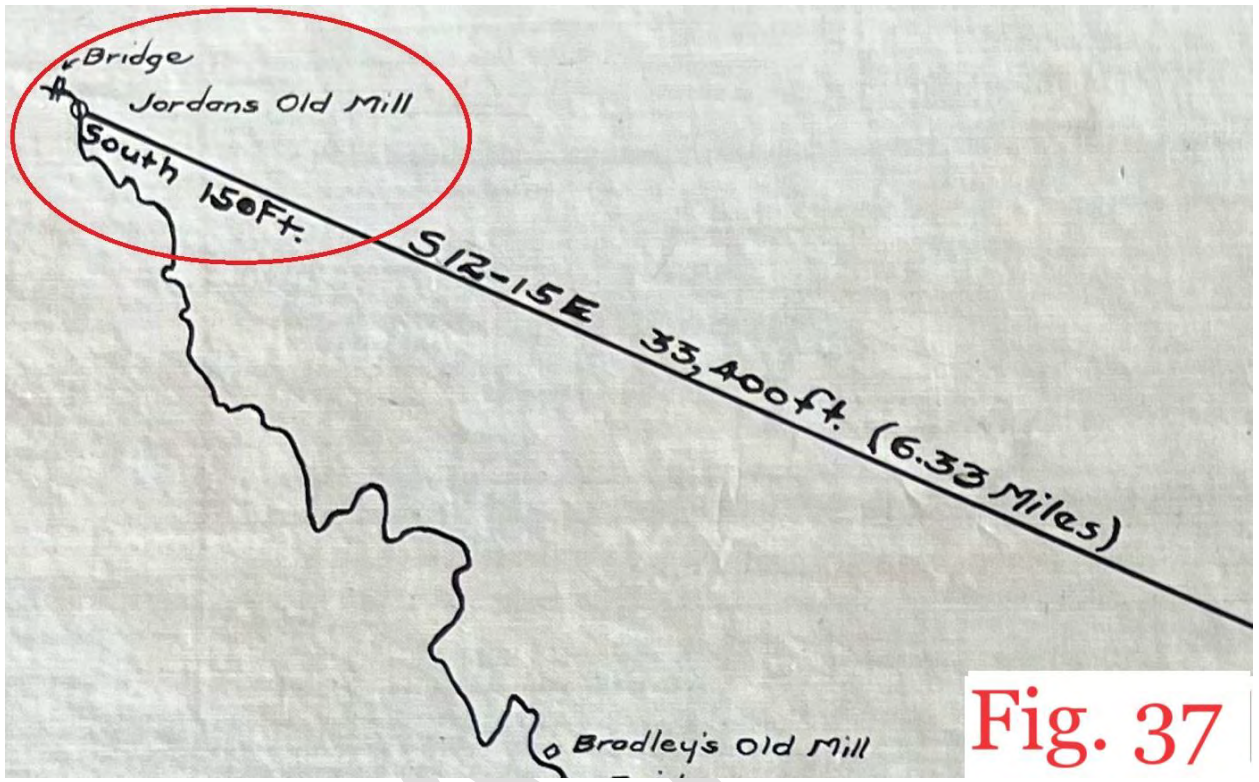
**Fig. 34**



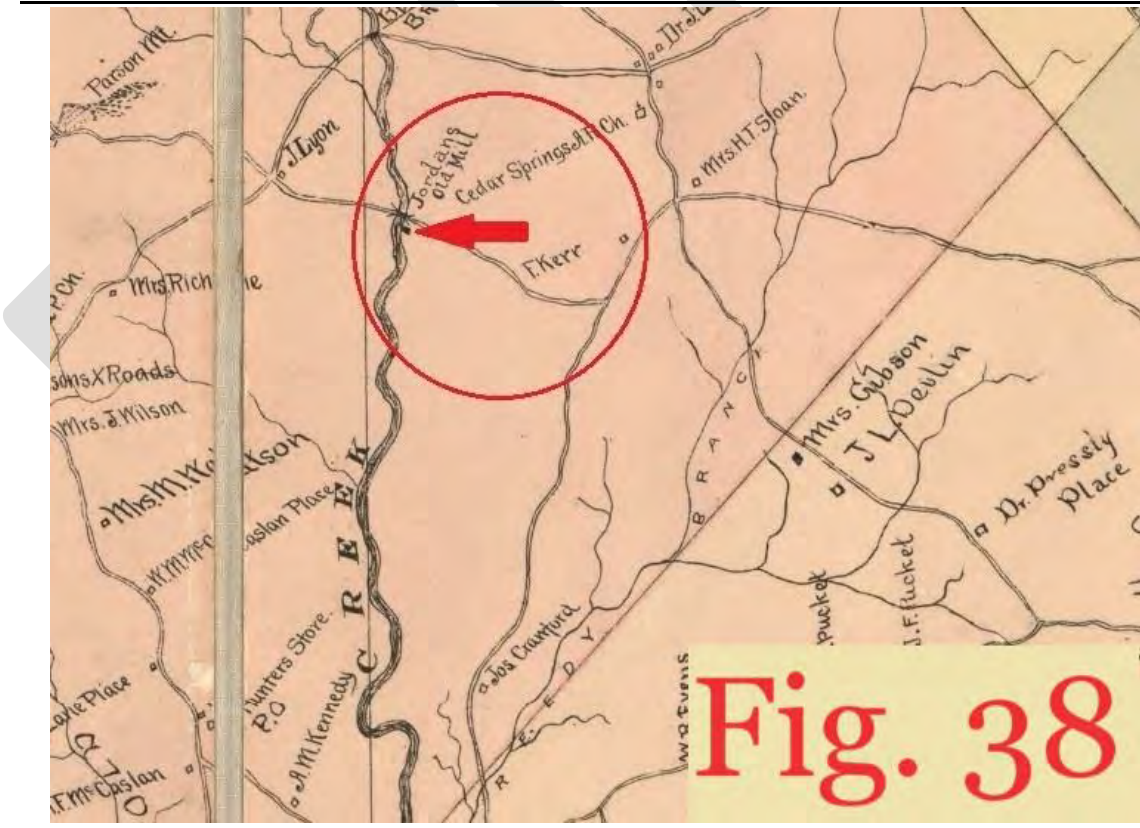
**Fig. 35**



**Fig. 36**



**Fig. 37**



**Fig. 38**

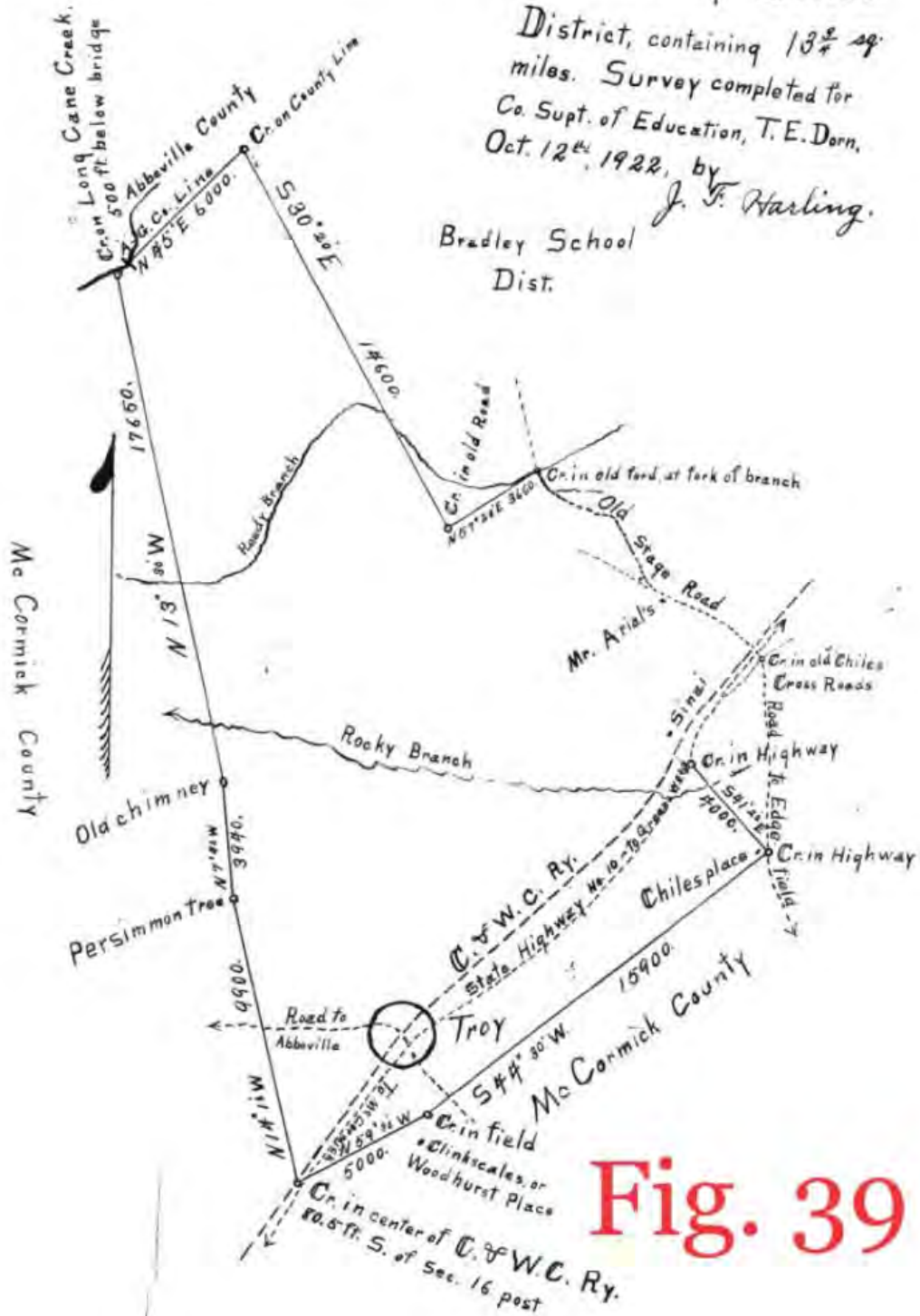


Scale, 3000 ft. per inch

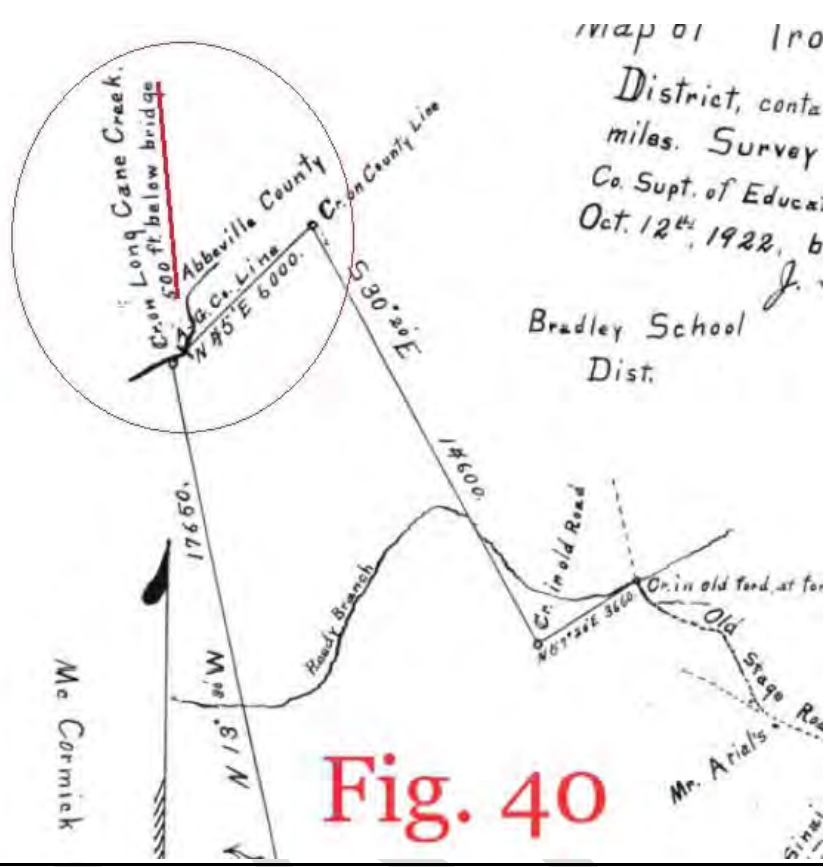
