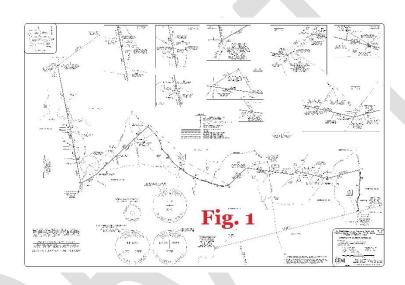
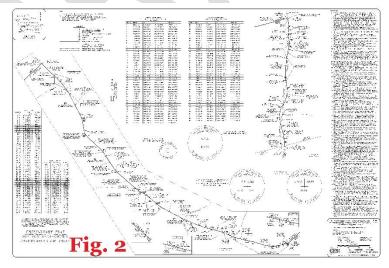
South Carolina

Greenwood-McCormick County Boundary Long Cane Creek to Edgefield County

Report of Survey - 2025





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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 McCormick county line dividing it from Greenwood. That line begins at a previously established point, the common corner of Abbeville, Greenwood, and McCormick in Long Cane Creek, and ends at a new monument set in the Edgefield county line, as shown in Figs. 1 & 2.

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..."

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."

Interestingly, 1922 Civil Code of South Carolina, Section (691) § 25, describing Greenwood County does not mention McCormick County, it only gives the previous description for Greenwood as in the 1902 code. That same description continues to the current statute, never having been updated to note the portion annexed to McCormick.

The same code in Section (702) § 37 states that McCormick County is bounded: "...a point on the Greenwood-Abbeville County line near Jordan's Mill; thence the Greenwood-Abbeville county line, in a southerly direction to its intersection with the C. & W. C. Railway, about one mile south of Troy: thence a straight line north 58 degrees east 5,000 feet to a stake, south of the incorporated limits of Troy; thence a straight line N. 46 degrees E. 19,659 feet to a stake on the Abbeville-Edgefield Public Road; thence the said Abbeville-Edgefield Public Road in a southerly direction to a road opposite the Jabe Stone place; thence N. 44 degrees 30 minutes E. 7,200 to a stake; thence a straight line S. 83 degrees E. 13,361 feet to a stake near or at Callison's old mill on Cuffytown Creek; thence up the run of said creek to the Callison-Kirksey Township line; thence the said township line in an easterly direction to Martintown Road; thence the said Martintown Road in a southeasterly direction to the Greenwood-Edgefield County line..."

The above descriptions are essentially the same as in the current descriptions in the Code of Laws of South Carolina 1976 for the Greenwood-McCormick line from the common corner with Abbeville on Long Cane Creek to the common corner with Edgefield. (Note: On a previous survey CESI established the common Abbeville-Greenwood-McCormick corner from the descriptions above and other supporting information, as well as the common Edgefield-Greenwood-McCormick corner, 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 <u>final plat</u> are <u>grid</u> bearings and <u>grid</u> distances - as are bearings and distances <u>in this report</u> 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 1/5,000 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 1/5,000th 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 Greenwood-McCormick 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, the US Forest Service, 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 20th century public and private maps, allowed us to be able to confidently place this boundary on the ground.

While the descriptions given and the monumentation shown on Figs. 1 & 2 runs from Long Cane Creek to the Edgefield county line, the following explanation of our methodology will run in the opposite direction, beginning at Point 89, which is a point on the Edgefield county line at the center of the historic Martintown Road, established previously as described in the report on the Edgefield-Greenwood-McCormick County Boundary from Little Mountain Creek to the Savannah River, dated 2025.

From <u>Point 89</u> the Greenwood-McCormick county line follows the centerline of the extant old roadbed of Martintown Road north approximately 12,000', passing remnants of Kirksey's Tavern at Sheppard's Crossroads (Figs. 3, 4, 5 & 6). The old roadbed is visible in many places and where the old roadbed has been obliterated CESI was

able to reestablish its location from SCDOT plans for the construction of US 25 dated 11-13-1928 (Figs. 7, 8, & 9), as well as US Forest Service Field Sheets, revised in 1940 (Fig. 10), for areas that were beyond what was covered by the roadway plans. Also, some contemporaneous boundary surveys helped confirm and reestablish some locations of the 'old Martintown Road.' The USFS survey shown in Fig. 11 confirms that Corner Disk 2 is in the center of the old road. This USFS monument is our Point 68. The Edgefield-McCormick line continues up the centerline of the 'old Martintown Road' until it intersects the Callison-Kirksey township line. Point 62 is that intersection and was determined using the SCDOT plans (Fig. 8) to establish the historic centerline of 'old Martintown Road' and the 1948 survey of Ms. Callie Self Coker by Thos. C. Anderson recorded in Greenwood at Map Book (MB) 23 Page (Pg) 175, in McCormick at MB 9 Pg 8 and shown in Fig. 12. CESI scaled the location to the county corner at Point 62 and Point 61 from existing property corners shown on Mr. Anderson's 1948 survey. Scaling from the USGS Field Sheet (Fig. 10) yielded the same location.

At this point it would be appropriate to mention the gentleman who surveyed this property in 1948, Thos. C. Anderson. Mr. Anderson's very prolific surveying career encompassed the majority of the 20th century. We have done multiple county boundaries in this region; Abbeville-Anderson, Abbeville-McCormick, Greenwood-McCormick, and on each of these there have been boundary surveys done by Mr. Anderson that were crossed by a county boundary. We have found Mr. Anderson's surveys to be reliable and accurate and his knowledge of the location of each county boundary in question to be well informed. Repeated experience has shown us that we can use Mr. Anderson's surveys to reliably vet a proposed county boundary re-establishment, and in cases

where we have nothing else on which to base the location, we have used Mr. Anderson's surveys to reestablish county boundaries. Mr. Anderson's diligence and hard work has made our task of reestablishing boundaries in these counties much easier than it would have been had he not existed, and his reliability gives us greater confidence in the alignments established in conjunction with his surveys.

The line from Point 62 to Point 61 is described by statute as the Callison-Kirksey township line. The only document found with the township line information is the 1898 Map of Greenwood County by Yeldell and Kirk (Fig. 13). As can be seen in the enlargement in Fig. 14, the township line begins at Martintown Road, extends to a road now known as Mt. Vernon Road, makes a bend and extends roughly the same distance again to Cuffytown Creek, intersecting the creek a short way below its confluence with Reedy Creek, but it is only a graphical representation, there are no bearings, distances, or other information available on the drawing to assist in reestablishing the two lines, other than Point 60 is at Cuffytown Creek a short distance below Reedy Creek.

As mentioned above, <u>Point 62</u> was established using Anderson's survey of the Coker property by scaling north from the nearest property corner. But in order to establish Point 61 it is first necessary to establish <u>Point 60b</u> and <u>Point 60c</u>. As can be seen in Fig. 15, <u>Point 60c</u> was created by scaling along the property line from the nearest property corner.

The 1935 US Forest Service survey of the adjoining property (Fig. 16) also shows the Greenwood-McCormick line, and Point 60b (Fig. 17) was

established in a similar manner using it and the adjoining US Forest Service survey of the Parker Tract 160 from 1970 as shown in Fig. 18.

The line from <u>Point 60b</u> to <u>Point 60c</u> was extended and intersected with the centerline of Mt. Vernon Road to establish <u>Point 61</u>. Likewise, the line was extended in the opposite direction and intersected with the centerline of Cuffytown Creek to establish <u>Point 60</u>.

From <u>Point 60</u> the Greenwood-McCormick county line follows Cuffytown Creek downstream almost 1500' to <u>Point 59</u>.

Statute calls for <u>Point 59</u> to be <u>"...</u> a stake near or at Callison's old mill on Cuffytown Creek..." The 1898 map of Greenwood County (Fig. 13) shows Callison Mill in the northeast quadrant of a road and Cuffytown Creek (Fig. 14). CESI found no visible evidence of the old mill at this location, but the roadbed shown on the 1898 map is still extant and visible. Since the county corner is supposed to be on Cuffytown Creek at, or near, the old mill, CESI used the centerline intersection of the old roadbed and Cuffytown Creek to establish <u>Point 59</u>.

The next two lines are described in statute as "...thence the said Abbeville-Edgefield Public Road in a southerly direction to a road opposite the Jabe Stone place; thence N. 44 degrees 30 minutes E. 7,200 to a stake; thence a straight line S. 83 degrees E. 13,361 feet to a stake near or at Callison's old mill on Cuffytown Creek..." The Abbeville-Edgefield Public Road is today known as Millway Road. Courthouse research determined that the property owned by Jabe Stone in 1916 is the same property surveyed by International Paper Company in 1951, recorded in Greenwood at MB 55 Pg 141 and shown in Fig. 19. This

survey shows the Greenwood-McCormick county line intersecting Millway (called Long Cane Road on the survey) at a driveway, presumably the "road opposite the Jabe Stone place." That road still exists, and its location was confirmed by matching the centerline of the existing soil road with the calls shown in Fig. 19, and corresponding to it is a similar looking road or driveway on the 1898 Map of Greenwood County leading to a place possibly labeled as Jobe Store or Jabe Stone.

Greenwood Deed Book 50 Pg 285, dated 1936, states that the property shown on Fig. 19 was at that time "...known as the Jabe Stone Place."

Point 57 was established at the intersection of the old road or driveway and Millway Road. With Point 57 and Point 59 thus established CESI did a best fit between them holding the interior angle at Point 58 the same as called for by the bearings in statute, 127° 30′ and adjusting the distances so that each leg varies from the statute distance by the same amount, both short by approximately 98.208%.

