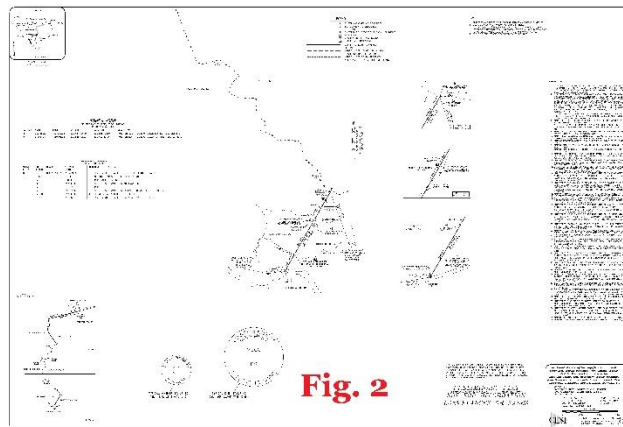
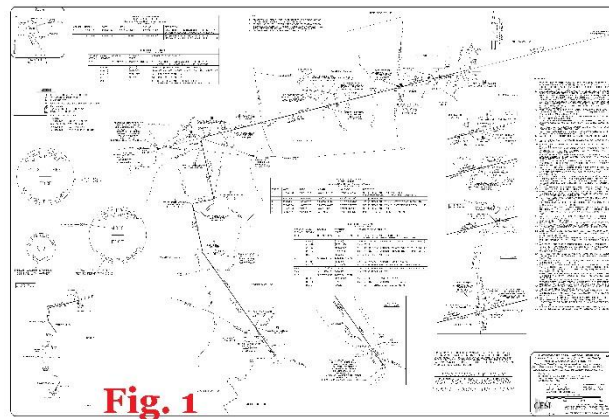


South Carolina

Edgefield-Greenwood-McCormick County Boundary Little Mountain Creek to the Savannah River

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 1895 part of Edgefield was incorporated into the new county of Saluda. In 1897 parts of Edgefield and Abbeville were incorporated into the new county of Greenwood. In 1916, an additional part of Edgefield was incorporated into the new county of McCormick, creating the northern and western boundary of Edgefield as it is comprised today. This report covers the portion of the Edgefield county line dividing it from Greenwood and McCormick counties from Little Mountain Creek to the Savannah River, as shown in **Figs. 1 and 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 and Edgefield were 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 Mills Atlas of 1825 shows Edgefield County as originally configured (Fig. 3).

The 1902 Civil Code, Section 545 describes Edgefield as bounded on the northwest by Abbeville County and on the northeast by Greenwood and Saluda counties, without giving a metes description for the Greenwood line. The same Civil Code, at Section 550 describes the Greenwood boundary with Edgefield as: *“...the line of Saluda County to its northwest corner on Mountain Creek, thence a straight line to the middle line of Shinburg Bridge on Cuffa Town Creek...”*

Though the description calls for Saluda County’s northwest corner at *“Mountain Creek,”* a preponderance of evidence points to the northwest corner of Saluda actually being instead in what is currently called Little Mountain Creek. Among these are the 1895 survey of Saluda County by Yeldell and Crouch (Fig. 4) which clearly shows the

county corner in the right-hand fork of the creek that is today known as Little Mountain Creek (Fig. 5). Similarly, the 1898 survey of Greenwood County by Yeldell and Kirk (Fig. 6) labels the line along Saluda County to Edgefield as “Little Mountain Creek” as shown in Fig. 7. And finally, the distance shown on this map is 810 chains from Shinburg bridge to the Saluda County corner in Little Mountain Creek, or 53,460 feet. That compares well with the distance in the field from the remnants of Shinburg bridge to the reestablished Edgefield-Saluda corner in Little Mountain Creek of 53,538.11 feet grid distance. (Grid distances and grid bearings are explained below.)

The description of the Edgefield-Greenwood county line remains essentially unchanged in current statute with the exception that it no longer extends to the Shinburg bridge but ends at the new McCormick County line. In the 1922 Civil Code, Section 686, the Edgefield line is described as: *“...a line beginning on the Greenwood-Edgefield County line more particularly described in the boundaries of McCormick County, and running in a westerly direction to a stake about one-fourth of a mile west of the old White place; thence in a straight line S. 13 E. 10,978 feet to a stake; thence S. 77 W. 3,750 feet to a stake; thence S. 13. E. 8,522 feet to a pine; thence S. 35° 45’ E. 20,400 feet to Cochran’s Bridge, on Turkey Creek; thence S. 26° 30’ E. 1,680 feet to a point where a branch crosses a public road (this is a typo and the McCormick description has the correct distance of 16,800’); thence S. 59° 30’ W. 27,908 feet to the run of Big Steven’s Creek; thence down the run of Big Steven’s Creek to a stake; thence S. 50 W. 22,828 feet to the South Carolina-Georgia line in the Savannah River, and in addition the following territory transferred from McCormick County by Act of the General Assembly, approved 9th of February, 1921, to wit: Beginning on the McCormick and*

Edgefield County line at Moultrie's Mill Branch on Turkey Creek; thence down the run of Turkey Creek to its intersection with Stephen's Creek; thence down the run of Stephen's Creek to the Edgefield and McCormick County line; thence to Edgefield and McCormick County line N. 59 degrees 45 minutes E. 27,908 feet to a corner at the intersection of a public road with a branch of Beaver Creek; thence with the Edgefield and McCormick County line N. 26 degrees 15 minutes W. 16,800 feet to the beginning, less the following territory transferred to McCormick county by Act of the General Assembly, approved 11th of February, 1921, to wit: All of the certain portion of Edgefield County embraced within the following lines and boundaries, to wit: Beginning on a cottonwood tree on the West bank of Stephen's Creek; thence to the Edgefield and McCormick County line of South Carolina and Georgia State line of the Savannah River; thence the South Carolina and Georgia State line on the Savannah River to old Furry's Ferry; thence a straight line N. 24 degrees E. to a stake X 3 N on the West bank of Stephen's Creek to the beginning point."

Section 702 of the 1922 Civil Code describing the new McCormick County mirrors section 686 above, with the addition that the McCormick line begins in the Edgefield County line at Martintown Road.

The above descriptions are essentially the same as in the current descriptions in the Code of Laws of South Carolina 1976 for the Edgefield-Greenwood-McCormick line from the corner of Saluda County on Little Mountain Creek to the Savannah River.

❖ 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 1/5,000 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 Edgefield-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 each of the counties, and with other organizations such as the local historical societies. Since Edgefield was created in 1785, 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 Edgefield, Greenwood and McCormick. Our hope was to recover a map showing a field survey made to establish the boundaries of the two newer counties that are 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, and copies of the survey of the 1921 changes to the Edgefield-McCormick line. But 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.

With that background let us now turn to how CESI reestablished the county line, starting at Little Mountain Creek.

Point 1 is the corner of Saluda and Edgefield counties in the center of Little Mountain Creek, reestablished in December 2023 by South Carolina Geodetic Survey, having SC Grid Coordinates (NAD 83 (2011) Epoch 2010.00) of North 775934.35, East 1694097.60 and referenced by a County Boundary Disk marked "EDGE SALU" at a grid bearing of N 76° 03' 43" E at a grid distance of 39.90'.

The original description of the Edgefield-Greenwood line extended from Point 1, a straight line in a westerly direction to the Shinburg

Bridge over Cuffa Town Creek. **Fig. 9** is a detail from the “Map of the Proposed County of Greenwood” by Thos. B. Lee, surveyed August, 1894. While this map was not used as the basis for the final description of Greenwood County adopted into statute and does not use the Shinburg Bridge as one of its corners, it does show Shinbergs Bridge on “Cuffee Town Creek” near Liberty Hill. Additional support for this location comes from South Carolina State Highway Department plans for S-138 dated 07-10-1951 and 08-18-1983 (**Figs. 10 & 11**). And in the location indicated by the references above there are bridge abutments remaining on either side of Cuffytown Creek (**Figs. 12 & 13**).

Point 2 and Point 3 are on this direct line from the Edgefield-Greenwood-Saluda corner in Little Mountain Creek to the center of the Cuffytown Creek at the old Shinburg Bridge, Point 2 at the center of the old Martintown Road, the corner of Greenwood and McCormick counties in the Edgefield line, and Point 3 at the Edgefield-McCormick corner.

While this line is established by two well defined points on the ground, CESI looked for additional documentation to vet this alignment. About 4500’ southwest along the line from Point 1 CESI obtained a US Forest Service map for a purchase of Tract 24 from the Bank of Greenwood in 1934 (**Fig. 14**) which shows point 12, US Forest Service Disk 864, as being on or near the Edgefield-Greenwood line. In the field Disk 864 is 127.80’ from the county line established above.

Another 1760’ southwest down the line from that point CESI retrieved Greenwood registry **Map Book (MB) 23 Page (Pg) 175** a survey by Thos. C. Anderson in 1948 showing an approximate location for the Edgefield-

Greenwood line (also recorded in Edgefield County at **MB 24 Pg 115**, and in McCormick at **MB 9 Pg 8**). As shown in **Fig. 15**, the approximate county line crosses the western property line about 150' from a property corner. CESI was able to find and confirm this property corner in the field and the Edgefield-Greenwood line established above passes the #4 rebar marking that corner at a distance of 275.24'. This distance, while not an exact match to what can be scaled from the map, is still close enough to give confidence in the reestablished county line.