# Map of Troy School

District, containing  $13\frac{1}{4}$  sq. miles. Survey completed for Co. Supt. of Education, T. E. Dorn, Oct. 12<sup>th</sup>, 1922, by J. F. Harling.

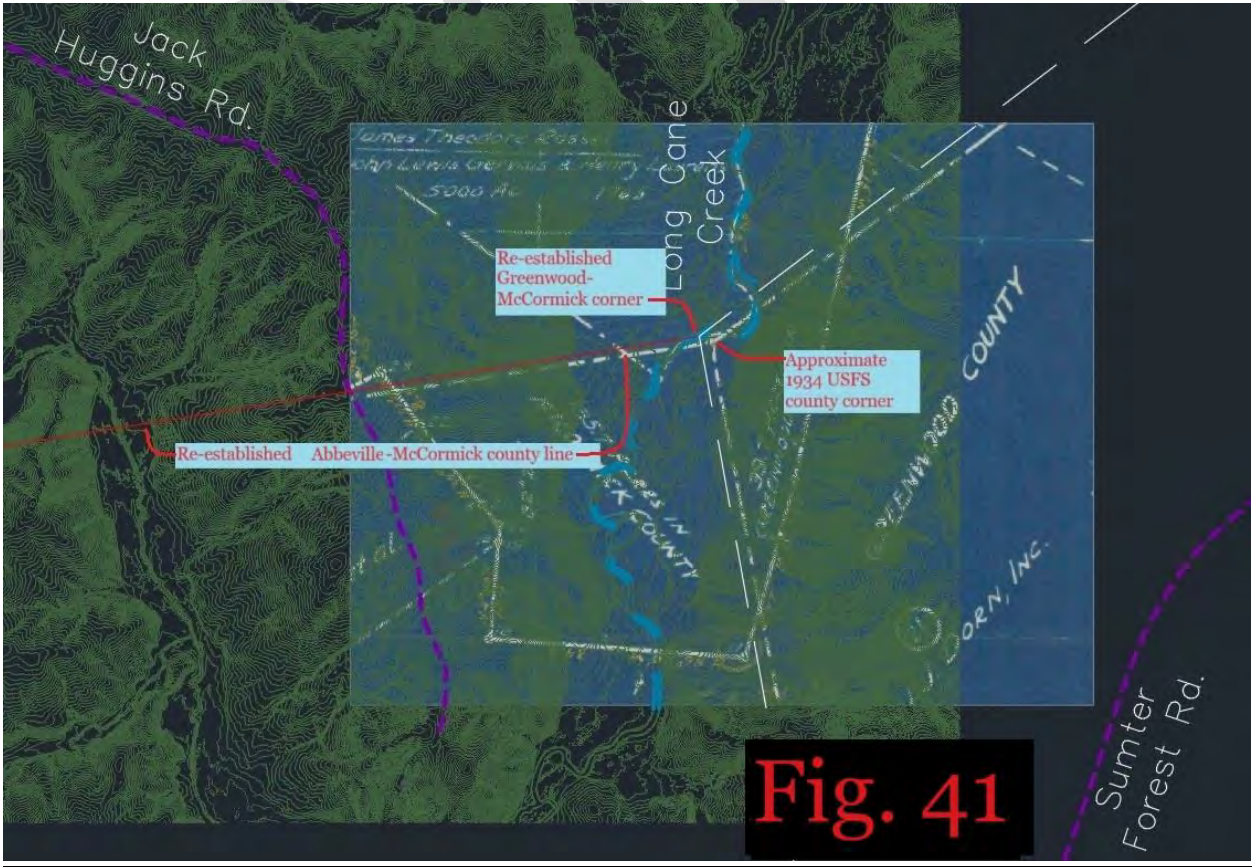
Bradley School Dist.