The resulting line from <u>Point 57</u> to <u>Point 58</u> has a grid bearing of N 45° 47′ 18″ E and grid distance of 7,070.99′. The reestablished distance is short of the statute distance by approximately 130′. To compare the bearings we must convert both the statute bearing of N 44 degrees 30 minutes E and our grid bearing to a common reference meridian called, for convenience's sake, True North. From NOAA's historic magnetic declination calculator we determine the declination at <u>Point 32</u>, midway through our project, was 0° 10′ East in 1916. This yields a true statute bearing of N 44° 40′ E. The South Carolina Grid convergence factor at this location of -0° 40′ 12″, which gives us a true bearing from <u>Point 57</u> to <u>Point 58</u> of N 45° 07′ 06″ E. That yields a difference between the two of only 0° 27′ 06″, a very reasonable comparison.

The resulting line from <u>Point 58</u> to <u>Point 59</u> has a grid bearing of N 81° 42′ 42″ W and grid distance of 13,121.60′, short of the statute distance by just over 239′. Because the angle at Point 58 is the one dictated by the statute bearings the difference between statute and our reestablished bearing is the same, 0° 27′ 06″.

Along the line from Point 58 to Point 59 the US Forest Service provided documentation and old surveys for Tract 220R. In that file was a survey by Thos. C. Anderson from 1905 and 1922 of the Callison property which shows the Greenwood-McCormick line crossing the upper part of the property. As can be seen on Fig. 20, the county boundary scales about 170' up the property line. The reestablished line measures 5.56' from the same property corner in the field, confirming that the line as reestablished is approximately where it was historically understood to be (Fig.21). Also in the file was correspondence from local USFS staff commenting on the situation. One portion of that correspondence states, "Anderson's reputation in this locality as a surveyor is considered superior." It is affirming to see this contemporaneous recognition for a gentleman that has posthumously aided our efforts at reestablishing county boundaries (Fig. 22).

From <u>Point 57</u> the 1916 centerline of Millway Road (formerly Abbeville-Edgefield Public Road) continues to be the Greenwood-McCormick county line for approximately 5.5 miles, many places the current road and 1916 road being coincident, other places the 1916 roadbed running to the side and parallel to the current road. The first three courses from <u>Point 57</u> are lines shown on <u>Greenwood</u> **MB 55 Pg 141**, shown on Fig. 19. The next four courses continue to follow the centerline of the current Millway Road and match the lines shown on <u>Greenwood</u> **MB 55**

Pg 131 shown in Fig. 23. The centerline of the current road continues to be the Greenwood-McCormick county line almost up to Dorn Road as shown on Fig. 24 recorded at McCormick MB 2 Pg 124. Starting at Dorn Road, McCormick MB 7 Pg 22 shows the property line and county line transitioning from the current road over to the old 1916 roadbed, which is still extant, a detail of which is Fig. 25. Fig. 26, McCormick MB 4 Pg 125, and Fig. 27, Greenwood MB 116 Pg 121 show the county line continuing in the old roadbed. The old roadbed transitions over into the current road at Point 39 and Point 38, and then the old roadbed picks up again at Point 37, Point 36 and Point 35, then past the merger with Liberty Hill Road the current road and the 1916 road become coincidental again until Point 34, as shown on Greenwood MB 9904 Pg 24 shown on Fig. 28. Point 34 is southwest of the current Millway Road and Point 33a, Point 33, Point 32, and Point 31 are all in the old roadbed as shown on Greenwood MB 59 Pg 127 (Fig. 29). From Point 30 on the bridge over Hard Labor Creek to Point 4, SCDOT plans for S-171 dated 07-02-1953 show the current road and old road centerline as coincident and call for the center of the old road to be the county line, as shown on Figs. 30 & 31. Also showing the road centerline as the Greenwood-McCormick county line are Greenwood MB 37 Pg 142 from 1982 shown on Fig. 32, and Greenwood MB 93 Pg 130 from 1994 shown on Fig. 33. Point 4 was established in the centerline of Millway Road at a distance from Calabash Road as scaled from a US Forest Service Field Sheet dated 1933-36, Revised 1940 as shown on Fig. 34. This large-scale sheet is the best documentation for the location of this corner that CESI was able to discover.

A word here about our reliance on Forest Service surveys. Many of the early Forest Service surveys in these counties are almost

contemporaneous with the establishment of the Greenwood-McCormick line, many from 1934, just 18 years after the boundary was created, giving those surveyors access to folks and possibly monuments that are unavailable to us a century later. CESI has found through our work that the county line information shown on USFS surveys is generally pretty reliable and not infrequently dead on. Some additional light was shed on this during the research for this particular project. Through the generous help of USFS Surveyor for South Carolina, William G. "Glen" Dalton, PLS, CESI obtained, among many other materials, copies of a field book labeled "County Lines" (Fig. 35). While the book contains no confirming dating information it appears to be from the original surveys in the 1930s. The field book describes conversations with long term residents that had information concerning the original county corners and alignments, an example shown in Fig. 36. Using the information provided by those residents it appears the Forest Service surveyors then pin-pricked aerial photographs and from that determined where the county lines ran over the properties they were surveying. Official Forest Service records have aerial photographs back to 1932, so it is easily conceivable that the survey crew surveying in 1934 was utilizing this then-new technology.

Upon establishing <u>Point 4</u> we now have to jump ahead to <u>Point 1</u> to establish the last two points in ascending order. <u>Point 1</u>, the Abbeville-Greenwood-McCormick tri-county corner was established in the center of Long Cane Creek during a previous county boundary project in 2024. Statute describes the lines from it to <u>Point 4</u> as proceeding from: "...a point on the Greenwood-Abbeville County line near Jordan's Mill; thence the Greenwood-Abbeville county line, in a southerly direction to its intersection with the C. & W. C. Railway, about one mile south of Troy:

thence a straight line north 58 degrees east 5,000 feet to a stake, south of the incorporated limits of Troy; thence a straight line N. 46 degrees E. 19,659 feet to a stake on the Abbeville-Edgefield Public Road..."

The Abbeville-Greenwood line was established in 1897 and this portion of it is described as running from a: "...mile post on leading from Troy to McCormick near George Lebert's residence, thence north 13 degrees west to a corner post one hundred fifty feet (150) south of Jordan's Old Mill on Long Cane Creek..." We don't have a copy of a map for the creation of McCormick County, but we do have a map titled Map of the Proposed County of Greenwood by Thos. B. Lee, dated August 1894. The statute that created Greenwood did not exactly follow this map, but the line from Point 1 to Point 2 appears to be the same line as the one in the 1897 statute, it starts at Jordan's Old Mill and runs S 13° E, 6.38 miles to a point at a railroad labeled G. Sybert (Fig. 37). In addition, we also have Thos. B. Lee's notes from the survey and for this line they read, "Thence S. 13° E. 6.38 miles, to a post near George Sybert's house, being a mile stone on the Augusta and Knoxville Rail road, said post being between said rail road and George Sybert's house..." (Fig. 38). The Augusta and Knoxville Railroad is now CSX. CSX Valmap V07242 shows a mile marker labeled '48' and 'AK-508' near where it shows the approximate Greenwood-McCormick county line (Fig. 39). This mile marker still stands on the south side of the railroad, between the rail and SC Hwy10 (Fig. 40). And the 1898 Map of Greenwood County by Yeldell and Kirk (Fig. 41) shows the mile post at the corner and the G.M. Sibert house south of the C & WC Railroad. CESI located this mile post. The grid bearing from Point 1 to the mile post is S 11° 13′ 10" E with a grid distance of 33,968.17, or 6.43 miles, less than 300' off the distance shown on the 1894 map and in the

North meridian to compare them. The magnetic declination at (<u>Point 1a</u>), about midway along the line, was 1° 05′ East in 1894. The convergence at this location is -0° 43′ 48″. The statute bearing converts to S 11° 54′ E and the grid bearing to S 11° 56′ 58″ E, a difference of 0° 02′ 58″, an amazingly close agreement between the bearings. Such a close match for both distance and bearing serves as convincing evidence that this is the mile post called for in the statute.

In 1894 the new county line between Abbeville and Greenwood ran from Long Cane Creek to this mile post, but the description of this line for the McCormick annexation of 1916 is: : "...a point on the Greenwood-Abbeville County line near Jordan's Mill; thence the Greenwood-Abbeville county line, in a southerly direction to its intersection with the C. & W. C. Railway, about one mile south of Troy..." This means that while Point 2 is on the line described above it stops at the centerline of the railroad, short of the mile post by 18.93'.

CESI's research found that the line from Point 1 to Point 2 crosses several properties with maps indicating the location of the county line. A US Forest Service map from 1935 for Tract 73-c shows the Greenwood-McCormick line at, or very near, a property corner on the southeast side (Fig. 42). Fig. 43 shows the reestablished line from Point 1 to Point 2 falls 46.46 feet from that same property corner. Just about a mile farther south, a similar relationship can be seen between the boundary surveyed in 1935 for US Forest Service Tract 73-d seen in Fig. 44. At that location there is a distance of only 130.11' between those property corners and the reestablished line from Point 1 to Point 2, as shown in Fig. 45. And farther south at Charleston Road a 1933 survey

by Thos. C. Anderson from 1933 shows the county line crossing Tract 2 of the Bradley property (Fig. 46). Fig. 47 shows that the reestablished county line from Point 1 to Point 2 passes very close to the same location.

So, the combined evidence of how closely the bearing and distance compares to the statute, and the several places that contemporary surveys showed the county line essentially in the same location as the line reestablished, strongly supports that this portion of the Greenwood-McCormick line has been properly reestablished.