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 a 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 gives us greater confidence in the alignments established in conjunction with his surveys.

Proceeding southwest along the line another 18,000' we find another survey by the US Forest Service, 104.9 acres of J.P. Lewis surveyed in

1934 and 1935. As can be seen by Fig. 16, the county line passes through or near the point labeled as both 9 and 10. While this corner is now an interior corner and no longer exists, it was possible to fairly accurately determine its location from existing outside monumentation. The result, shown in Fig. 17, provides a graphical representation of the proximity of the reestablished line to that location.

And another 18,000' southwest along the line is a 1967 survey by E. S. Etheridge, McCormick County MB 2 Pg 154, shown in Fig. 18. As can be seen in the detail shown in Fig. 19, the county line is drawn passing through the set iron pipe at the creek. The reestablished line passes about 50' north of this property corner.

Based on the graphical agreement with the above more-or-less contemporaneous surveys, it appears that the Edgefield-Greenwood-McCormick line is accurately reestablished.

The only description for the location of Point 3, the Edgefield-McCormick county corner on this line, is *"...a stake about one-fourth of a mile west of the old White place..."* With information no more definitive than that it was necessary to move on to the next definite point that could be identified and work back to Point 3. That next definite point is Cochran's Bridge on Turkey Creek, also known as Moultrie's Mill Bridge.

The 1825 Mills Atlas shows a road which is currently SC Hwy 283 crossing Turkey Creek near a house labeled as "Cockran," thus probably the name of the bridge as Cochran's Bridge in the statute (Fig. 20).

Although barely discernable, McCormick MB 5 Pg 240, a 1933 survey recorded in 1967, shows the location of the bridge at the time of the survey and labels it as Cochran Bridge ([Fig. 21](#)). A more recent survey, McCormick MB 20 Pg 22 from 1998, shows the old bridge location along with the current bridge ([Fig. 22](#)), as does South Carolina State Highway Department plans for Route No. 283 dated 01-17-1942 and 02-18-1946 ([Figs. 23 & 24](#)). Using the highway plans, boundary information, and the remnants of the old bridge ([Fig. 25](#)), CESI confidently established Point 7, the centerline of the old bridge that existed at the time McCormick was formed in 1916. From this point it is possible to follow the county boundary north and establish Point 3 on the previously determined line between Edgefield and Greenwood-McCormick.

From Point 7 statute calls for a line that runs N 35° 45' W, 20,400.00'. Researching in this direction from Point 7 CESI found two US Forest Service surveys, J.H. Bouknight Tract 324 surveyed in 1934 ([Fig. 26](#)), and W.A. Reynolds Tract 395 surveyed in 1940 ([Fig. 27](#)). Both show this segment of the Edgefield-McCormick line running through Forest Service Monument 823.

A word here about our reliance on Forest Service surveys. Many of the early Forest Service surveys in these counties are almost contemporaneous, many from 1934, just 18 years after the McCormick 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 the 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 the USFS Surveyor for South Carolina, William G. “Glen” Dalton, PLS, CESI obtained, among many other materials, a field book connected with the Forest Service properties mentioned above (Fig. 28). 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. 29. Using the information provided by those residents it appears that 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.

Based on this information CESI extended a line from Point 7 at the old Cochran’s Bridge through USFS Monument 823 towards the next county corner. The resulting line has a grid bearing of N 35° 07’ 54” W. In order to compare our modern bearing with the one in statute, presumably run in 1916 or soon before, it is necessary to convert both bearings to a common reference, True North. To make the conversion to True we need a little more information. Assuming a location of a mid-point in the survey of latitude N 33° 54’ and longitude of W 82° 04’ allows us to determine that the magnetic declination in 1916 was 0° 6’ East, and the convergence angle in 2025 from True North to Grid North is -0° 35’ 23”. Converting both the grid bearing and the original statute bearing of N 35° 45’ W to True, and assuming that the survey run in 1916 was an uncorrected magnetic compass survey, the original statute bearing converts to N 35° 39’ W True and the 2025 grid bearing

converts to N 35° 43' 23" W True, a difference of only 4' 23", a very close comparison. If, however, the surveyors in 1916 had adjusted their compasses to account for the declination and their resulting bearings are actually True bearings, the difference between true bearings becomes only 0° 1' 37". Either way, a very good comparison between the reestablished bearing and the statute bearing.

And, since the angles at each corner from Point 7 up to Point 3 were calculated from the statute bearings and held to the same value, all the bearing comparisons up to Point 3 are identical to the one above.

So, with all the angles up to Point 3 held the same as dictated by statute we now have a rigid figure that ends on two lines, the Edgefield-Greenwood-McCormick line anchored on its westerly end by the old Shinburg Bridge, and the line just determined running northwest from the old Cochran's Bridge. But this rigid figure is floating and needs some further information to constrain it in one place. Here we once again turn to the US Forest Service maps.

The 1938 USFS survey of the M.G. & J.J. Dorn, Inc. Tract 21j ([Fig. 30](#)) shows an Edgefield-McCormick county corner on the edge of Key Road. Key Road is now Liberty Hill Road.

In addition to the map shown in [Fig. 30](#), the Forest Service's written description for this tract includes sub-distances along the property lines for where the Edgefield-McCormick county line crosses ([Figs. 31 & 32](#)), and the field notes note that the location for the county corner was pointed out by Mr. Quarles and pin-pricked on the aerial photograph ([Fig. 33](#)). The corners shown in [Fig. 30](#) and described in [Figs. 31 & 32](#)

are now interior to the Forest Service's current boundary and no longer exist, however, CESI measured up Liberty Hill Road from Byrd's Creek to establish the location that the line from Point 5 to Point 4 crossed.

Using that location, along with the Point 7 already established at Turkey Creek, holding all the angles as determined by the bearings in statute at Point 6, Point 5, and Point 4, holding the distance from Point 5 to Point 4 the same as described in statute (3749.19' grid distance, which gives a ground distance of 3750'), and allowing the distances between Point 7 and Point 6, Point 6 and Point 5, and Point 4 and Point 3 to vary as needed to accommodate the geometry, Point 3 was established. As mentioned above, all the bearings match the statute bearings within a few minutes.

Comparing the statute and reestablished distances for each line we find: from Point 7 going northwest to Point 6 a reestablished distance of 20,975.56' grid distance versus a ground distance of 20,400' which is longer than statute by approximately 575'; from Point 6 north to Point 5 a grid distance of 8404.38' versus a statute ground distance of 8522' which is shorter than statute by approximately 117'; from Point 5 east to Point 4 a grid distance of 3749.19' which exactly matches the statute ground distance of 3750' because in setting up the geometry of this portion of the boundary CESI held this distance due to the lack of any controlling points in an east-west direction; and for the final line from Point 4 north to Point 3 a grid distance of 10,472.88' which is approximately 505' shorter than the statute ground distance of 10,978. While the line from Point 5 to Point 4 appears to be about 500' north of where the statute distances would put it, it must be remembered that the location of Point 5 is essentially where Mr. Quarles pointed it out to US Forest Service surveyors less than 20 years after the county

boundary was established. Other than Point 7 at Turkey Creek this is the only point for which we have (somewhat) definitive information and that is why CESI is using this as a controlling location in this reestablishment survey.

The process described above determines the location of Point 3 on the previously established line from the Saluda County corner in Little Mountain Creek to the old Shinburg Bridge. It will be recalled that the only location given in statute for Point 3 is that it is on that line and *“...about one-fourth of a mile west of the old White place...”* While “the old White place” no longer appears to exist, we do have a map from the 1990 Division of the Wessie White Estate which shows an approximate location for Point 3 (Fig. 34) which corresponds well to the location determined above. Without knowing precisely where “the old White place” was, but using Upper Mill Road as a proxy for the “the old White place,” we find a grid distance of 1374.99’ to the road centerline from Point 3 measuring easterly along the Edgefield-McCormick County line. A quarter mile is 1320’, so 1374.99’ certainly qualifies as *“...about one-fourth of a mile...”*

Early in this report we included Fig. 3 showing Edgefield County as it existed in 1825. Fig. 35 shows just how much the current county boundaries have changed in the past 200 years.

As mentioned in both statutes, in 1921 Edgefield and McCormick counties swapped 11.77 square miles which effectively made Turkey Creek and Stevens Creek their mutual boundary from Cochran’s bridge to a point about 20 miles downstream from Cochran’s Bridge (Moultrie’s Mill Bridge) described in statute as a “...stake X N 3 on the

West bank of Stephen's Creek..." and shown on the 1920 map of proposed annexation as an Ash.X.3.N as shown in Fig. 36 and Fig. 37.

The last line of the Edgefield-McCormick boundary extends from the point above on Stevens Creek to the Savannah River at Fury's Ferry. Statute describes this line as *"...old Furry's Ferry; thence a straight line N. 24 degrees E. to a stake X 3 N on the West bank of Stephen's Creek..."* The 1920 map of proposed annexation (Fig. 37) shows the line extending from a Willow X.3.N on the bank of the Savannah River at Old Fury's Ferry to the Ash on the west bank of Stevens Creek described above on a bearing of N 24° 00' E and a distance of 15,224'. A thorough field search in both areas found no evidence of either the 100-plus year-old Ash or Willow. In attempting to reestablish this line the only definite location available from the record is Old Fury's Ferry.