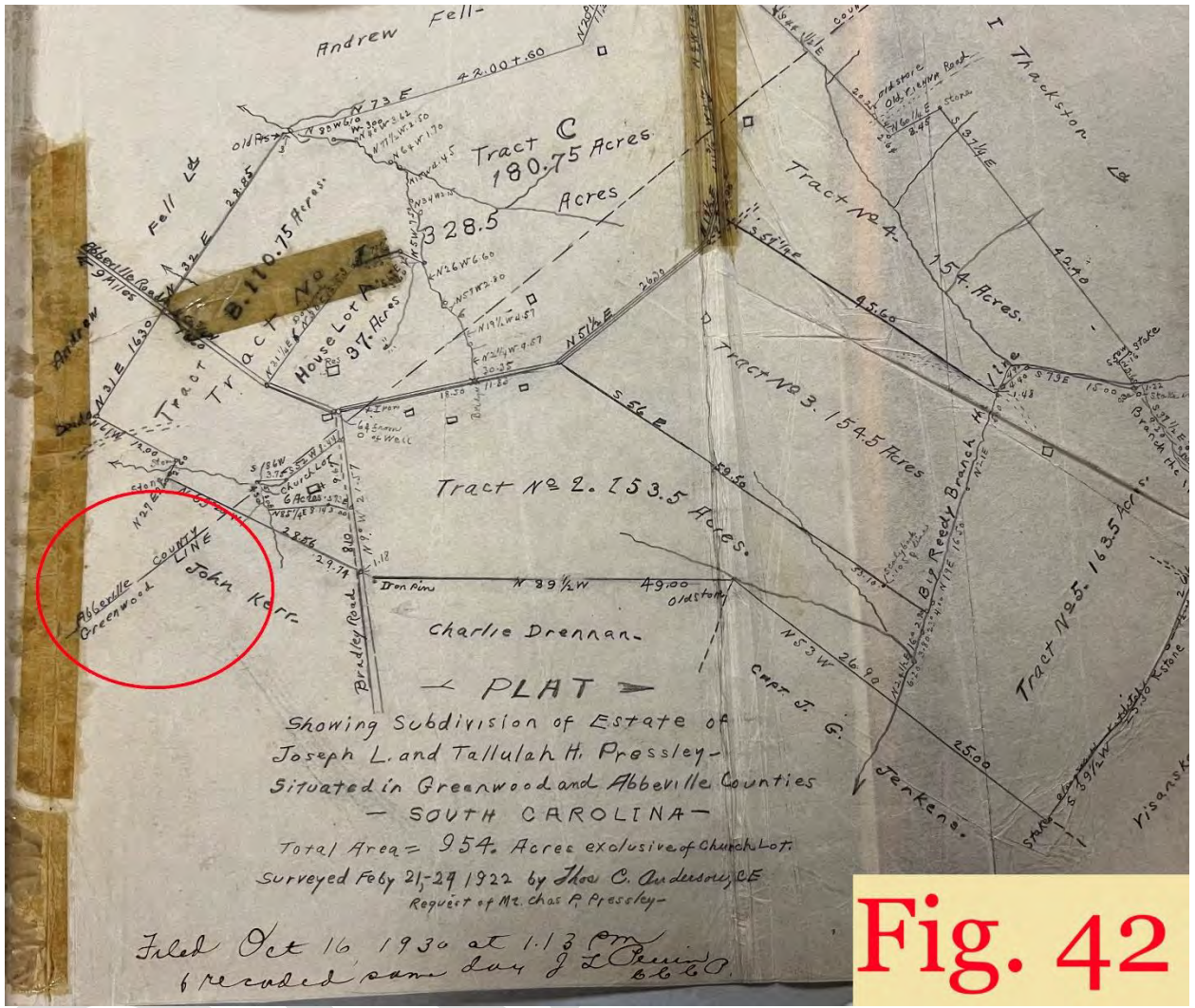
## Fig. 39



**Fig. 40**



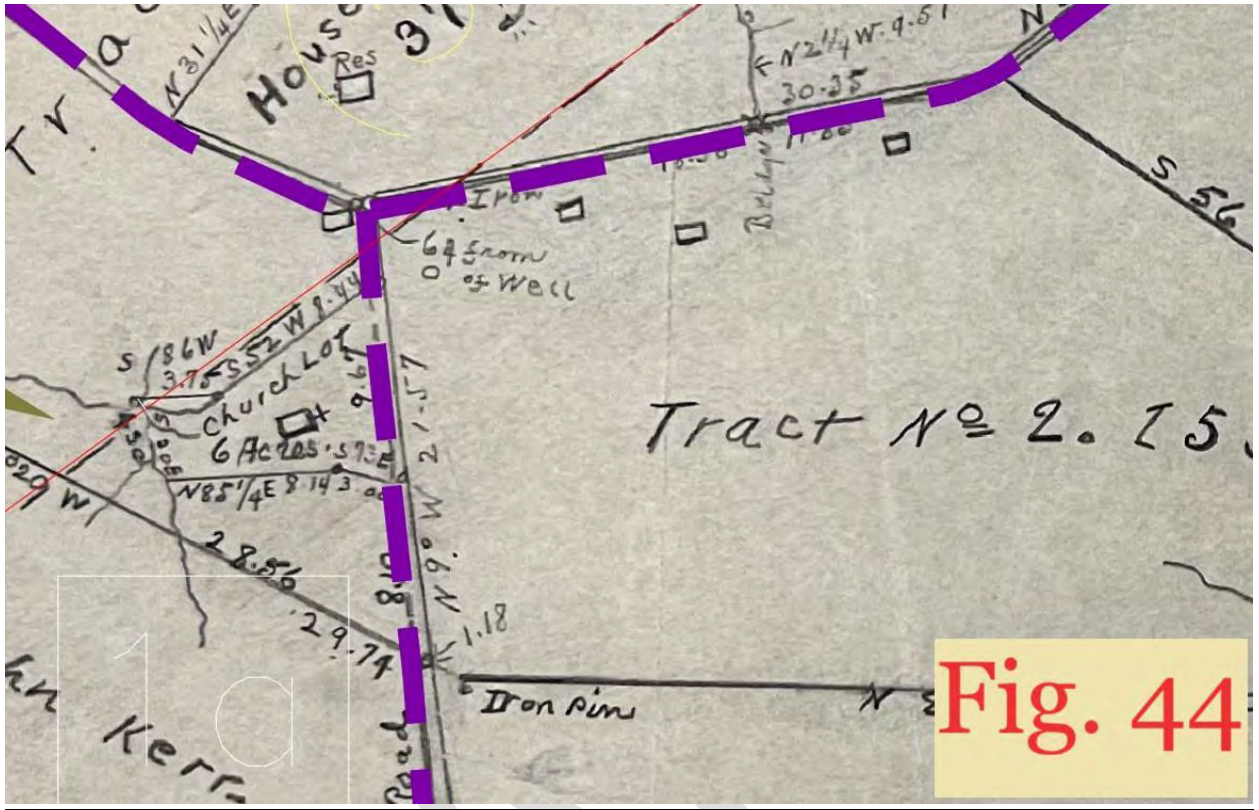