The statute gives a bearing of N 58° E and distance of 5000′ from Point 2 to the next county corner, then a bearing of N 46° E and distance of 19,659 feet to the county corner at the Abbeville-Edgefield Public Road, now Millway Road. However, Point 4 at Millway Road has already been established as described above. With both Point 2 and Point 4 already established the solution CESI employed to establish Point 3 was to create a geometric figure that was 5000' ground distance on the west end with an interior angle of 168° (the angle described between the two bearings above) and pivoting the figure's western end on Point 2 until the eastern line fell across Point 4. This method bridged between the two previously established points, kept the angular relationship between the lines the same as called for in statute, kept the distance between Point 2 and Point 3 the same as called for in statute, and placed all the distance discrepancies in the much longer line. The resulting grid bearing between Point 2 and Point 3 is N 59° 19′ 05″ E and the grid distance is 4998.93', which translates to a ground distance of 5000.00'. Converting both the statute bearing and grid bearing to the True North meridian we find the statute bearing converts to N 59°

05' E and the grid bearing converts to N 58° 35' 17" E, a difference of 0° 29' 43", and entirely reasonable comparison. Because the angle held at Point 3 matches what is called for by the bearings the difference between statute and grid bearings for the line from Point 3 to Point 4 is the same, 0° 29' 43". The resulting distance between 19,918.09' as compared to a statute distance of 19,659, a difference of only 260' over a distance of almost 3.75 miles.

Along this line, about 7500' from Point 3 towards Point 4, a boundary survey from 1950, Greenwood MB 5 Pg 115, has the Greenwood-McCormick county boundary running through or very near a property corner, as shown on Fig. 48. CESI located that property corner and determined that it is 380.74' from the reestablished county boundary, as shown on Fig. 49.

And though it is only graphical, the 1937 SCDOT Highway Map for McCormick County (Fig. 50) shows the county line running through the intersection of what is now US Highway 221 and Calabash Road (Fig. 51). As can be seen from Fig. 52, the reestablished Greenwood-McCormick line is graphically in the same location.

❖ 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 Greenwood and McCormick counties from the Abbeville-Greenwood-McCormick tricounty corner on Long Cane Creek to the Edgefield county line. 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 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 Greenwood-McCormick boundary begins at its northern terminus at the tri-county corner in Long Cane Creek. There is no monument set at this location, designated <u>Point 1</u> on the final plat (Fig. 1), but this point lies **N 81° 02′ 24″ E, 3023.72′** from a county boundary disk marked "ABBE MCCO" on the Abbeville-McCormick line.

The course (grid bearing and distance) from <u>Point 1</u> to <u>Monument 1b</u>, a set nail and washer in McWood Road near the intersection with McWood Court (Figs. 53 & 54), is **S 11° 13′ 10″ E, 19,096.49′**.

The course from Monument 1b to Monument 1c, a set #8 rebar and disk south of Long Cane Road (Figs. 55 & 56), is **\$ 11° 13′ 10″ E**, **4283.89′**.

The course from Monument 1c to Monument 1d, a set nail and washer in Charleston Road (Figs. 57 & 58), is **S 11° 13′ 10″ E, 3853.42′**.

The course from Monument 1d to Point 2 at the centerline of the CSX railroad is **S 11° 13′ 10″ E, 6715.44′**. Point 2 is located N 11° 13′ 10″ W, 18.93′ from a triangular concrete post stamped "48" and labeled "508" (Figs. 59 & 60).

The course from Point 2 to Monument 3, a set #8 rebar and county line disk west of Rocky Creek Road (Figs. 61 & 62), is **N 59° 19′ 05″ E,** 4998.93′.

The course from <u>Monument 3</u> to <u>Monument 3b</u>, a set #8 rebar and disk west of US Hwy 221 (Figs. 63 & 64), is **N 47° 19' 05" E, 14,537.37'**.

The course from Monument 3b to Monument 3c, a set #8 rebar and disk southwest of Millway Road (Figs. 65 & 66), is **N 47° 19' 05" E, 5350.72'**.

The course from Monument 3c to Monument 4, a set mag nail and washer in the centerline of Millway Road (Figs. 67 & 68), is **N 47° 19' 05" E, 30.00'**.

The course from Monument 4 to Monument 12, a set nail and washer in Millway Road (Figs. 69 & 70), follows the centerline of current Millway Road in a southeasterly direction **4961.19'**. This monument is

witnessed by a #8 rebar and disk tie monument located at **N 41° 14′ 35″ E, 34.26′** (Figs. 71 & 72).

The course from Monument 12 to Monument 23, a set nail and washer in Millway Road (Figs. 73 & 74), follows the centerline of current Millway Road in a southeasterly direction **5613.76'**. This monument is witnessed by a #8 rebar and disk tie monument located at **N 66° 45' 31" E, 39.76'** (Figs. 75 & 76).

The course from Monument 23 to Monument 32, an existing 1" iron pipe in the old roadbed southwest of current Millway Road (Figs. 77 & 78), follows the centerline of the current Millway Road and the old roadbed of Millway Road in a southeasterly direction **5660.21'**.

The course from Monument 32 to Monument 33a, an existing nail at the base of a 3/4" iron pipe in the old roadbed southwest of current Millway Road (Figs. 79 & 80), follows the centerline of the old roadbed of Millway Road in a southeasterly direction **934.62'**.

The course from Monument 33a to Monument 35, a set #8 rebar and county line disk in the old roadbed north of current Millway Road (Figs. 81 & 82), follows the centerline of the old and current roadbeds of Millway Road in a southeasterly direction 2903.53'.

The course from Monument 35 to Monument 39a, an existing 1/2" inchiron pipe in the old roadbed north of current Millway Road (Figs. 83 & 84), follows the centerline of the old and current roadbeds of Millway Road in a southeasterly direction 2668.29'.

The course from Monument 39a to Monument 40, an existing 3/4" inch iron pipe in the old roadbed north of current Millway Road (Figs. 85 & 86), follows the centerline of the old roadbed of Millway Road S 75° 56' 36" E, 438.51'.

The course from Monument 40 to Monument 41, an existing axle in the old roadbed north of current Millway Road (Figs. 87 & 88), follows the centerline of the old roadbed of Millway Road **S 74° 01' 17" E, 623.19'**.

The course from Monument 41 to Monument 42, an existing axle in the old roadbed north of current Millway Road (Figs. 89 & 90), follows the centerline of the old roadbed of Millway Road **\$ 69° 55′ 17″ E, 123.01′**.

The course from Monument 42 to Point 43, in the old roadbed north of current Millway Road follows the centerline of the old roadbed of Millway Road **S 65° 51′ 34″ E, 197.49′**.

The course from <u>Point 43</u> to <u>Monument 44</u>, an existing bent T-post and bent U-channel post in the old roadbed north of current Millway Road (Figs. 91 & 92), follows the centerline of the old roadbed of Millway Road S 68° 25′ 40″ E, 249.93′.

The course from Monument 44 to Monument 45, an existing axle in the old roadbed north of current Millway Road (Figs. 93 & 94), follows the centerline of the old roadbed of Millway Road **S 58° 48′ 39″ E, 177.69′**.

The course from Monument 45 to Point 57, a point in the centerline of current Millway Road at the intersection of the another old road, follows the centerline of the old and current roadbeds of Millway Road in an easterly direction **5532.15'**.

The course from Point 57 to Monument 57a, a set #8 rebar and county line disk (Figs. 95 & 96), is N 45° 47′ 18″ E, 74.47′.

The course from Monument 57a to Monument 58, a set mag nail and washer in the southwestern root of a 20" white oak (Figs. 97 & 98), is **N** 45° 47′ 18" E, 6996.52′.

The course from Monument 58 to Monument 58b, a set #8 rebar and county line disk (Figs. 99 & 100), is **S 81° 42′ 42″ E, 13,021.60′**.

The course from Monument 58b to Point 59, a point in the centerline of Cuffytown Creek, is **S 81° 42′ 42″ E, 100.00′**.

Then up the courses of the centerline of Cuffytown Creek to <u>Point 60</u>, which is located at a tie line bearing of N 48° 51′ 39″ E, and distance of 1510.76′ from <u>Point 59</u>.

The course from <u>Point 60</u> to <u>Monument 60a</u>, a set #8 rebar and county line disk (Figs. 101 & 102), is **S 76° 43' 13" E, 77.21'**.

The course from Monument 60a to Monument 61, a set nail and washer in Mt. Vernon Road (Figs. 103 & 104), is **S 76° 43′ 13″ E, 8895.64′**.

The course from Monument 61 to Monument 61a, a set #8 rebar and county line disk (Figs. 105 & 106), is N 75° 12′ 29″ E, 9471.93′.

The course from Monument 61a to Point 62, a point at the center of the old Martintown Road in the current US Hwy 25, is **N 75° 12′ 29″ E, 48.50′**.

Then, following the centerline of the old Martintown Road various courses on both sides of the current US Hwy 25 from <u>Point 62</u> to <u>Monument 68</u>, a USFS monument on the east side of US Hwy 25 (Figs. 107 & 108), a total distance of **2313.00'**.

Then, following the centerline of the old Martintown Road various courses on both sides of the current US Hwy 25 from Monument 68 to Monument 73, a set nail and washer set in old pavement buried on the west side of US Hwy 25 (Figs. 109 & 110), a total distance of **2135.21'**.