Augusta, Georgia is across the river from the location of this line and Fury's Ferry served that community throughout its existence. CESI contacted the Augusta Historical Society for any information they might possess that would positively identify the ferry's location along the river. Unfortunately, their records provided nothing definitive.

The US Forest Service currently operates Fury's Ferry Boat Ramp on the South Carolina side of the Savannah River. This boat ramp is accessed by a road that appears to follow a much older roadbed, as would be the case if the boat ramp is at the location of a ferry operated since colonial days.

Looking at the historical record CESI found at South Carolina Department of Archives and History an 8 December 1812 survey of 919

acres on the Savannah River that shows Fury's Ferry. As can be seen in **Fig. 38**, the historic ferry existed downstream from a prominent bend in the river and a large island. **Fig. 39**, a screen capture from Google Earth, shows that the existing boat ramp is in a similar location. Another SCDAH map, this one from 21 March 1833, from the perspective of the Georgia side of the river, shows the ferry in a similar location (**Fig. 40**).

So, it seems clear that the Fury's Ferry location referred to in statute is generally where Fury's Ferry boat ramp is located today.

The US Forest Service acquired properties here in the 1930s. **Fig. 41** shows the survey of the Wimberlee property in 1934 through 1938 and shows the Edgefield-McCormick line on the survey. The description for the survey states that Corner 45 was set in the centerline of the Old Fury's Ferry Road on the Edgefield-McCormick line (**Fig. 42**). USFS Corner 45 is no longer there, having washed into the river at some point in the past, but the witness monument to Corner 45 is still there, as is the old roadbed. The old roadbed at the riverbank with the witness to corner 45 hard by is the best evidence of the location of Fury's Ferry in 1920 and thus CESI established Point 9 at the intersection of the centerline of the old roadbed with the top of the riverbank.

Fig. 43 is a detail of the same survey showing the county line passing close to Corner 29. As with USFS surveys mentioned previously, this survey was done less than 20 years after the survey that established this county boundary. The USFS surveyors had access to local residents who knew about the survey. It's probable that the Ash tree shown on

the annexation survey was still on the bank of Stevens Creek. Therefore, in the absence of any other evidence this USFS corner is the most reliable and closest point that exists on the ground for reestablishing this line. Therefore, CESI scaled 70' from Corner 29 to the Edgefield-McCormick line from the USFS Wimberlee survey and established Point 8 by passing a line from Point 9 through that point to the southwest top of bank of Stevens Creek.

The resulting line from Point 9 to Point 8 has a grid bearing of N 29° 57' 16" E and grid distance of 14,723.71'. This compares to the statute bearing of N 24° E, approximately 6 degrees different. The statute bearing of N 24° E is the same bearing given on the 1920 survey shown in [Fig. 37](#), a map we presume was the basis for the statute description. Based on that assumption we obtained the 1920 magnetic declination for this location, which is 0° 11' East. At this location the grid convergence is -0° 37' 11". Using that information the magnetic bearing from 1920 converts to a true bearing of N 24° 11' 00" E. Our grid bearing converts to a true bearing of N 29° 20' 05" E. That is a difference of 5° 09' 05". That large difference is troubling, especially considering that on the 1916 portions of the Edgefield-McCormick county boundary north of Turkey Creek the bearing comparison was very, very close, less than 2' difference. The large bearing difference gave us pause, and we reviewed and carefully weighed our evidence.

One source of discrepancy could be local magnetic variation and, as shown in [Fig. 44](#), there are magnetic anomalies nearby, so it may be that the bearing measured magnetically in 1920 as N 24° E actually had a significantly different bearing.

Continuing to weigh the evidence we went back to the map shown in [Fig. 37](#). This map shows a distance, not called for in statute, from the willow (also not called for in statute) at Fury's Ferry at the Savannah River to the Ash (again, not called for in statute) on the west bank of Stevens Creek of 15,224'. CESI used existing USFS monuments as shown in [Fig. 41](#) at both the Savannah River and near Stevens Creek which CESI used to reconstruct Edgefield-McCormick county boundary as shown on that survey, but the length of the line is only 14,723.71', almost exactly 500' shorter than the distance shown on the 1920 survey.

Of all the information available for this line the one thing all sources agree on is that the point at the Savannah River is at Fury's Ferry. Based on that agreement among sources CESI concluded Point 9 is in the correct location. CESI held Point 9 and calculated a line on a grid bearing of N 24° 46' 11" E, which is the grid bearing that is the same as a 1920 magnetic bearing of N 24° E, and intersected that line with the southwest bank of Stevens Creek as determined by orthophoto. The distance of this calculated line is 15,108', only 116' short of the line shown in [Fig. 37](#). The line being somewhat short would be expected as it appears the northeast bank of the Savannah River has continued to erode away since 1920. As an additional exercise we took the 1920 map and rotated it to this line and overlaid the Forest Service line, river and creek boundaries from GIS, and roads. As can be seen in [Fig. 45](#), the resulting graphic location of the mapped creek and river match reasonably well. One final piece of evidence, the existing GIS county line for both counties runs much closer to the line from Point 9 to Point 8 established from the USFS survey, as shown in [Fig. 46](#).

So, arguing in favor of the line from Point 9 as shown in Fig. 45 are:

- 1) It follows the bearing called for in statute
- 2) The length of the line closely matches what is shown in Fig. 37, the presumed source of the information used in the statute
- 3) Overlaying the 1920 map on this calculated line shows good graphic agreement with the Savannah River and Stevens Creek at the critical points

Arguing against this line are:

- 1) There is no actual evidence that the map in Fig. 37 was used as the basis for the statute
- 2) The statute does not have a call for a distance and the monuments shown on Fig. 37 (willow and ash) are not called for in statute
- 3) It does not match what is shown on the USFS map, a resource which has proved reliable in the past
- 4) Of the two options it is farthest from where the two counties have their GIS boundary as shown in Fig. 46
- 5) There is no existing monumentation at or near Stevens Creek to support the location of that end of the line.
- 6) The magnetic bearing shown on the map, and presumably in statute, may be unreliable because of magnetic anomalies

Conversely, for the line from Point 9 to Point 8 the arguments in favor are:

- 1) It is supported by Witness Monument to USFS Corner Disk 45 identifying the location of Fury's Ferry at the Savannah River

- 2) It is supported by USFS Corner Disk 29 which scales 70' from the Edgefield-McCormick county boundary as shown on Fig. 41 and Fig. 43
- 3) The USFS map shown in Fig. 41 was created 1934-1938, less than 20 years after this segment of the Edgefield-McCormick line was established, field evidence and living testimony would have been available to establish the correct location
- 4) We have evidence from elsewhere along the Edgefield-McCormick line for how the USFS worked to establish the correct location of the county lines and that they were diligent in that effort
- 5) It is closer to the location of both counties' GIS lines

Arguments against this line are:

- 1) The alignment does not match the alignment called for in statute
- 2) The distance from Point 9 to Point 8 does not match the distance given on the 1920 survey shown in Fig. 37

Based on the weight of the evidence for and against each line CESI feels the preponderance of evidence supports the alignment from Point 9 to Point 8 derived from the US Forest Service survey made in the years 1934 to 1938.

❖ 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 Edgefield, Greenwood and McCormick counties from Little Mountain Creek to the Savannah 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 or other monuments 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. 47**. All distances and bearings shown below are South Carolina Grid measurements.

The Edgefield-Greenwood boundary begins at its northern terminus at the tri-county corner with Saluda County in Little Mountain Creek. There is no monument set at this location, designated Point 1 on the final plat (**Fig. 1**), but it is located **S 76° 03' 43" W, 39.90'** from a county boundary disk stamped "EDGE SALU." The grid bearing and distance from Point 1 to Monument 1a, a set #8 rebar and disk (**Figs. 47 & 48**), is **S 75° 40' 56 W, 83.60'**.

The course (grid bearing and distance) from Monument 1a to Monument 1b, a set nail and washer in Virgil Wall Road/Hamilton Road (Figs. 49 & 50), is **S 75° 40' 56" W, 1,074.36'**.

The course from Monument 1b to Monument 2, a set #8 rebar and disk (Figs. 51 & 52), is **S 75° 40' 56" W, 10,467.16'**.

The course from Monument 2 to Monument 2a, a set nail and washer in US Hwy 25 (Figs. 53 & 54), is **S 75° 40' 56" W, 318.59'**.

The course from Monument 2a to Monument 2c, a set #8 rebar and disk on the west side of SC Hwy 67 (Figs. 55 & 56), is **S 75° 40' 56" W, 23,677.93'**.

The course from Monument 2c to Monument 2d, a set #8 rebar and disk on the west side of Upper Mill Road (Figs. 57 & 58), is **S 75° 40' 56" W, 9232.29'**.

The course from Monument 2c to Monument 3, a set #8 rebar with disk (Figs. 59 & 60), is **S 75° 40' 56" W, 1,307.56'**.

The course from Monument 3 to Monument 3a, a set nail and washer in Upper Mill Road (Figs. 61 & 62), is **S 12° 22' 54" E, 1,029.53'**.