**Fig. 41**



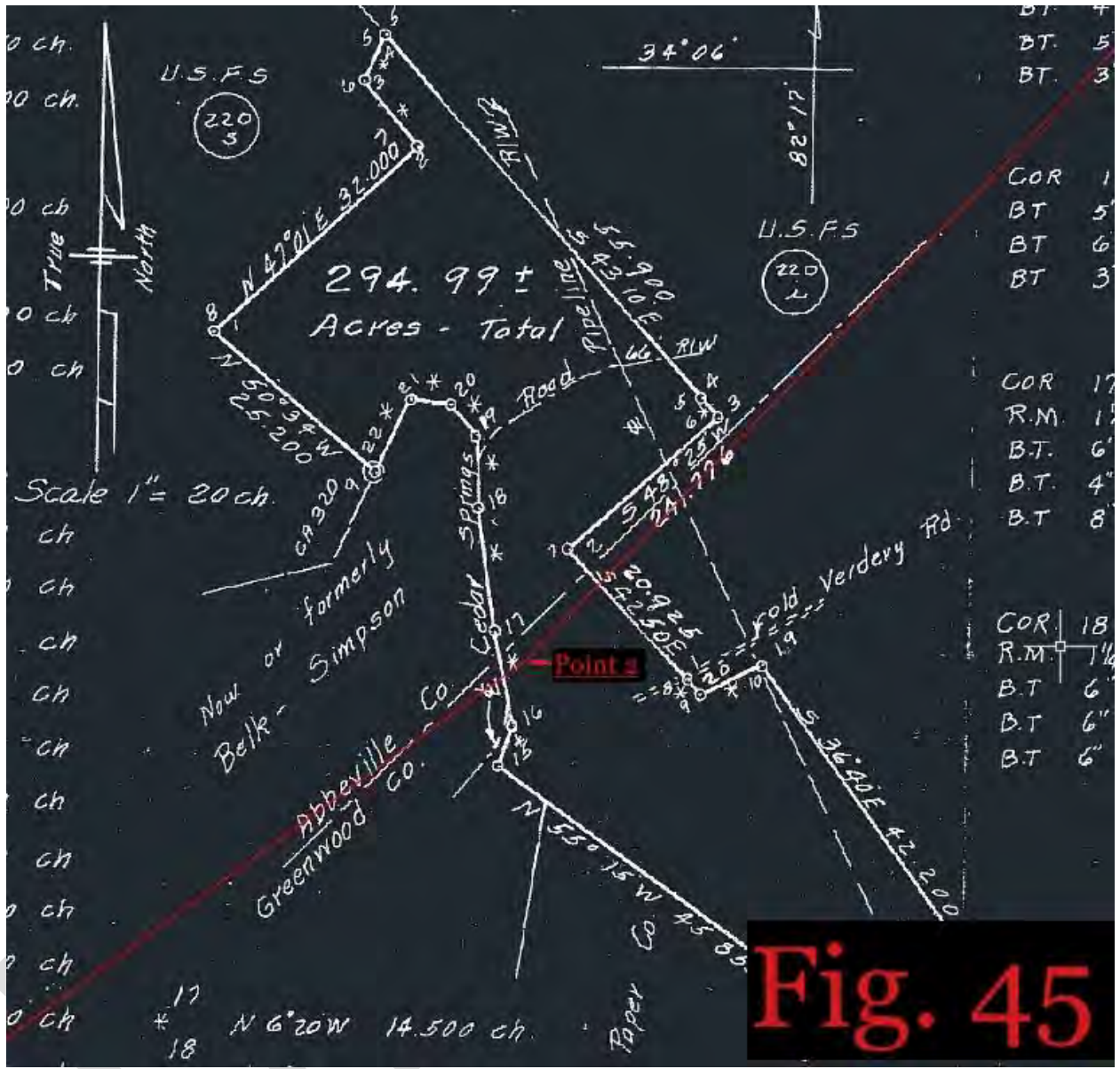
**Fig. 42**



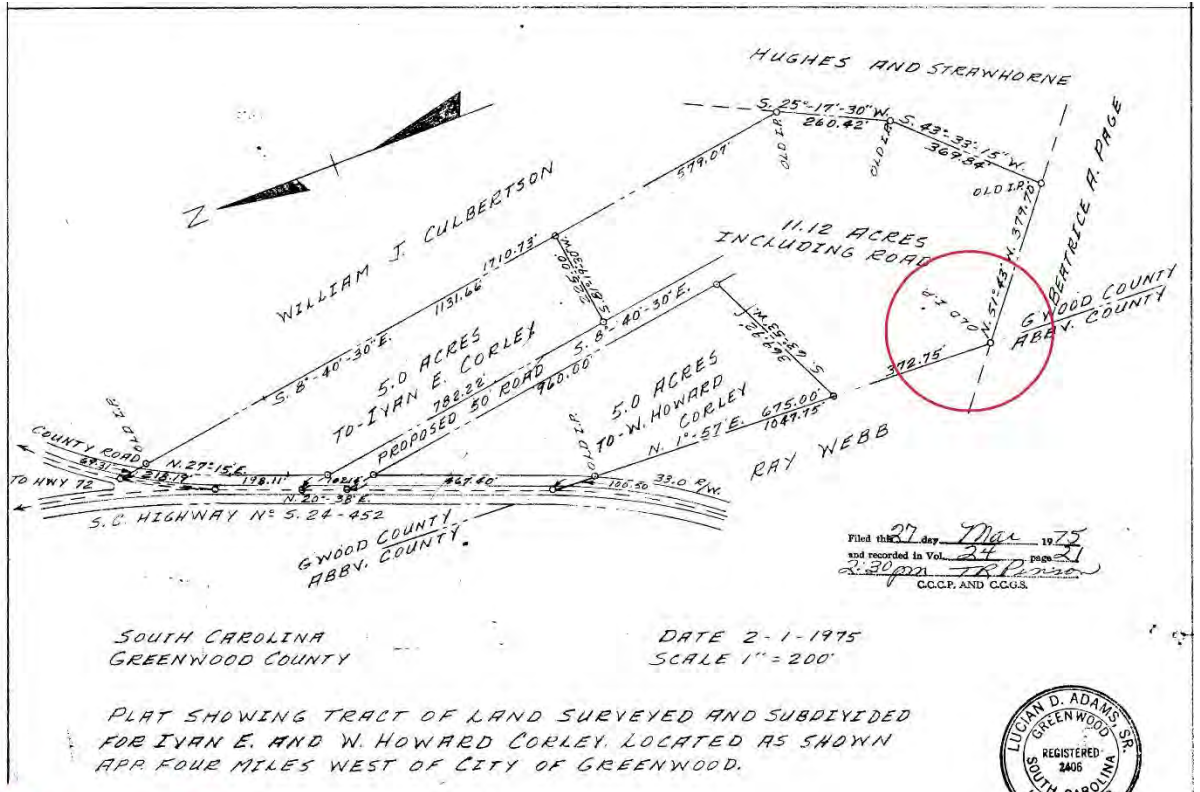
**Fig. 43**



DRAFT