Then, following the centerline of the old Martintown Road various courses on both sides of the current US Hwy 25 from Monument 73 to Monument 77, a set #8 rebar and county line disk on the east side of US Hwy 25 (Figs. 111 & 112), a total distance of **2343.91'**.

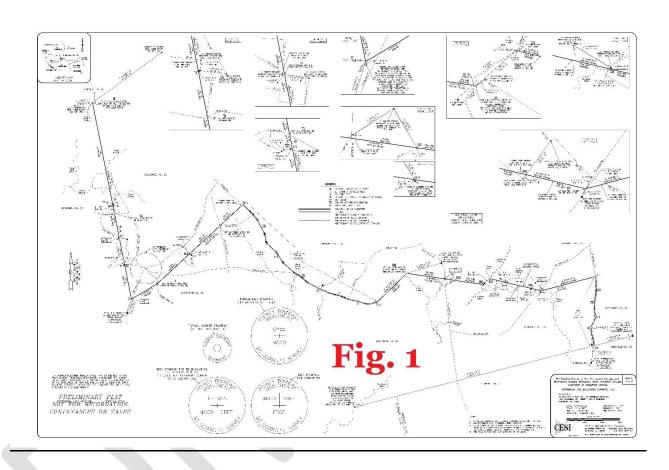
Then, following the centerline of the old Martintown Road various courses on both sides of the current US Hwy 25 from Monument 77 to Monument 82, a set #8 rebar and county line disk on the west side of US Hwy 25 (Figs. 113 & 114), a total distance of **2074.61'**.

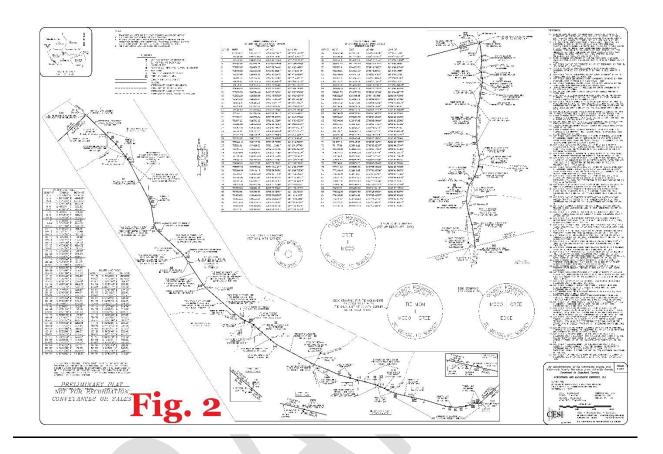
Then, following the centerline of the old Martintown Road various courses on both sides of the current US Hwy 25 from Monument 82 to Monument 89, a set #8 rebar and county line disk on the east side of US Hwy 25 (Figs. 115 & 116), and in the centerline of old Martintown Road and being the tri-county corner of Edgefield-Greenwood-and McCormick counties, a total distance of **3166.45'**.

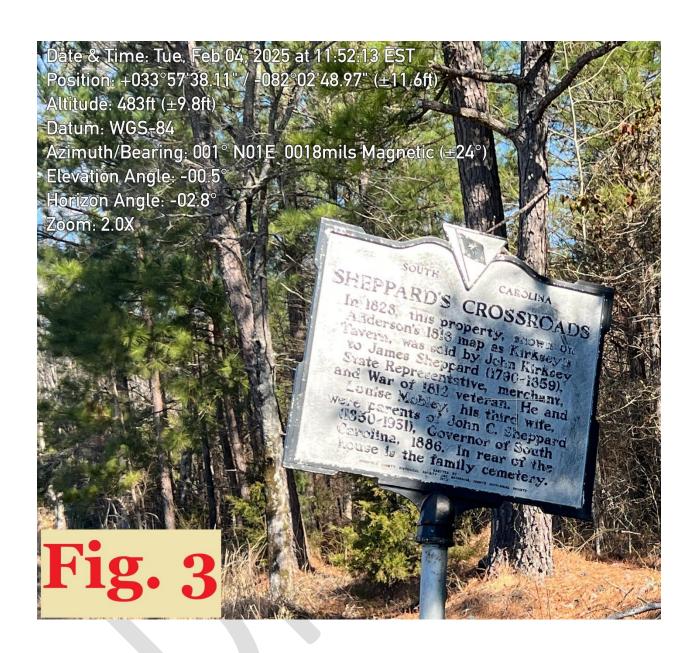
❖ Final Thoughts

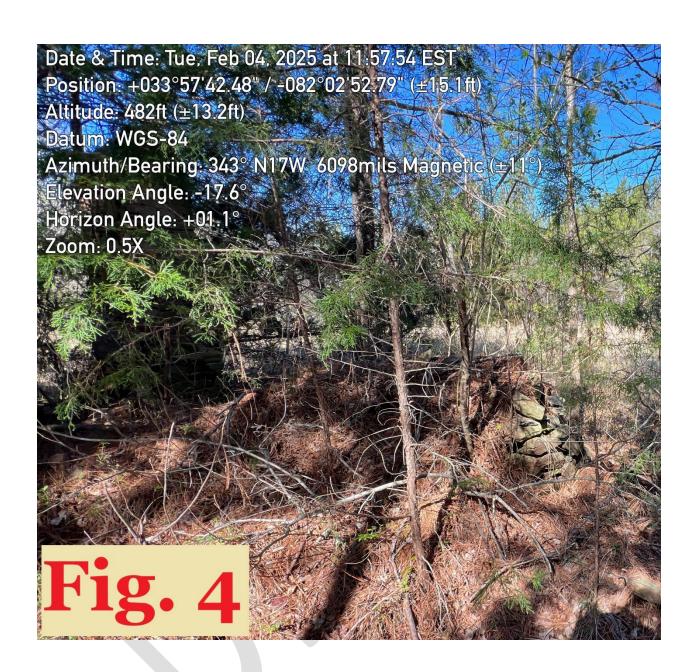
Given all of the above, it is CESI's conclusion, based on research, field work, and analysis, that the location we are presenting is, along its whole length, substantially where it was intended to be by the statute adopted in 1916 and promulgated in South Carolina's Code of Laws. While we have no original survey to follow, only the descriptions as recorded in statute, 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, as well as the generous support and information provided by US Forest Service Surveyor for South Carolina, William G. "Glen" Dalton, PLS, both of which have informed and guided our re-establishment survey.