The course from Monument 3a to Monument 4, a set #8 rebar and disk on the west side of Gaston Road (Figs. 63 & 64), is **S 12° 22' 54" E, 9,443.35'**.

The course from Monument 4 to Monument 5, a set #8 rebar and disk on the east side of Liberty Hill Road (Figs. 65 & 66), is **S 77° 37' 06" W, 3,749.19'**.

The course from Monument 5 to Monument 6, a set #8 rebar and disk (Figs. 67 & 68), is **S 12° 22' 54" E, 8,404.38'**.

The course from Monument 6 to Monument 6a, existing USFS Disk 823 (Figs. 69 & 70), is **S 35° 07' 54" E, 15,369.02'**.

The course from Monument 6a to Monument 6b, a set #8 rebar and disk (Figs. 71 & 72), is **S 35° 07' 54" E, 5,216.41'**.

The course from Monument 6b to Point 7, the center of the historic Cochran Bridge over Turkey Creek, is **S 35° 07' 54" E, 390.13'**.

Thence down the meanders of Turkey Creek and Stevens Creek about 20 miles to Point 8 on the south bank.

The course from Point 8 to Monument 8a, a set #8 rebar and disk (Figs. 73 & 74), is **S 29° 57' 16" W, 134.96'**.

The course from Monument 8a to Monument 8c, a set nail with washer in Woodlawn Road (Figs. 75 & 76), is **S 29° 57' 16" W, 4,848.10'**.

The course from Monument 8c to Monument 8e, a set nail and washer in Hopewell Church Road (Figs. 77 & 78), is **S 29° 57' 16" W, 6,709.40'**.

The course from Monument 8e to Monument 8f, a set #8 rebar and disk (Figs. 79 & 80), is **S 29° 57' 16" W, 2,693.60'**.

And finally, the course from Monument 8f to Point 9, a point on the north bank of the Savannah River in the centerline of the old Furys Ferry Road, is **S 29° 57' 16" W, 337.65'**.

DRAFT

❖ 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 statutes adopted in 1897 and 1916 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 in a somewhat different but similar configuration. 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 Edgefield-Greenwood-McCormick lines created by statute actually fell on the ground. Additionally, during the course of this project we received from USFS Surveyor for South Carolina, William G. "Glen" Dalton, PLS, a field book that appears to be from the 1934 Forest Service Surveys in Edgefield and McCormick counties. That field book demonstrated the methods used by USFS surveyors to ascertain where on the ground the Edgefield-McCormick county corners had been established in 1916. This helped explain and validate our long-standing experience that county lines shown on old USFS surveys are generally accurate. We have received sustained and unstinted support from the US Forest Service in all our county boundary efforts, and we remain grateful for that, and for the diligence of the local private surveyors whose work a century ago also informed and guided our re-establishment survey.