# Fig. 45

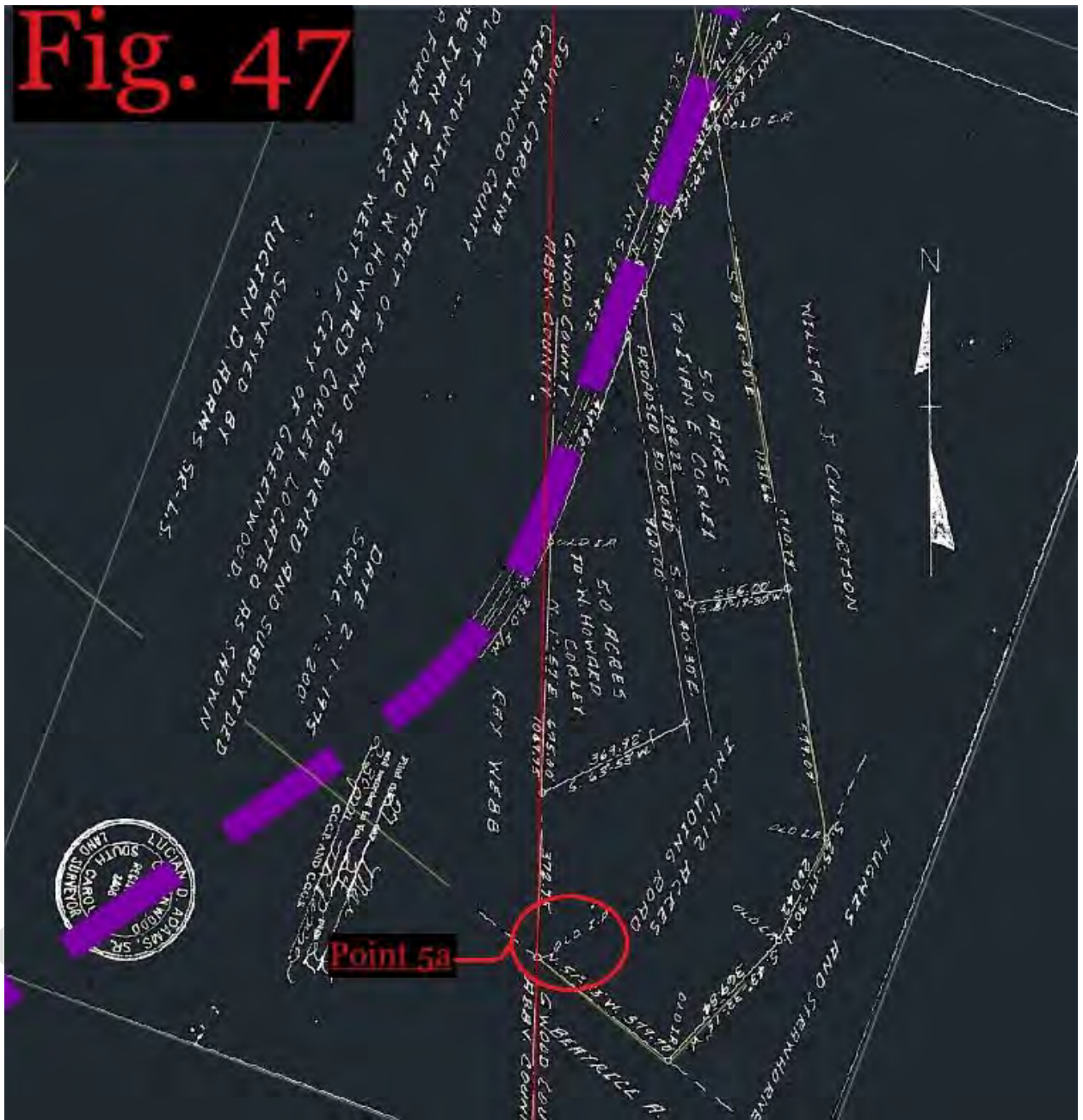


**Fig. 46**

SURVEYED BY  
LUCIAN D. ADAMS SR.-L.S.