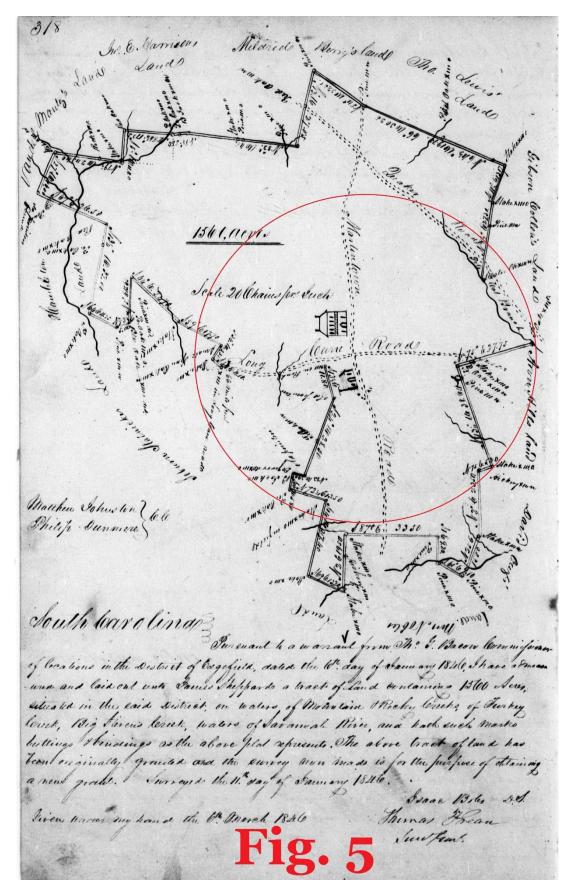
*** FIGURES**

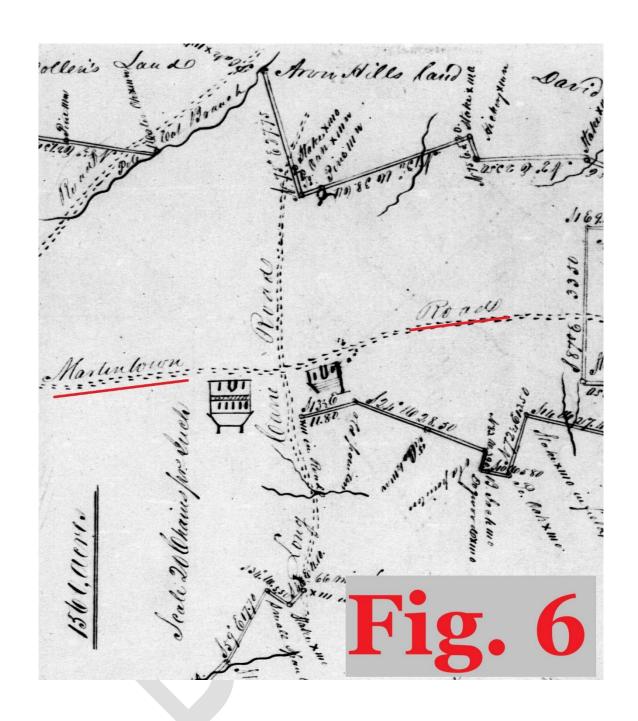


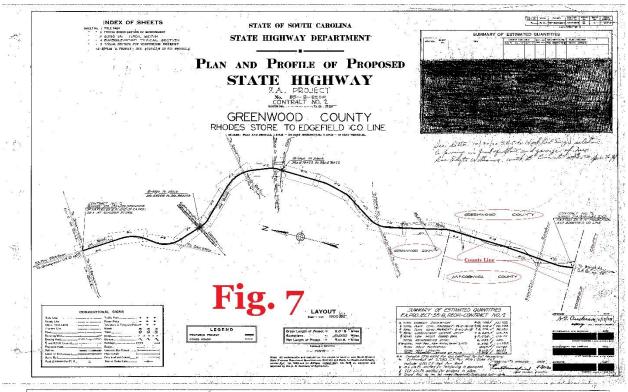


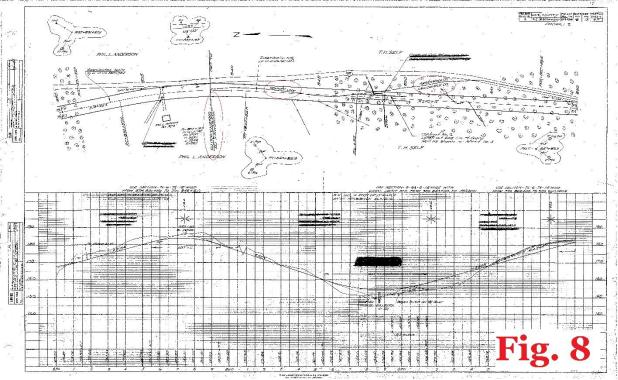


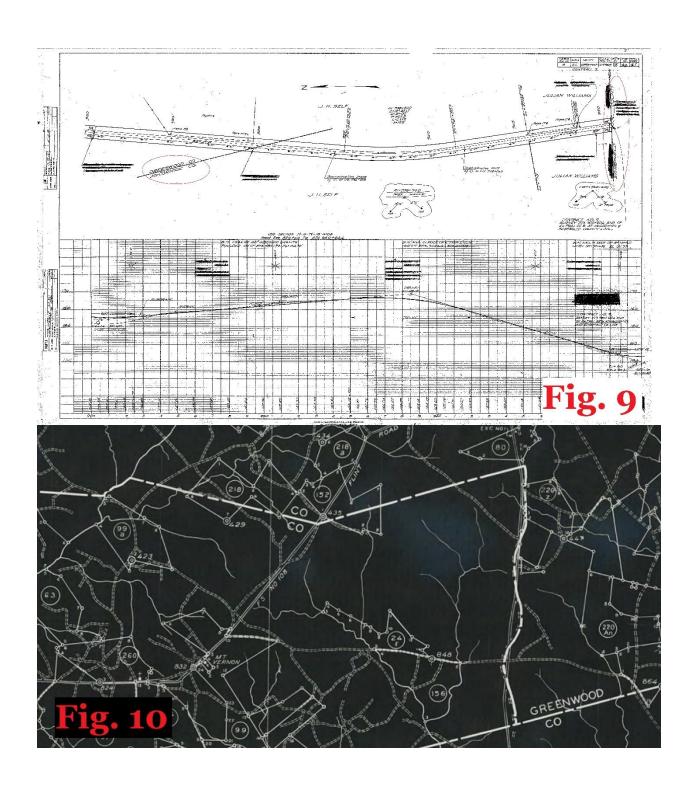




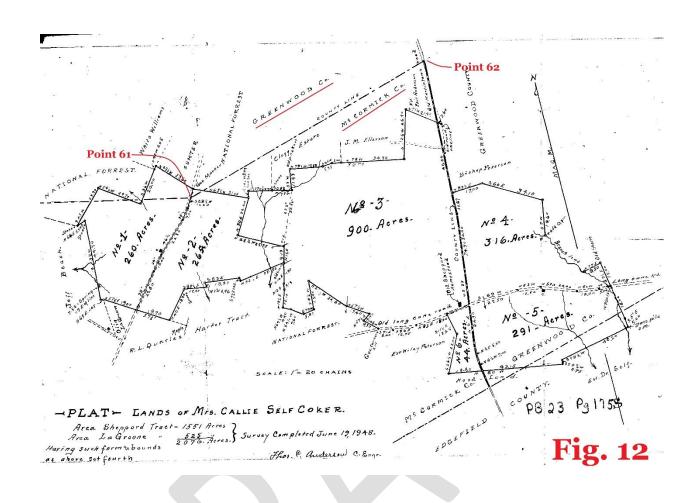


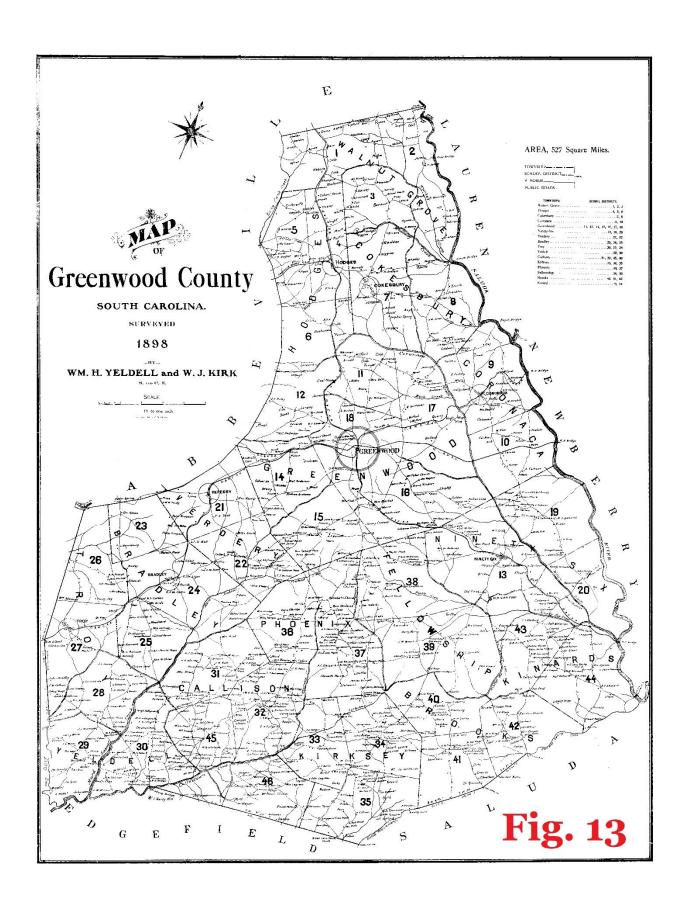


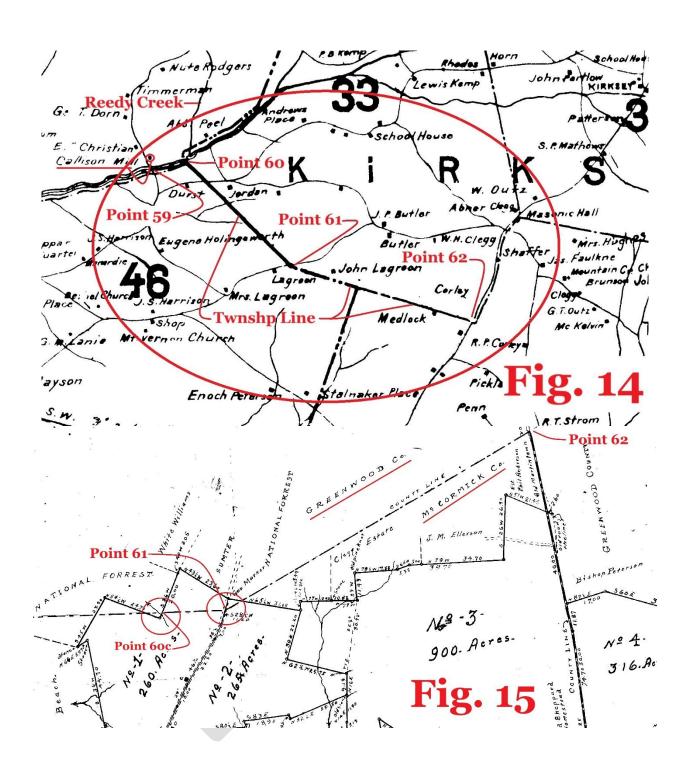


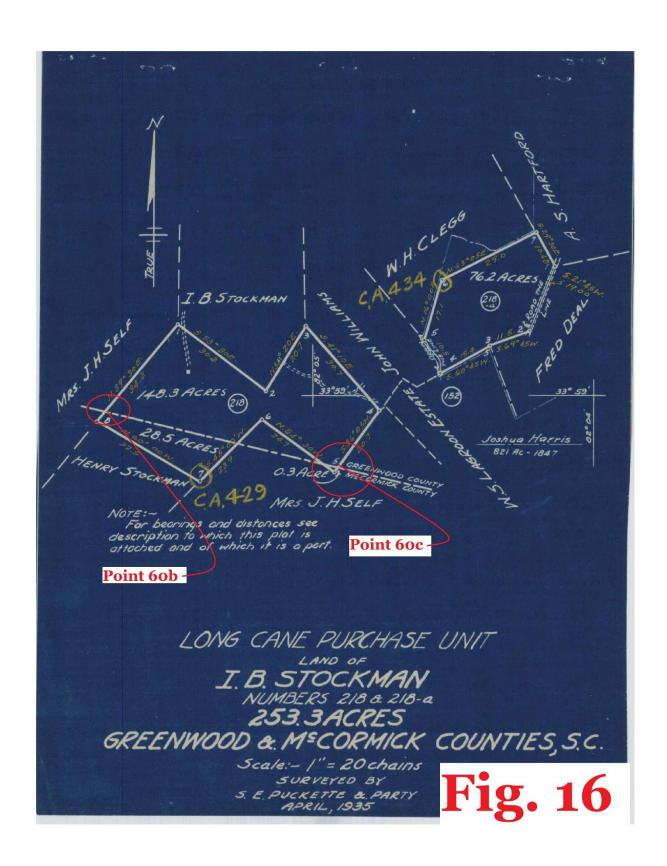


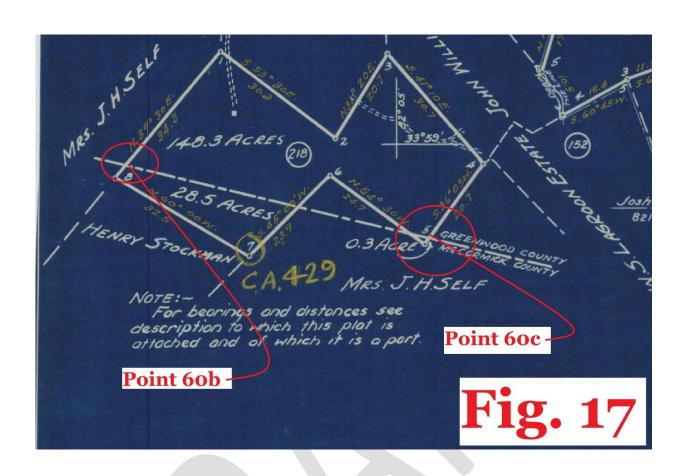












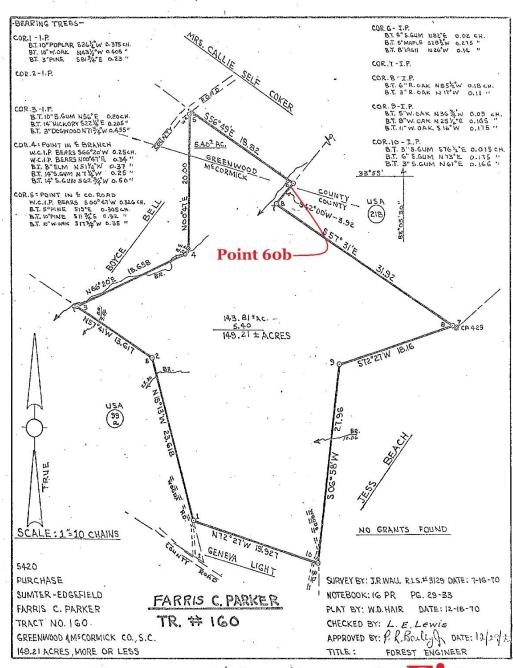
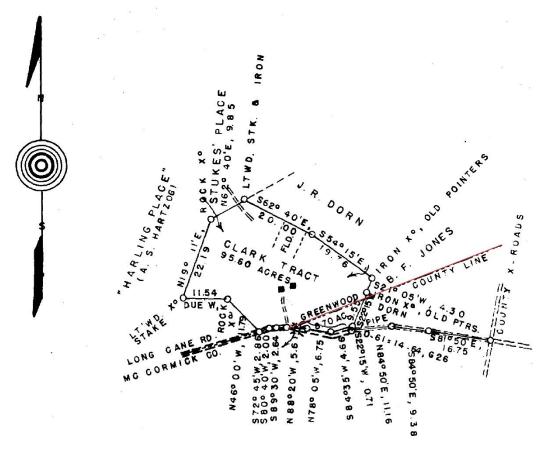


Fig. 18



MAP.

INTERNATIONAL

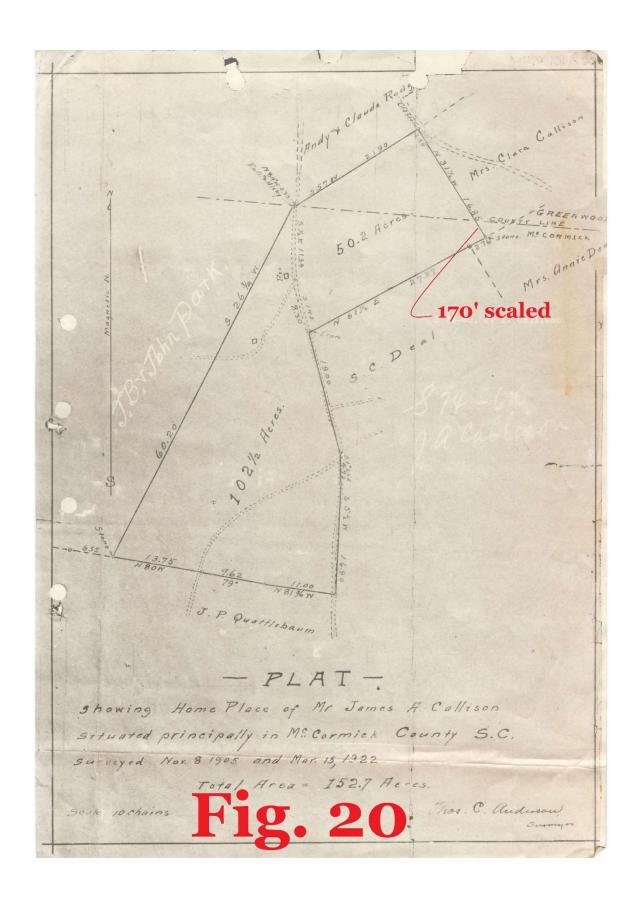
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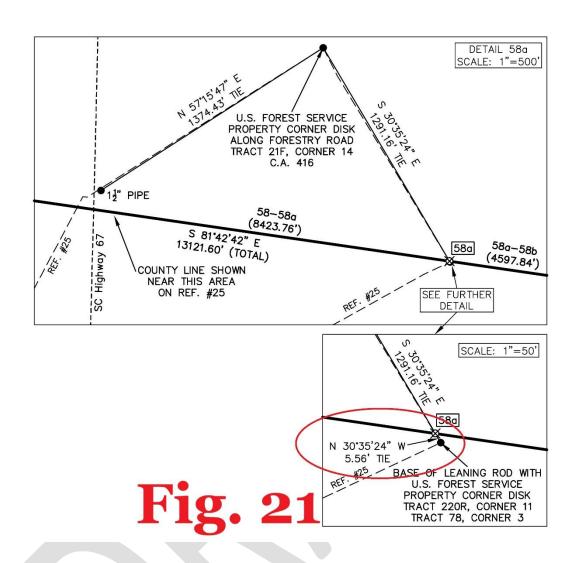
COMPANY

GREENWOOD & MCCORMICK COUNTIES, S. C.
SURVEYED BY: S. M. GLADSTONE, FEB. 1951
SOALE I" = 20 CHAINS CONTENTS 104.30 ACRES
CASE NO. T. G. - 111 - 9 - 24-33-342.4

BOOLF, AND CCGS. GREENWOOD CO.

Fig. 19





L-ACQUISITION The Federal Land Bank, Tr. #220-r (Claim of H.E. Rush)

REPORT OF CLAIM

During 1953 Mr. H.E. Rush, Greenwood, S.C. cut and sawed timber on land adjoining Forest Service Tract #220-r in Greenwood County. He was unable to definitely locate the line separating the two tracts and called upon this office to help him locate line 8-9 of tract 220-r. The line was retraced and staked out. However, Rush was not satisfied with the location and said we had run to the wrong corner and that it should run from corner 8-10 since he owned the land in the vicinity of corner 9.