MISSISSIPPI RIVER BRIDGE

INTERCHANGE

PLAN VIEW

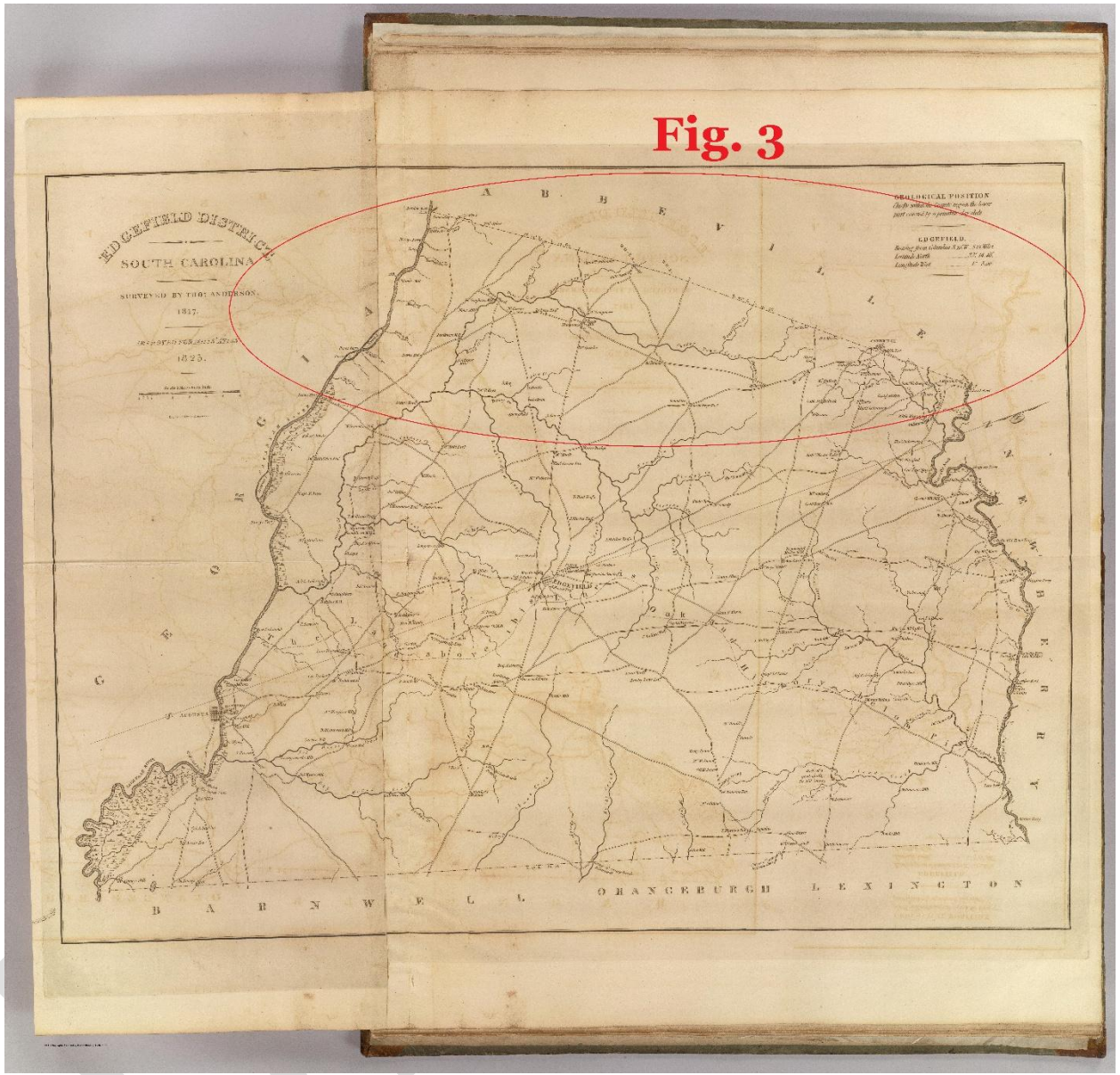
CROSS SECTION

LEGEND

TITLE BLOCK

Fig. 1

Fig. 3



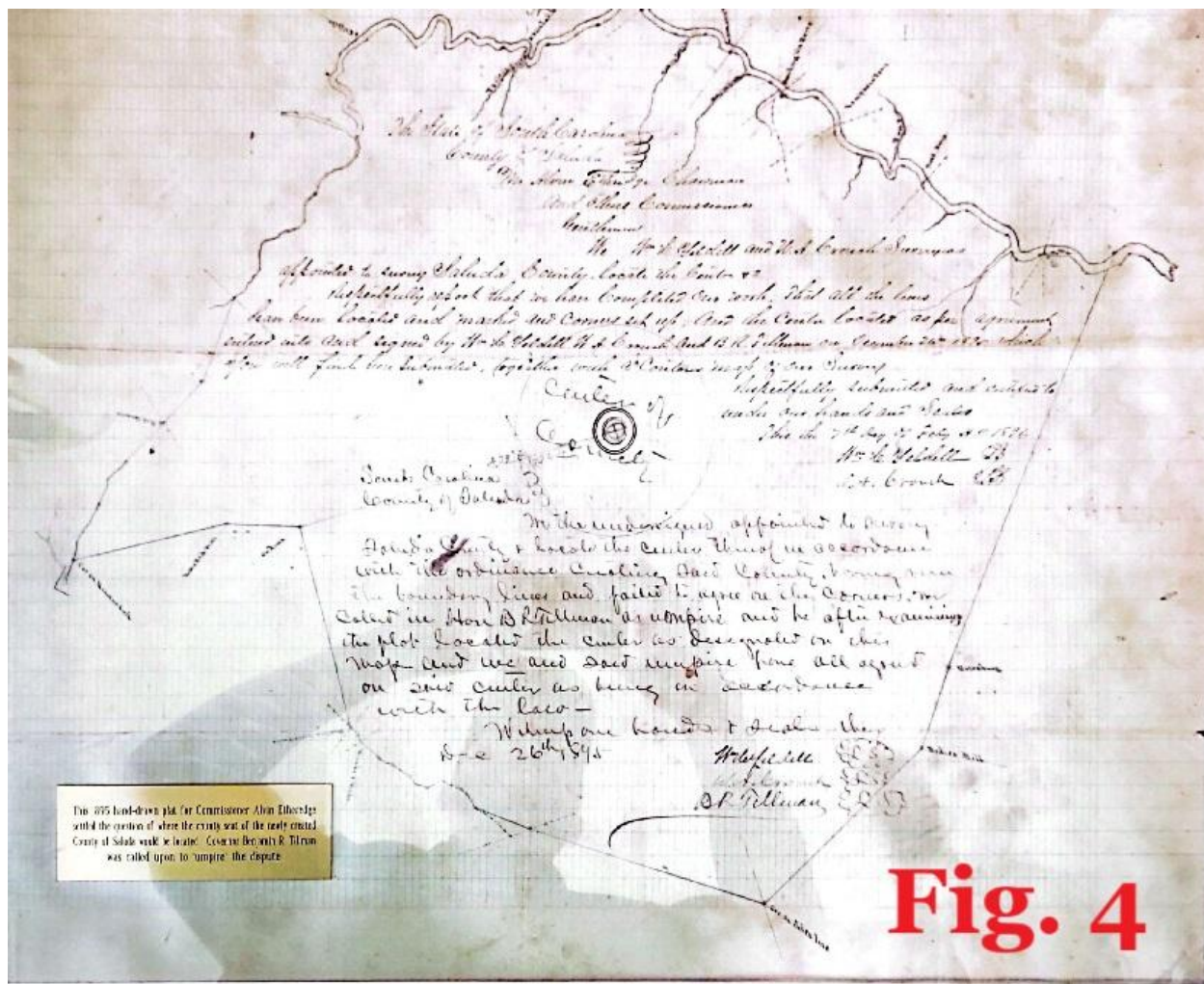