DRAFT

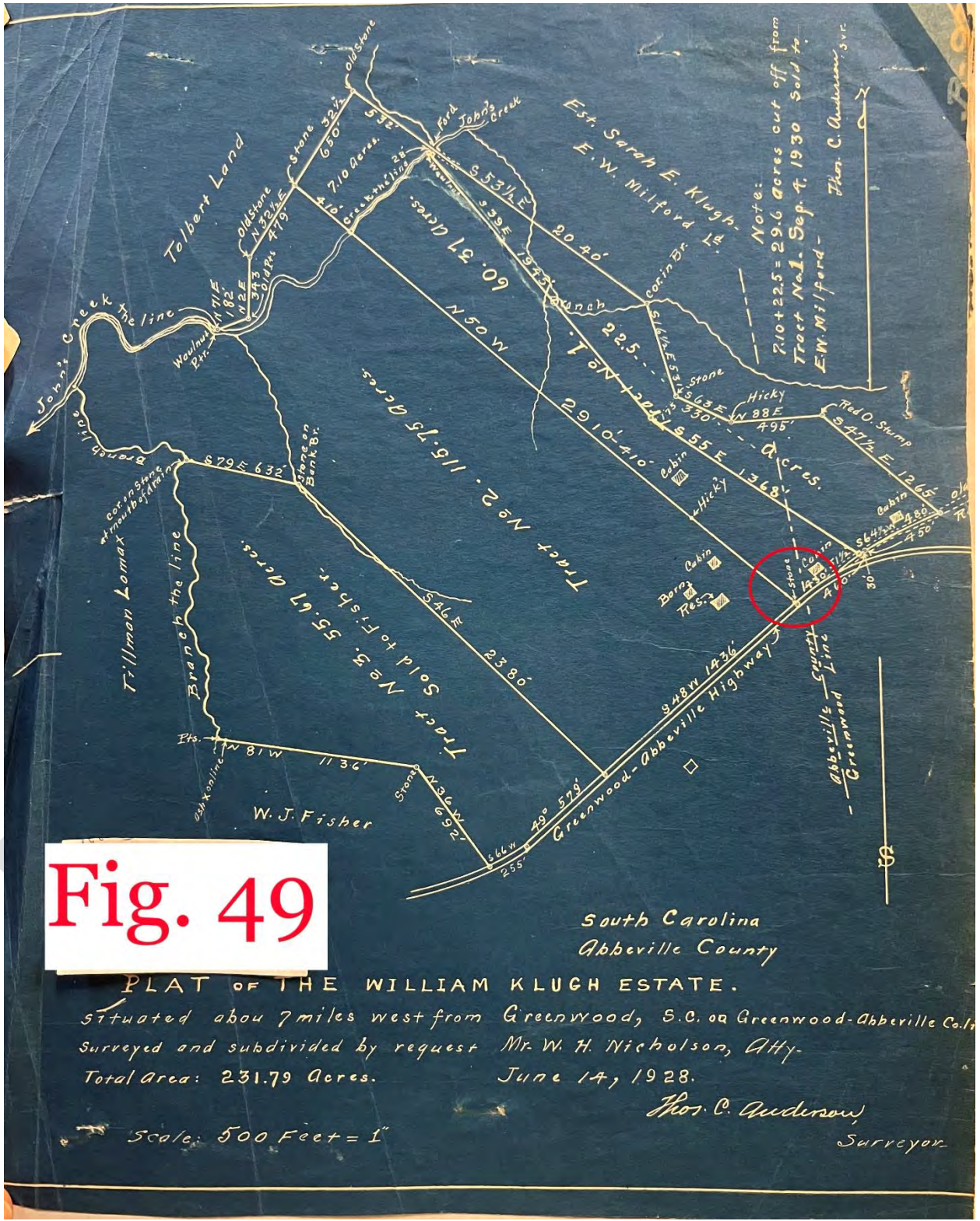
# Fig. 47







**Fig. 48**



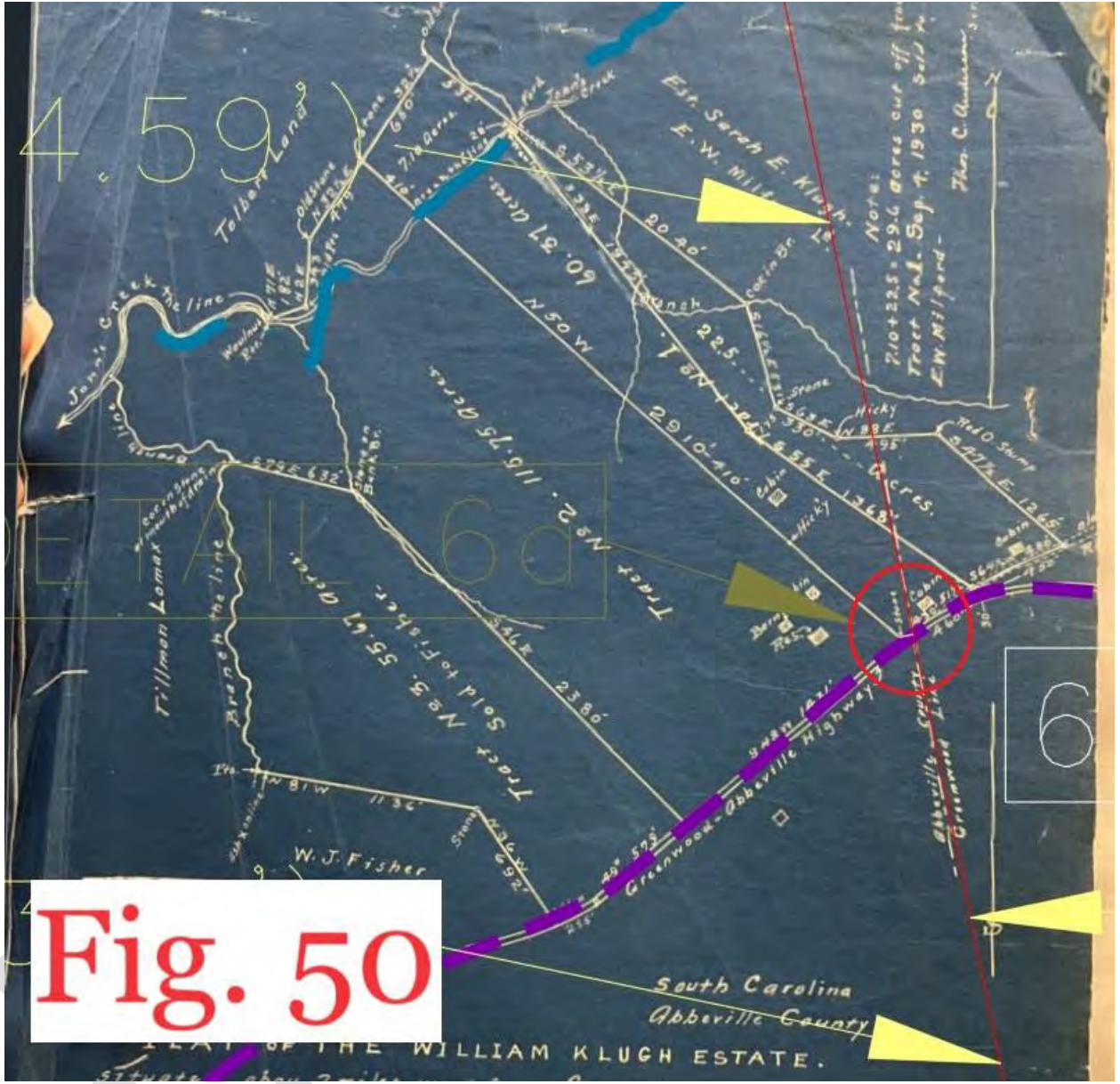
**Fig. 49**

South Carolina  
Abbeville County

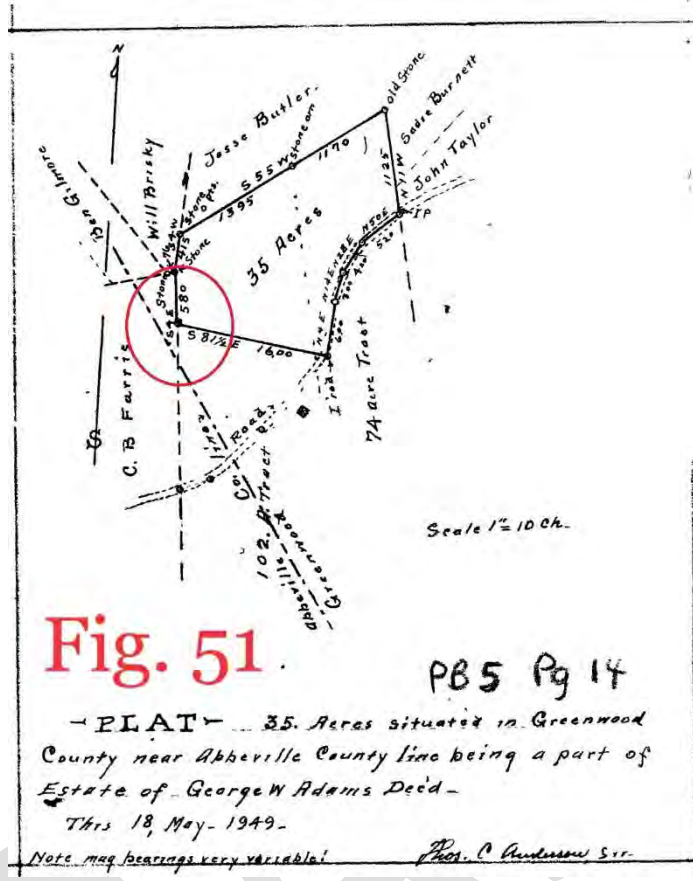
PLAT OF THE WILLIAM KLUGH ESTATE.  
 Situated about 7 miles west from Greenwood, S. C. on Greenwood-Abbeville Co. Rd.  
 Surveyed and subdivided by request Mr. W. H. Nicholson, Atty.  
 Total Area: 231.79 Acres. June 14, 1928.