Rush informed me he thought he could locate a plat of his land but has not been able to do so. I have checked the county records and am unable to locate one there. The FS surveys and plat of Tract 220-r is based on a plat made by Thos. C. Anderson in 1922 and as well as I can tell the two correspond closely. However, I notice Anderson's plat calls for 152.7 acres and ours 154.6, a difference of 1.9 acres. I have talked with Mr. Anderson and he says that he sees no reason why his plat is not correct. He could not locate his original survey notes. Anderson's reputation in this locality as a surveyor is considered superior.

Rush is claiming the triangle formed by corners 8,9 % 10 of Tract 220-r. There is evidence on the ground sustaining his claim in that there is an old road and hedgerow leading from corner 10 in the direction of corner 8. (See Map) An old road paralells the line part way. Although there are no old line markings along line 8-10 there is a distinct break in the timber with evidence of having been cut to this line. This apparently is the line Rush cut to in 1926 and stumps bear evidence of this. The FS has had two sales on Tr. 220-r but since the timber on the claim area was cut rather heavy and prior to FS cutting mone was marked on the area in question. On FS line 8-9 I am unable to find any definite markings of or break in 1/1/1/2 land use as this line runs through old woods. Statements accompanying this report are made by Mr. J.A. Callison, former owner of Tr. 220-r and by G.C. fordan, allong time resident in this vicinity. They both veryify Rush's claim. Mr. Callison owned this tract for a number of years; mortgaged it to the Federal Land Bank of Columbia, with the FS acquiring title to it in 1936. Both Callison and Jordan seem very certain of their knowledge of the corner and line location.