Fig. 4

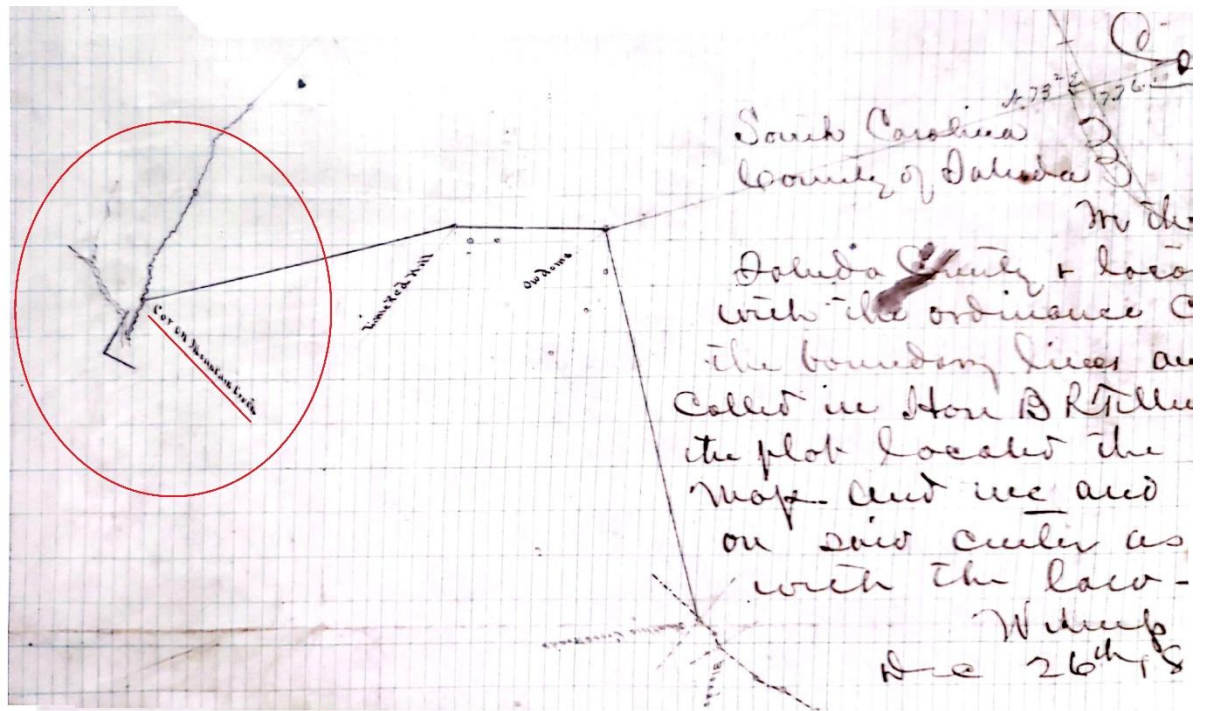


Fig. 5

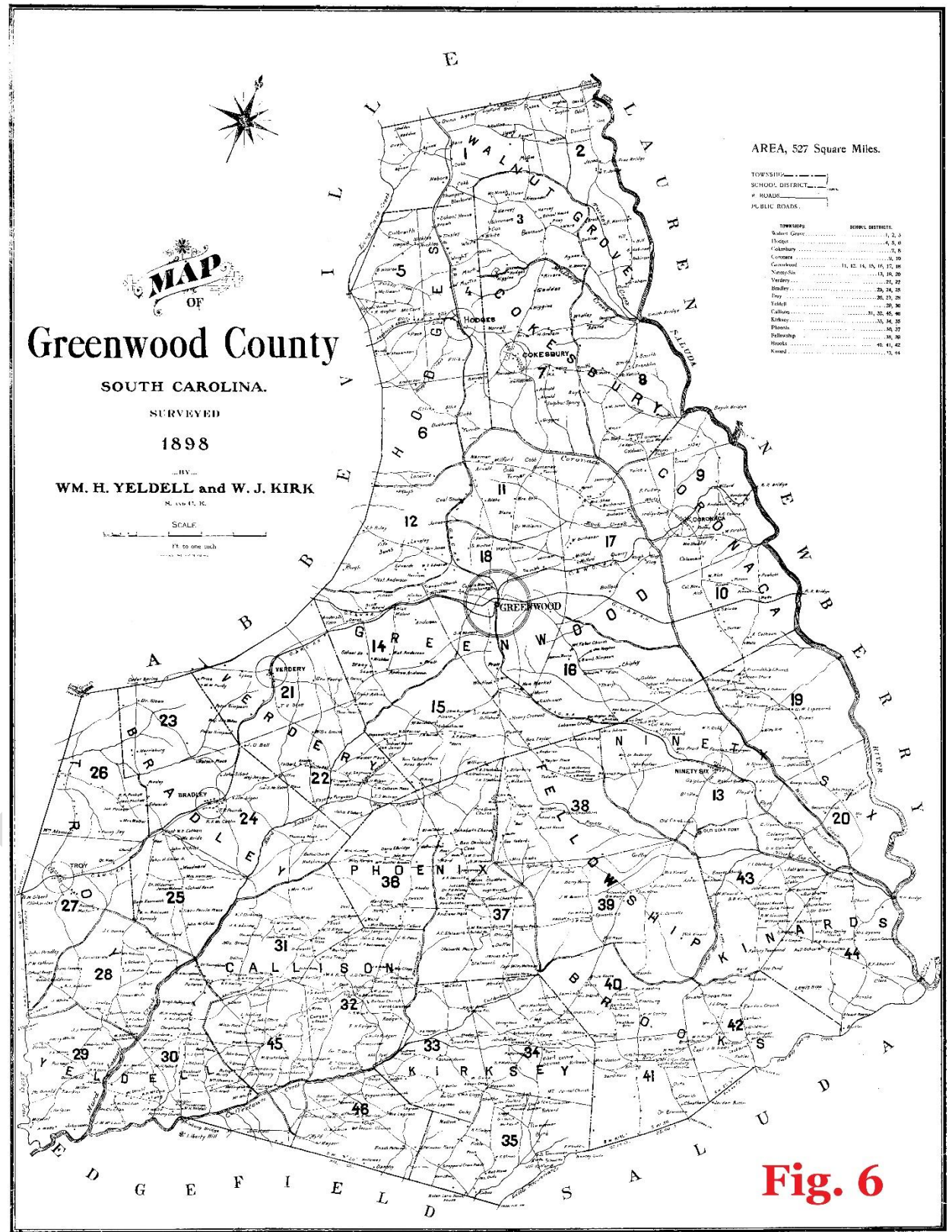
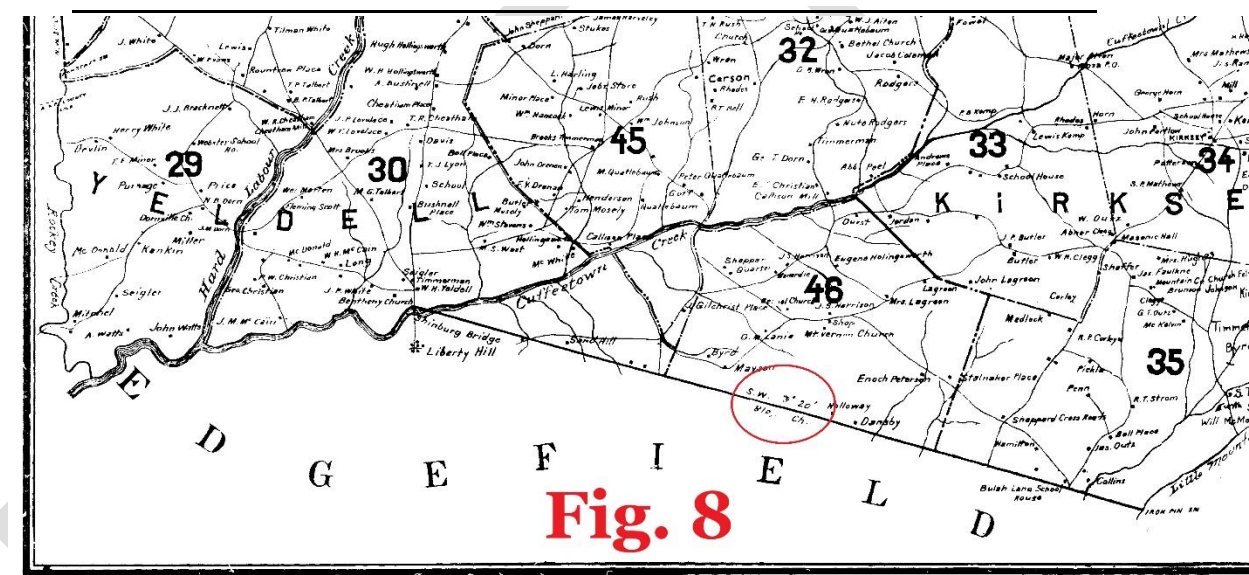
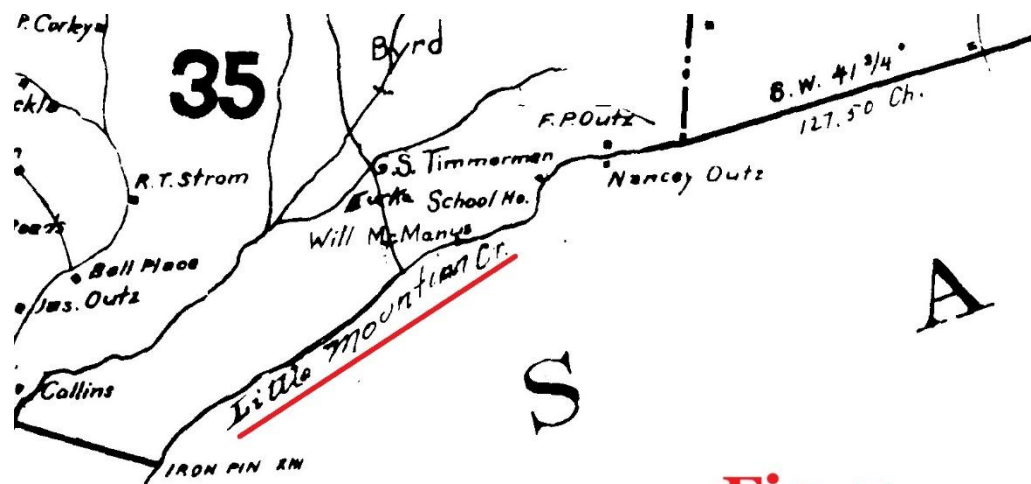