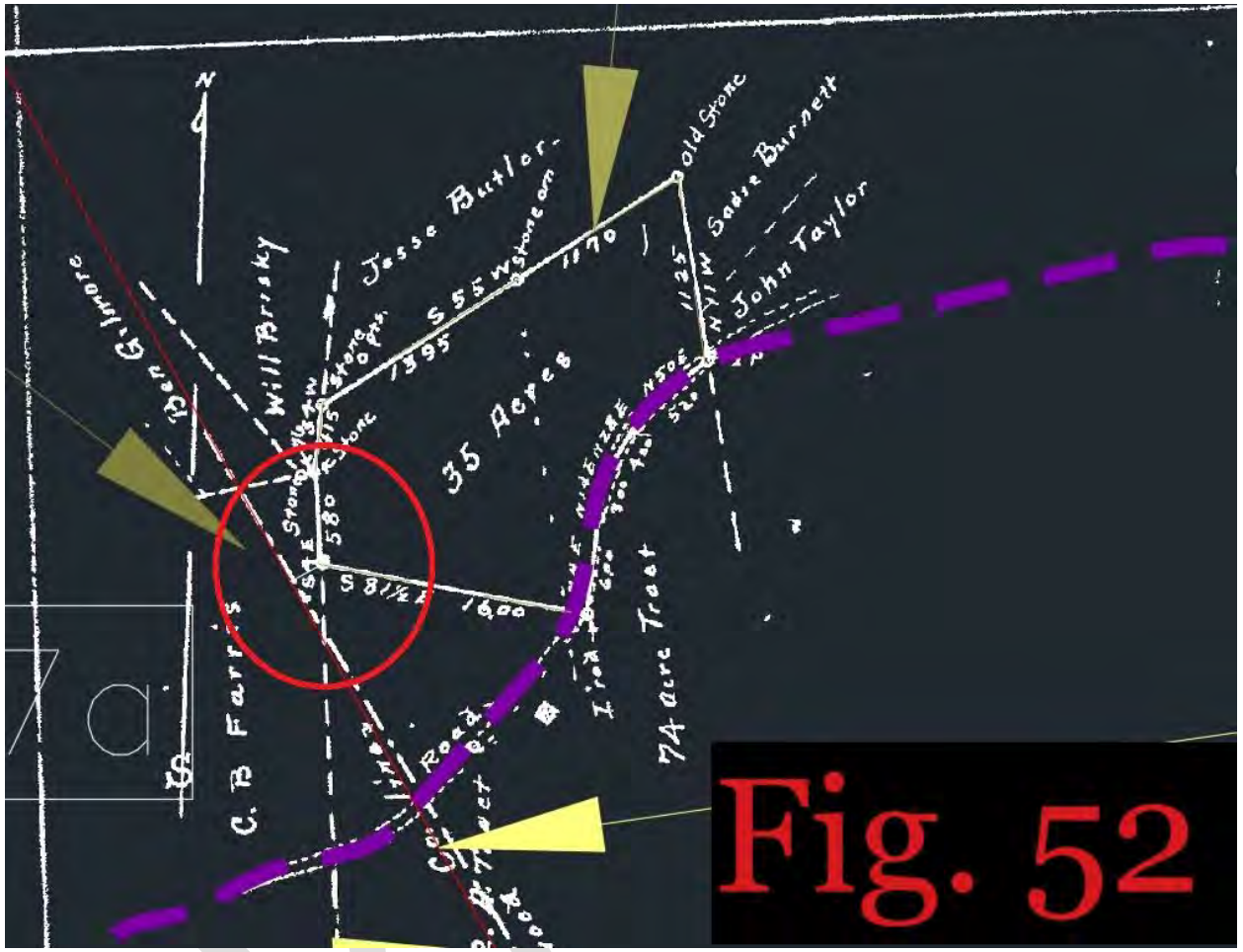
Thos. C. Anderson,  
 Surveyor

Scale: 500 Feet = 1"



**Fig. 50**







DR

Date & Time: Mon, Feb 26, 2024 at 14:47:19 EST  
Position: +034.088193° / -082.290168° (±14.3ft)  
Altitude: 510ft (±19.7ft)  
Datum: WGS-84  
Azimuth/Bearing: 300° N60W / 5333mils True (±12°)  
Elevation Angle: -87.2°  
Horizon Angle: +28.2°  
Zoom: 0.5X



Fig. 54

Date & Time: Mon, Feb 26, 2024 at 12:58:21 EST  
Position: +034.109285° / -082.266251° (±13.9ft)  
Altitude: 540ft (±19.7ft)  
Datum: WGS-84  
Azimuth/Bearing: 287° N73W 5102mils True (±12°)  
Elevation Angle: -21.9°  
Horizon Angle: +00.3°  
Zoom: 0.5X



Fig. 55

DRAFT



Date & Time: Mon, Feb 26, 2024 at 12:56:58 EST  
Position: +034.109332° / -082.266240° (±23.7ft)  
Altitude: 535ft (±39.4ft)  
Datum: WGS-84  
Azimuth/Bearing: 294° N66W 5227mils True (±12°)  
Elevation Angle: -85.6°  
Horizon Angle: -45.1°  
Zoom: 0.5X



DRAFT



DR

Date & Time: Tue, Feb 27, 2024 at 13:23:46 EST  
Position: +034.134631° / -082.249272° (±11.6ft)  
Altitude: 591ft (±19.7ft)  
Datum: WGS-84  
Azimuth/Bearing: 337° N23W 5991 mils True (±12°)  
Elevation Angle: -86.7°  
Horizon Angle: +54.4°  
Zoom: 0.5X



Fig. 58

DR

Date & Time: Fri, Feb 23, 2024 at 13:04:31 EST  
Position: +034.162692° / -082.240414° (±15.1ft)  
Altitude: 481ft (±11.6ft)  
Datum: WGS-84  
Azimuth/Bearing: 330° N30W 5867mils True (±19°)  
Elevation Angle: -04.8°  
Horizon Angle: +00.8°  
Zoom: 0.5X



DR

Date & Time: Fri, Feb 23, 2024 at 13:04:12 EST  
Position: +034.162833° / -082.240413° (±83.8ft)  
Altitude: 505ft (±157.5ft)  
Datum: WGS-84  
Azimuth/Bearing: 308° N52W 5476mils True (±19°)  
Elevation Angle: -86.8°  
Horizon Angle: +42.0°  
Zoom: 0.5X



**Fig. 60**

DR



Date & Time: Thu, Jun 15, 2023 at 10:38:41 EDT  
Position: +034.183750° / -082.240013° (±117.6ft)  
Altitude: 598ft (±19.7ft)  
Datum: WGS-84  
Azimuth/Bearing: 255° S75W 4533mils True (±13°)  
Elevation Angle: -61.3°  
Horizon Angle: +05.9°  
Zoom: 0.5X