In view of the conflicting evidence between statements and the plat I have come to the conclusion that line 8-10 has been recognized as the division between the two tracts for a number of years prior to the FS acquisition. The officer preparing the certificate of possession apparently overlooked this. The original survey may have

Fig. 22

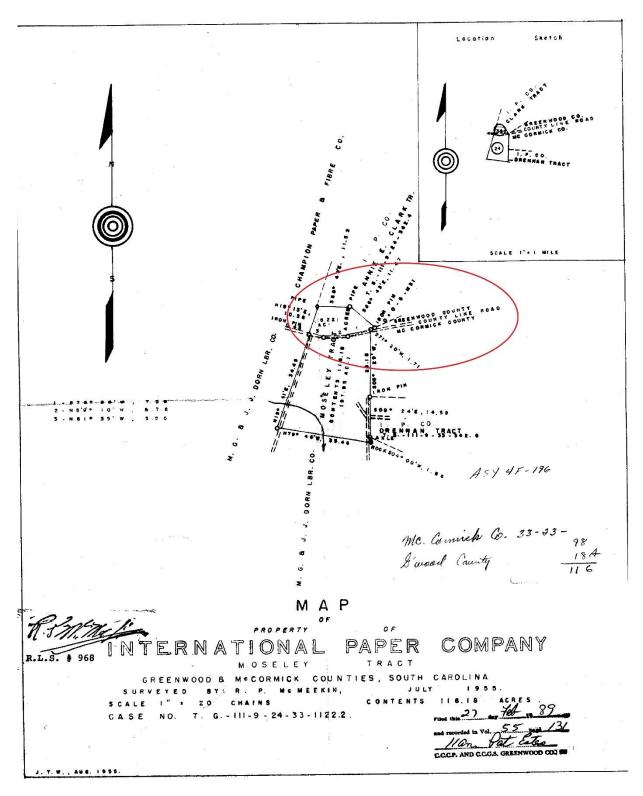
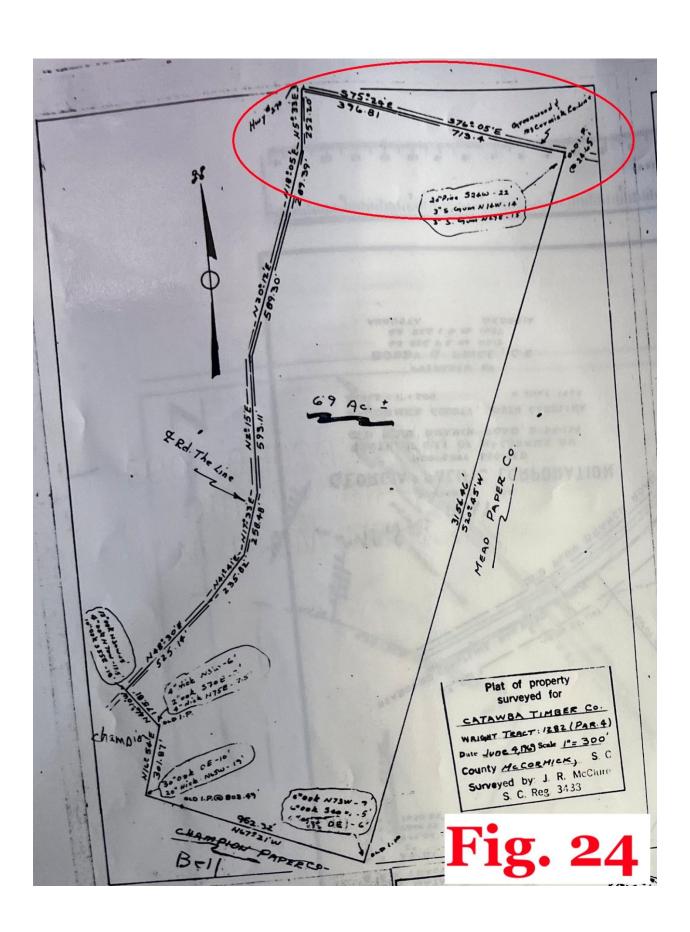
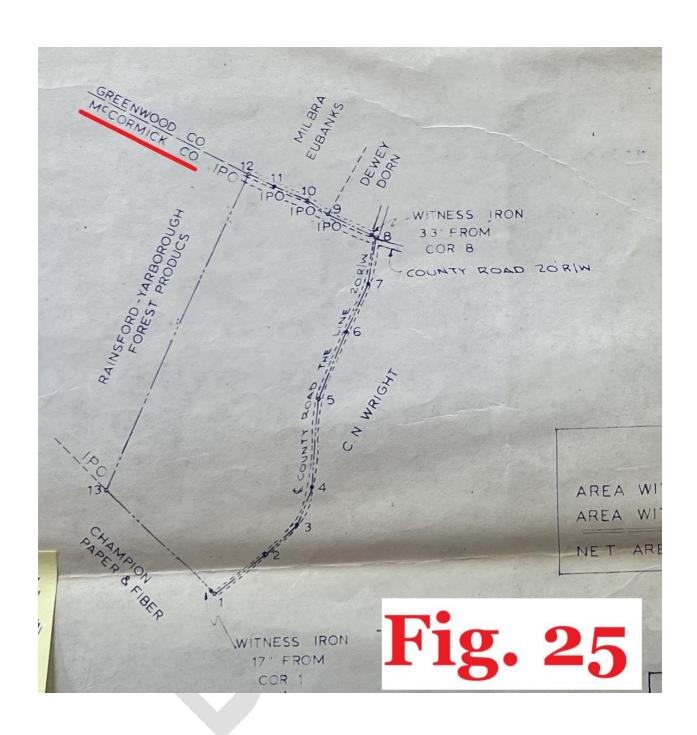
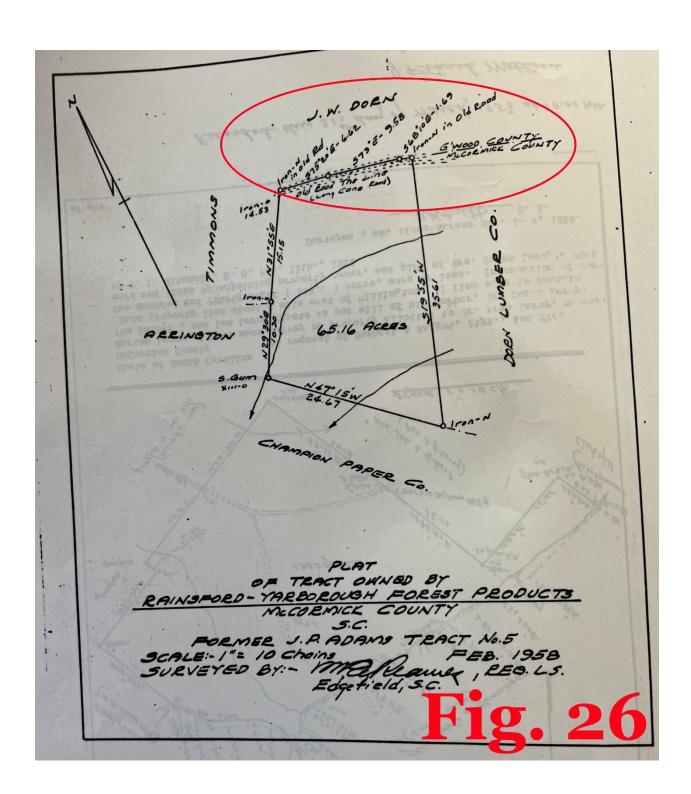
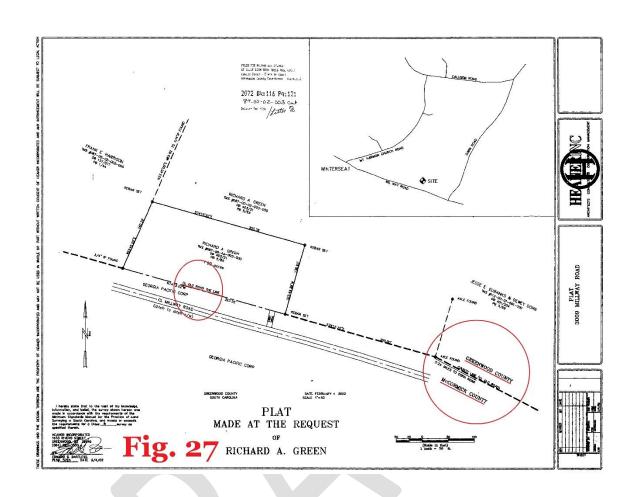