Fig. 6



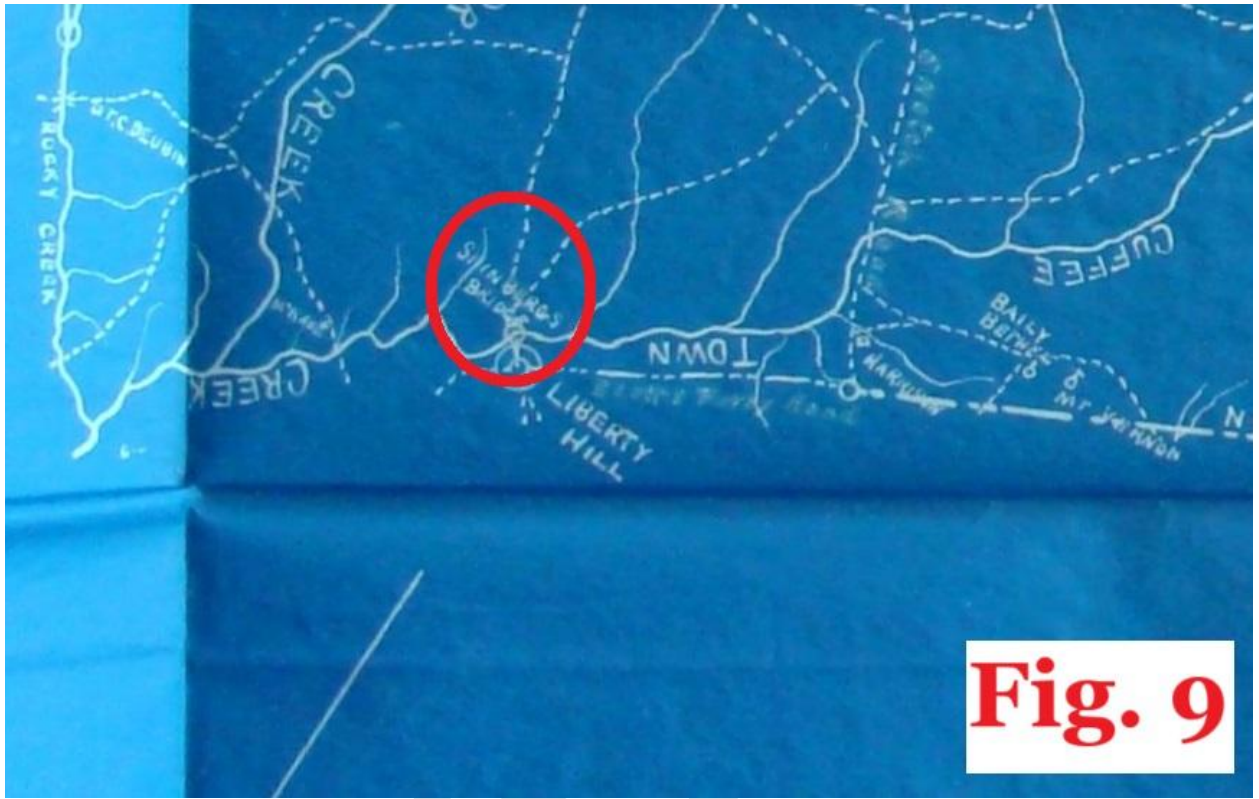


Fig. 9

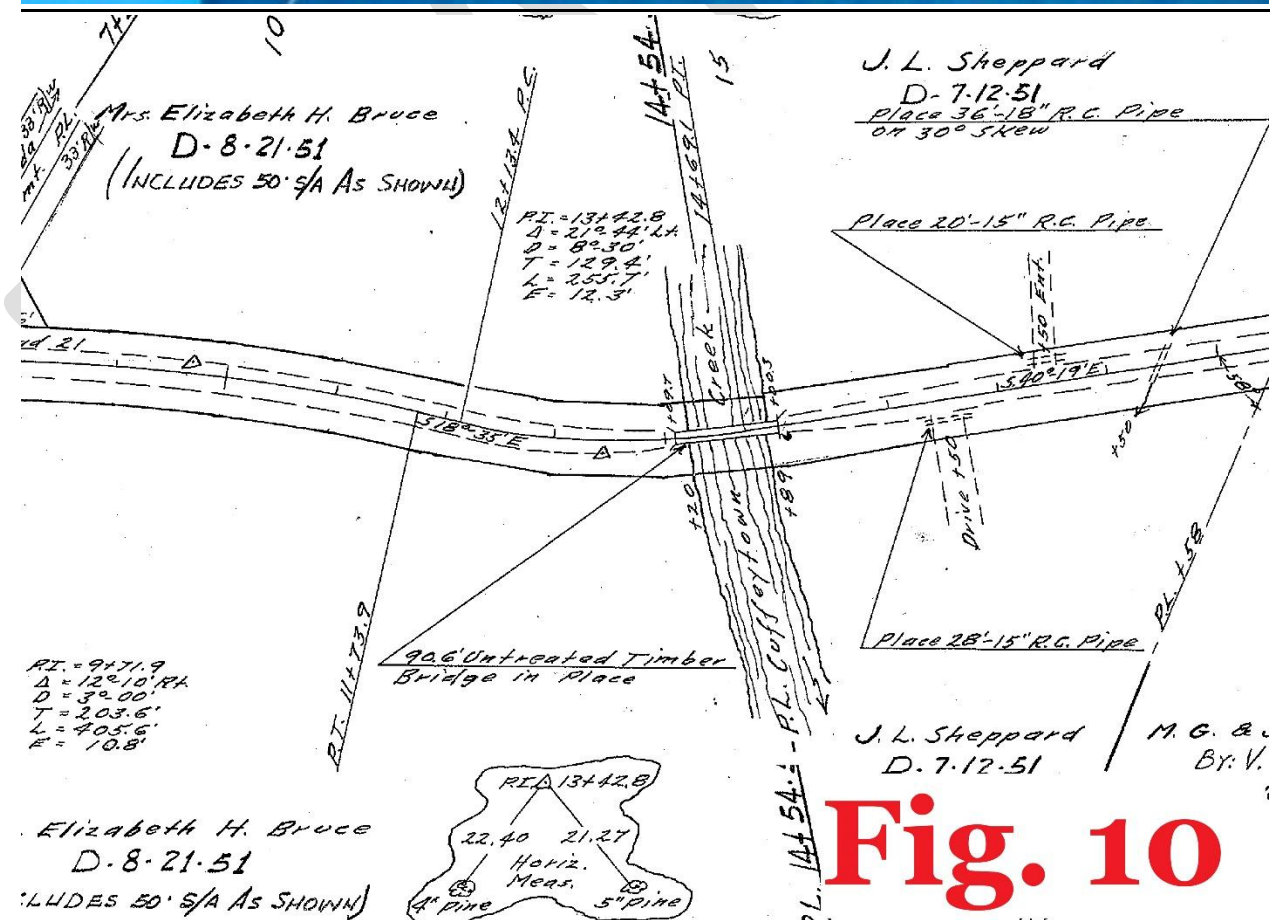
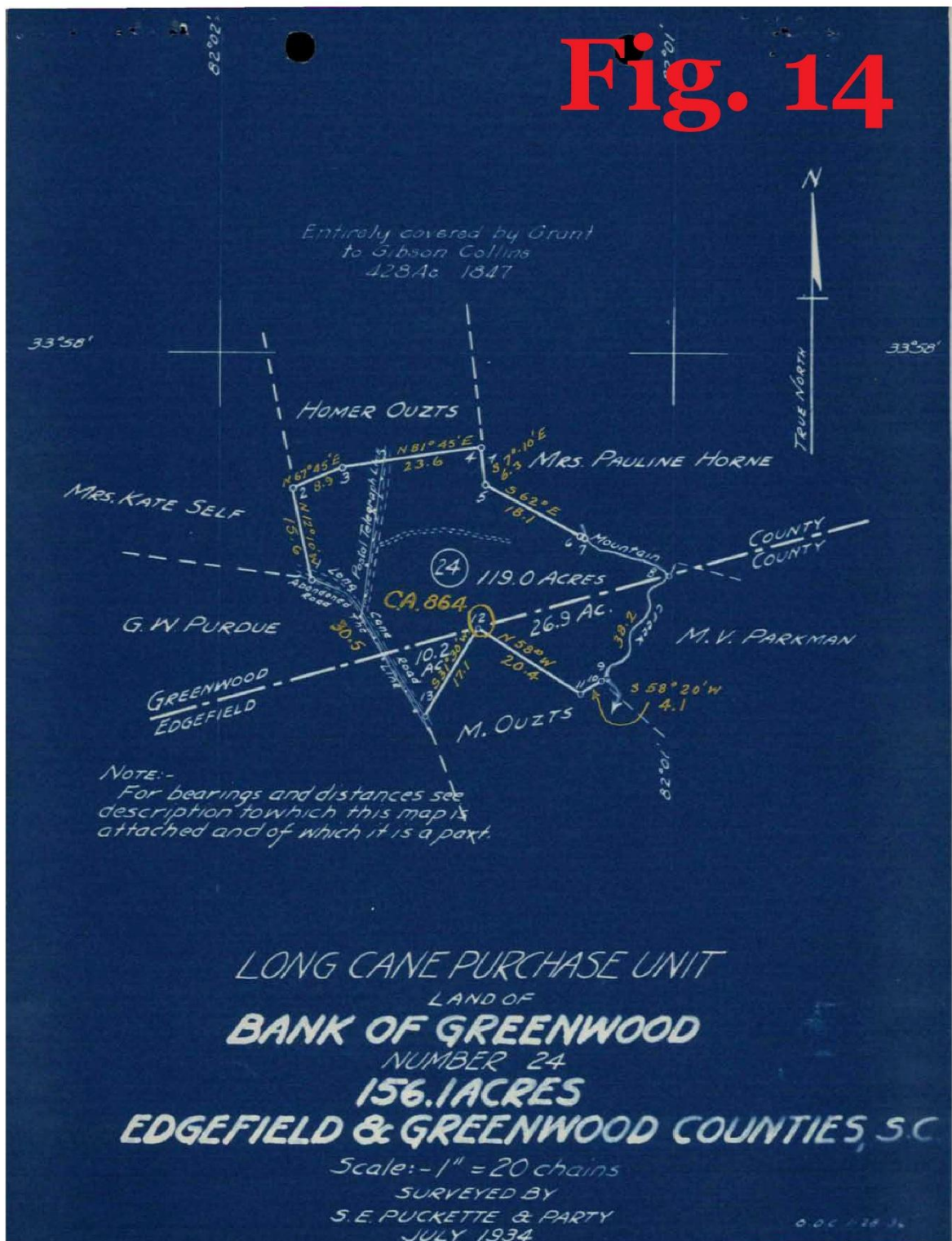


Fig. 10





Fig. 14



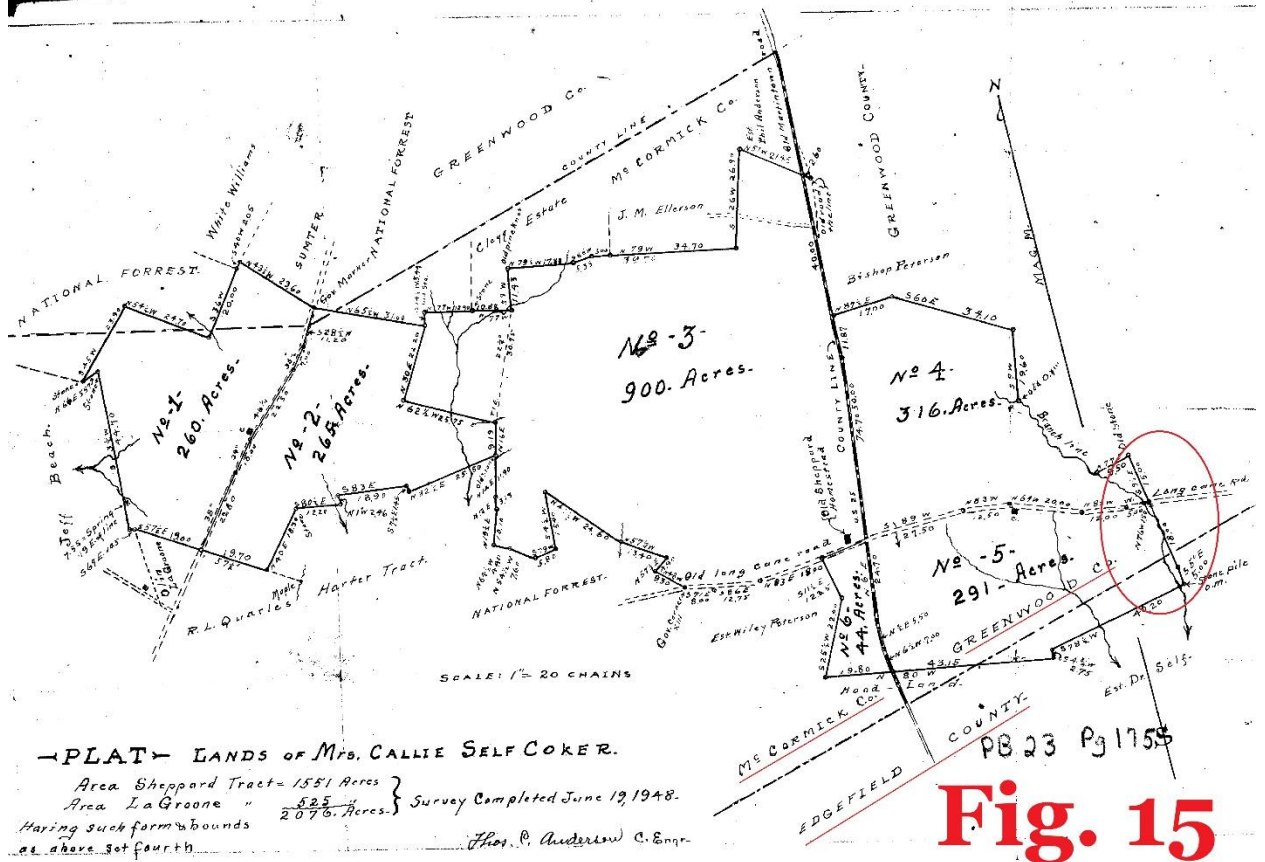
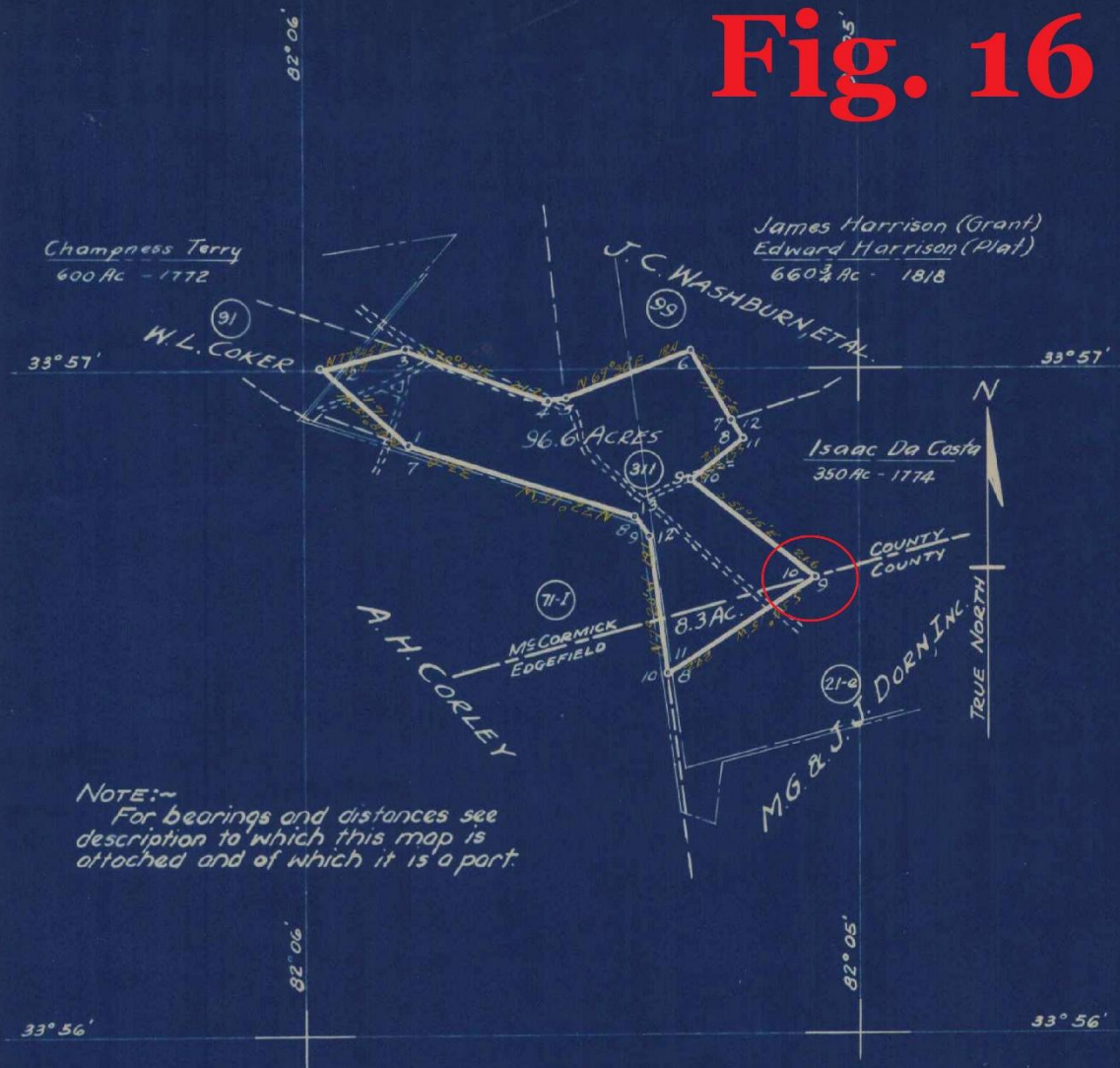