Fig. 62

DR

Date & Time: Tue, Feb 13, 2024 at 14:03:14 EST  
Position: +034.191762° / -082.240271° (±15.1ft)  
Altitude: 638ft (±11.6ft)  
Datum: WGS-84  
Azimuth/Bearing: 123° S57E 2187mils True (±12°)  
Elevation Angle: -07.0°  
Horizon Angle: -00.6°  
Zoom: 0.5X



Fig. 63



Date & Time: Tue, Feb 13, 2024 at 14:03:03 EST  
Position: +034.191747° / -082.240242° (±15.1ft)  
Altitude: 632ft (±11.6ft)  
Datum: WGS-84  
Azimuth/Bearing: 062° N62E 1102mils True (±12°)  
Elevation Angle: -88.8°  
Horizon Angle: -31.5°  
Zoom: 0.5X



Fig. 64

Date & Time: Wed, Feb 28, 2024 at 11:50:23 EST  
Position: +034.220097°N -082.247618°W (±15.2ft)  
Altitude: 545ft (±11.6ft)  
Datum: WGS-84  
Azimuth/Bearing: 175° S05E 3111mils True (±12°)  
Elevation Angle: -08.3°  
Horizon Angle: +01.2°  
Zoom: 0.5X



**Fig. 65**

DR

Date & Time: Wed, Feb 28, 2024 at 11:50:08 EST  
Position: +034.220104° / -082.247585° (±14.2ft)  
Altitude: 538ft (±13.4ft)  
Datum: WGS-84  
Azimuth/Bearing: 255° S75W -4533mils True (±12°)  
Elevation Angle: -87.9°  
Horizon Angle: -22.3°  
Zoom: 0.5X



**Fig. 66**



DR

Date & Time: Thu, Feb 22, 2024 at 11:07:13 EST  
Position: +034.245236° / -082.264997° (±11.6ft)  
Altitude: 591ft (±13.1ft)  
Datum: WGS-84  
Azimuth/Bearing: 280° N80W 4978mils True (±12°)  
Elevation Angle: -86.6°  
Horizon Angle: +32.8°  
Zoom: 0.5X



**Fig. 68**

Date & Time: Wed, Feb 28, 2024 at 10:07:57 EST  
Position: +034.267127° / -082.287957° (±14.2ft)  
Altitude: 586ft (±13.4ft)  
Datum: WGS-84  
Azimuth/Bearing: 096° S84E 1707mils True (±12°)  
Elevation Angle: -09.4°  
Horizon Angle: -00.2°  
Zoom: 0.5X



**Fig. 69**

DR

Date & Time: Wed, Feb 28, 2024 at 10:07:41 EST  
Position: +034.267159° / -082.287977° (±13.3ft)  
Altitude: 580ft (±26.2ft)  
Datum: WGS-84  
Azimuth/Bearing: 191° S11W 3396mils True (±12°)  
Elevation Angle: -83.4°  
Horizon Angle: +06.7°  
Zoom: 0.5X



Fig. 70

DR



DR



Date & Time: Wed, Feb 28, 2024 at 09:22:17 EST  
Position: +034.276238° / -082.305840° (±15.1ft)  
Altitude: 532ft (±11.6ft)  
Datum: WGS-84  
Azimuth/Bearing: 250° S70W 4444mils True (±14°)  
Elevation Angle: -87.4°  
Horizon Angle: +05.2°  
Zoom: 0.5X



DRAFT



Date & Time: Tue, Feb 20, 2024 at 10:13:51 EST  
Position: +034.311352° / -082.309267° (±18.4ft)  
Altitude: 546ft (±19.7ft)  
Datum: WGS-84  
Azimuth/Bearing: 344° N16W-6116mils True (±12°)  
Elevation Angle: -80.7°  
Horizon Angle: -86.0°  
Zoom: 0.5X

Fig. 73

Date & Time: Tue, Feb 20, 2024 at 10:13:35 EST  
Position: +034.311353° / -082.309287° (±15.2ft)  
Altitude: 523ft (±19.7ft)  
Datum: WGS-84  
Azimuth/Bearing: 276° N84W 4907mils True (±12°)  
Elevation Angle: -84.5°  
Horizon Angle: +42.9°  
Zoom: 0.5X



DRAFT

Date & Time: Tue, Feb 13, 2024 at 11:03:59 EST  
Position: +034.347008° / -082.328870° (±15.4ft)  
Altitude: 696ft (±11.2ft)  
Datum: WGS-84  
Azimuth/Bearing: 181° S01W 3218mils True (±12°)  
Elevation Angle: -12.3°  
Horizon Angle: +00.2°  
Zoom: 0.5X



DR



Date & Time: Tue, Feb 13, 2024 at 10:07:18 EST  
Position: +034.358166° / -082.314163° (±15.6ft)  
Altitude: 718ft (±11.0ft)  
Datum: WGS-84  
Azimuth/Bearing: 316° N44W 5618mils True (±13°)  
Elevation Angle: -11.0°  
Horizon Angle: +03.1°  
Zoom: 0.5X



**Fig. 77**

DR

Date & Time: Tue, Feb 13, 2024 at 10:06:42 EST  
Position: +034.358194° / -082.314180° (±15.1ft)  
Altitude: 703ft (±11.6ft)  
Datum: WGS-84  
Azimuth/Bearing: 018° N18E, 0320mils True (±13°)  
Elevation Angle: -84.7°  
Horizon Angle: -03.4°  
Zoom: 0.5X



DR

Date & Time: Thu, Feb 15, 2024 at 09:12:18 EST  
Position: +034.364824° / -082.305369° (±14.5ft)  
Altitude: 636ft (±13.3ft)  
Datum: WGS-84  
Azimuth/Bearing: 025° N25E 0444mils True (±13°)  
Elevation Angle: -06.0°  
Horizon Angle: +04.5°  
Zoom: 0.5X



DR



Date & Time: Mon, Feb 19, 2024 at 15:19:20 EST  
Position: +034.389602° / -082.272716° (±14.3ft)  
Altitude: 672ft (±13.3ft)  
Datum: WGS-84  
Azimuth/Bearing: 298° N62W 5298mils True (±14°)  
Elevation Angle: -10.9°  
Horizon Angle: -00.0°  
Zoom: 0.5X



DR

Date & Time: Mon, Feb 19, 2024 at 15:19:09 EST  
Position: +034.389603° / -082.272761° (±12.8ft)  
Altitude: 669ft (±19.7ft)  
Datum: WGS-84  
Azimuth/Bearing: 062° N62E 1102mils True (±14°)  
Elevation Angle: -87.4°  
Horizon Angle: -34.6°  
Zoom: 0.5X



**Fig. 81**

DR

Date & Time: Tue, Feb 20, 2024 at 11:38:27 EST  
Position: +034.408514° / -082.247788° (±16.2ft)  
Altitude: 563ft (±10.1ft)  
Datum: WGS-84  
Azimuth/Bearing: 052° N52E 0924mils True (±12°)  
Elevation Angle: -08.7°  
Horizon Angle: +02.9°  
Zoom: 0.5X



DR

Date & Time: Tue, Feb 20, 2024 at 11:37:53 EST  
Position: +034.408552° / -082.247678° (±14.2ft)  
Altitude: 587ft (±13.4ft)  
Datum: WGS-84  
Azimuth/Bearing: 240° S60W 4267mils True (±12°)  
Elevation Angle: -89.2°  
Horizon Angle: -77.7°  
Zoom: 0.5X



**Fig. 83**

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