Fig. 23









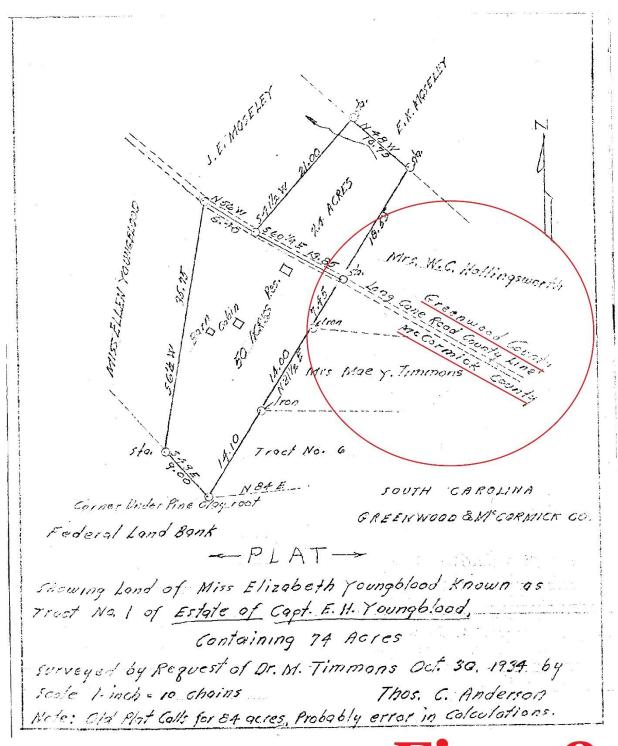
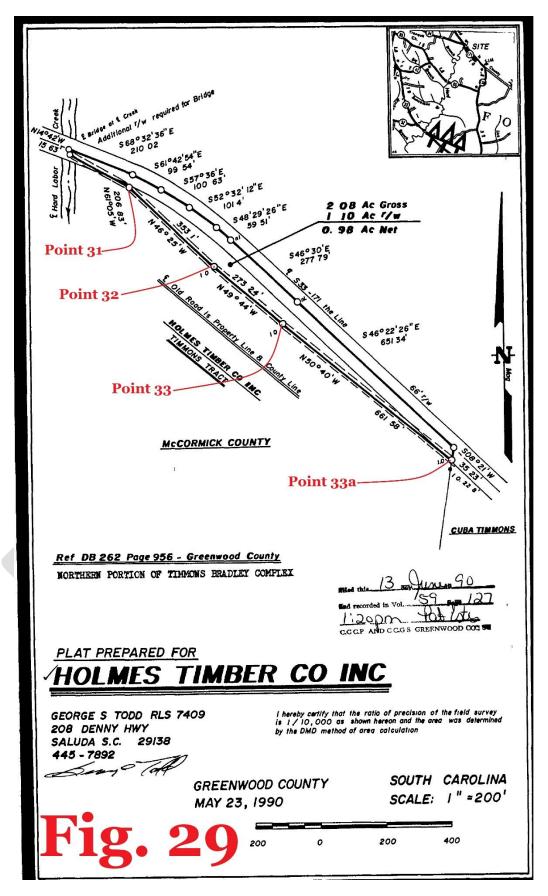
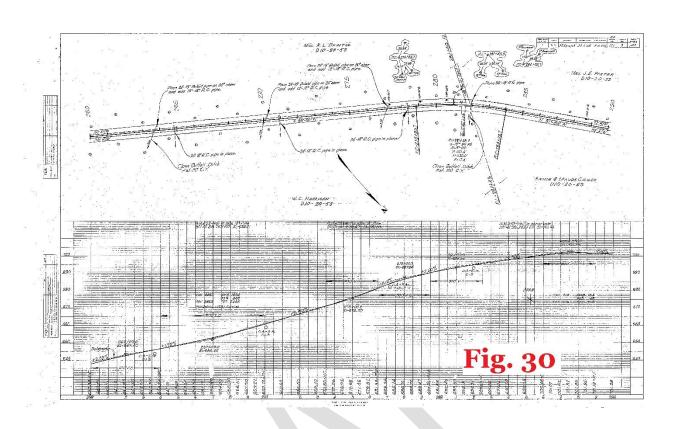
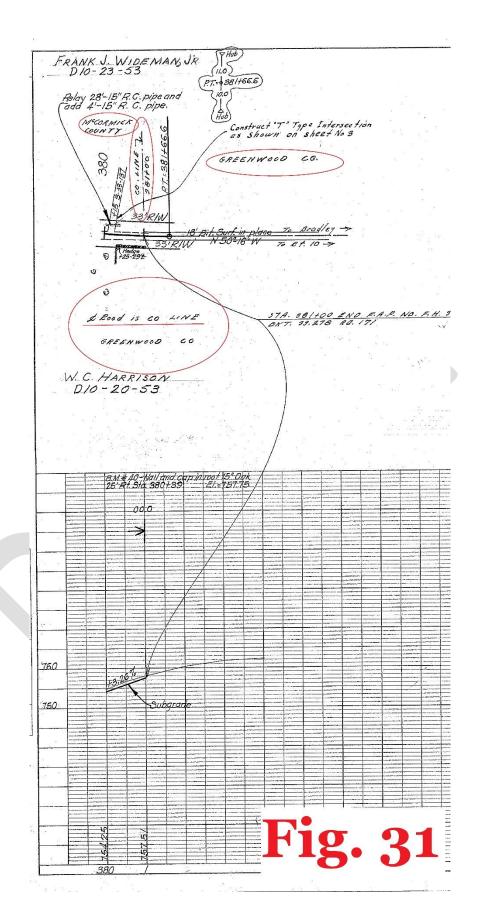
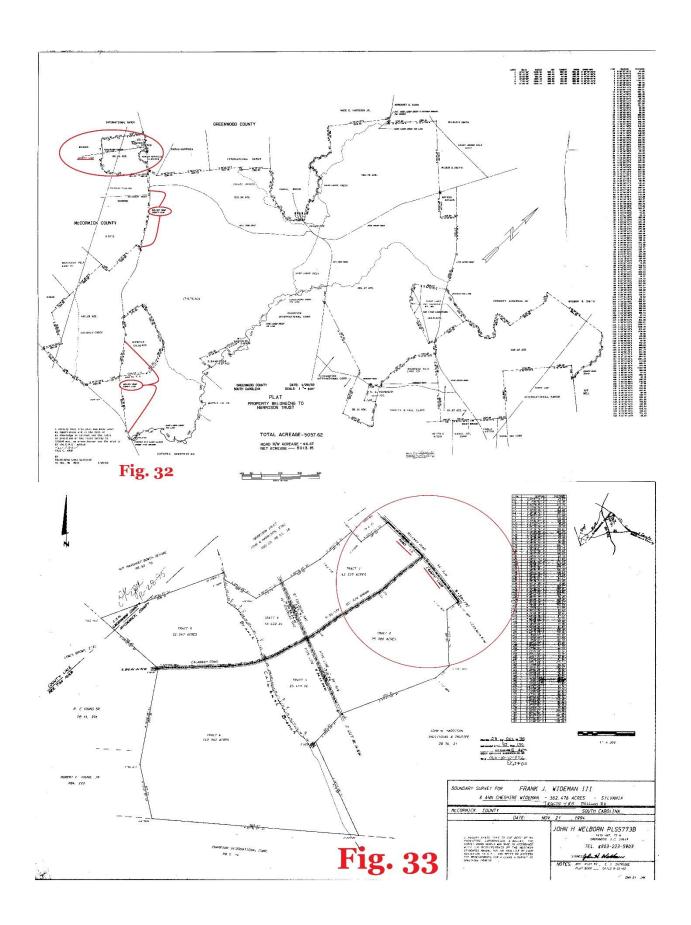


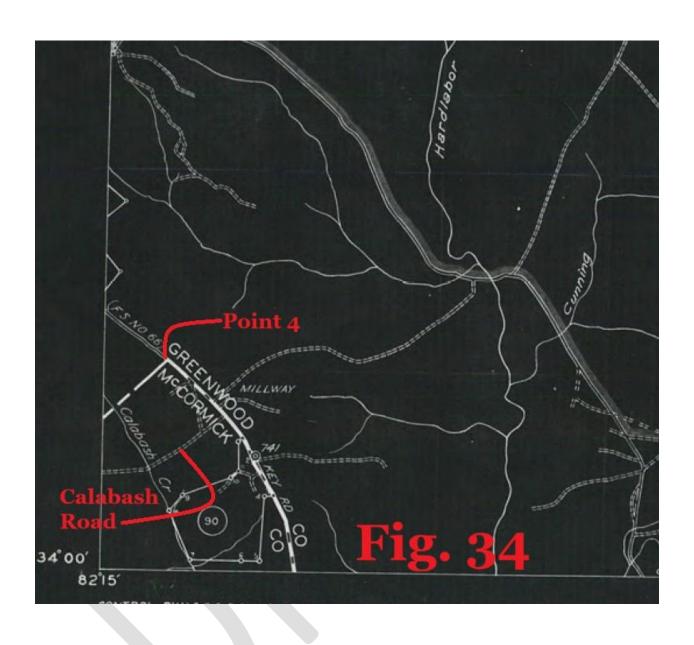
Fig. 28

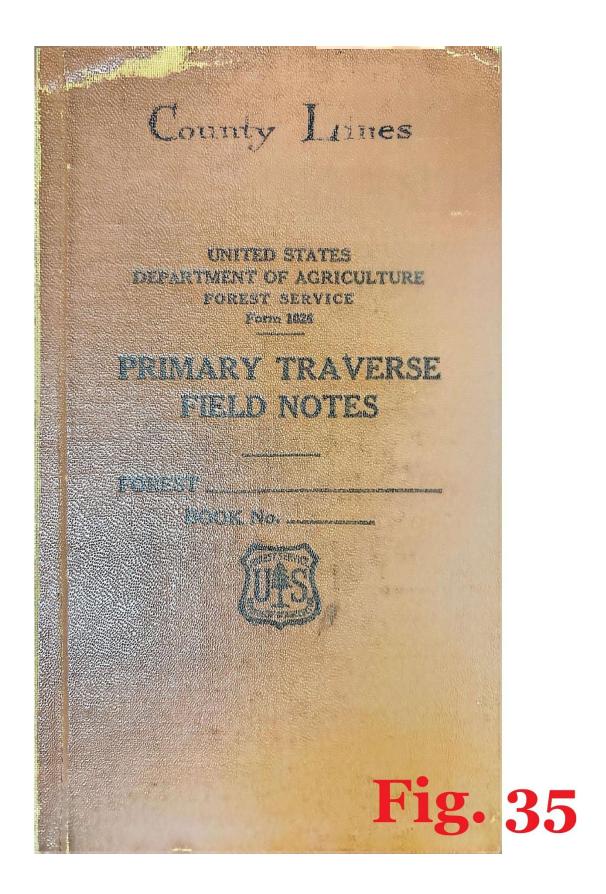












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