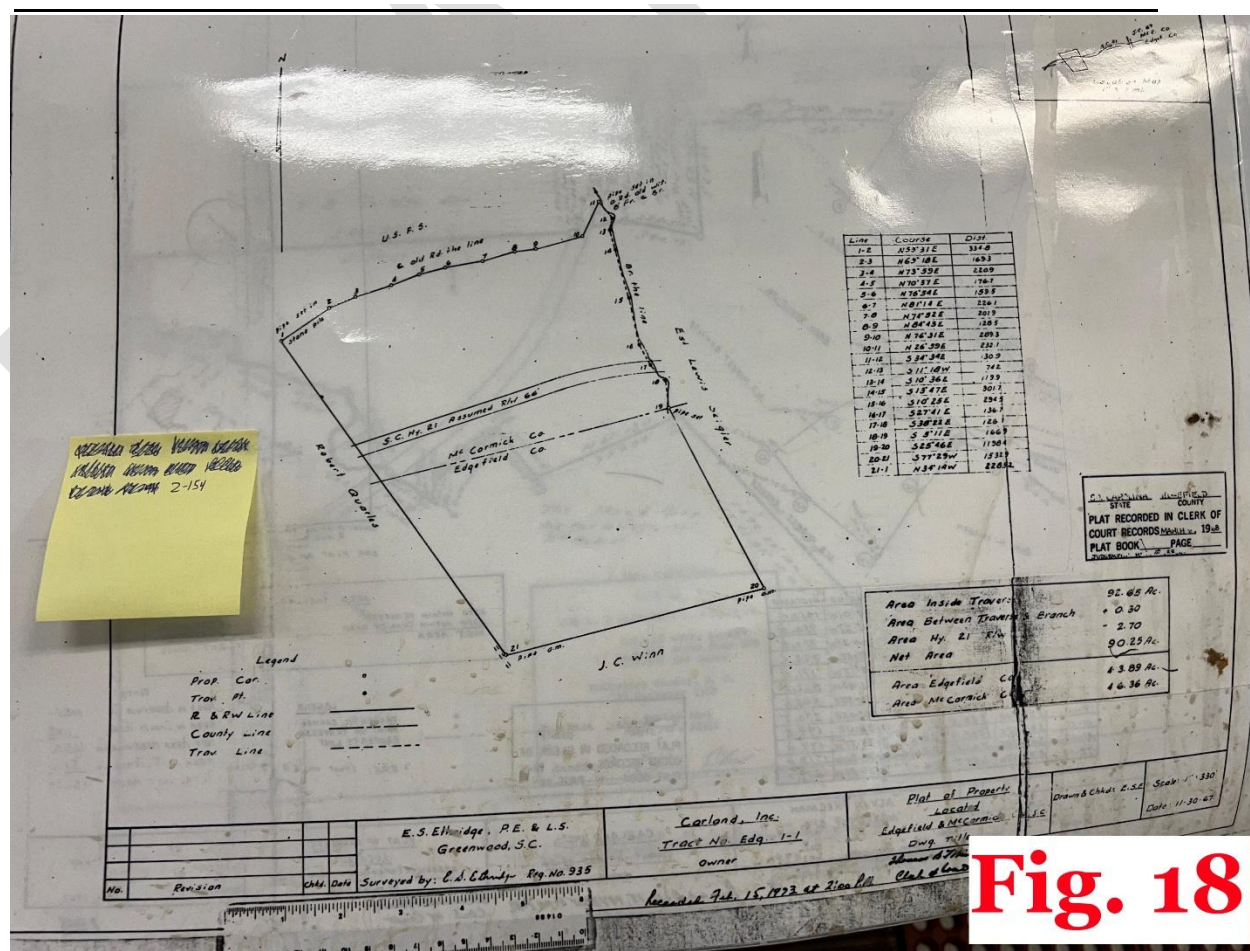
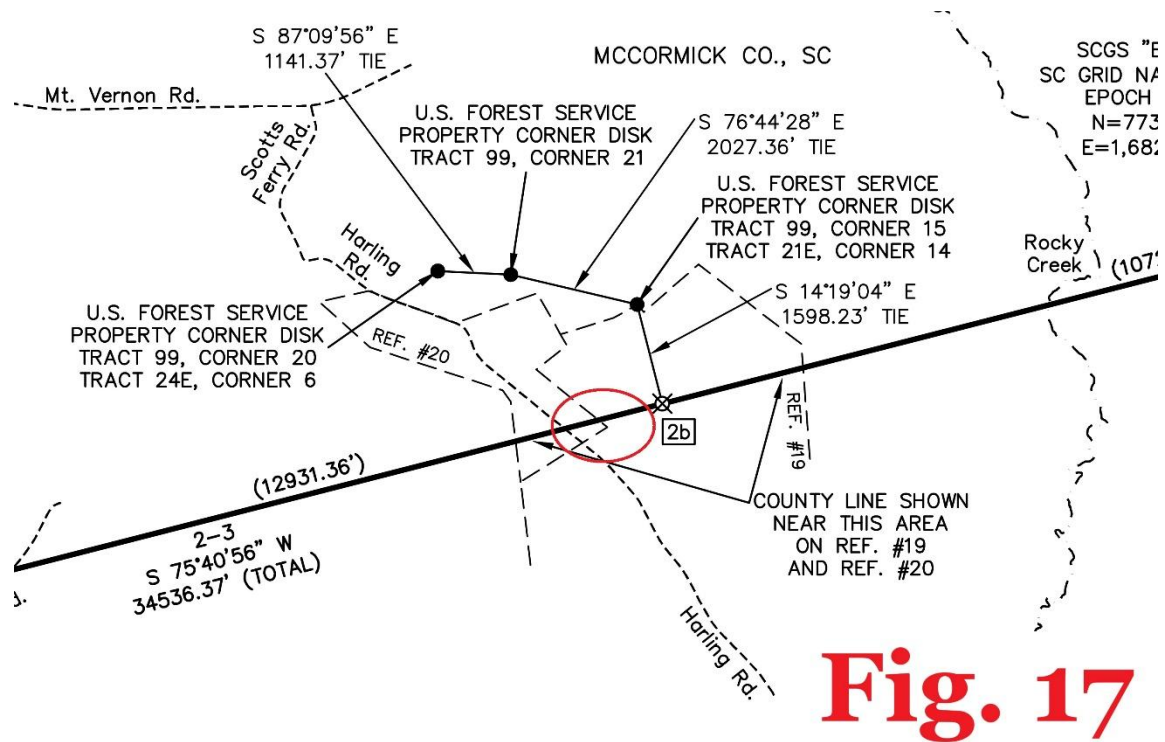
Fig. 16



LONG CANE PURCHASE UNIT
LAND OF
J. P. LEWIS
NUMBER 311
104.9 ACRES
EDGEFIELD & McCORMICK COUNTIES, S.C.

Scale: - 1" = 20 chains
SURVEYED BY
S.E. PUCKETTE & PARTY
SEPTEMBER, 1934 & JANUARY, 1935

C.B.M. 5-14-35



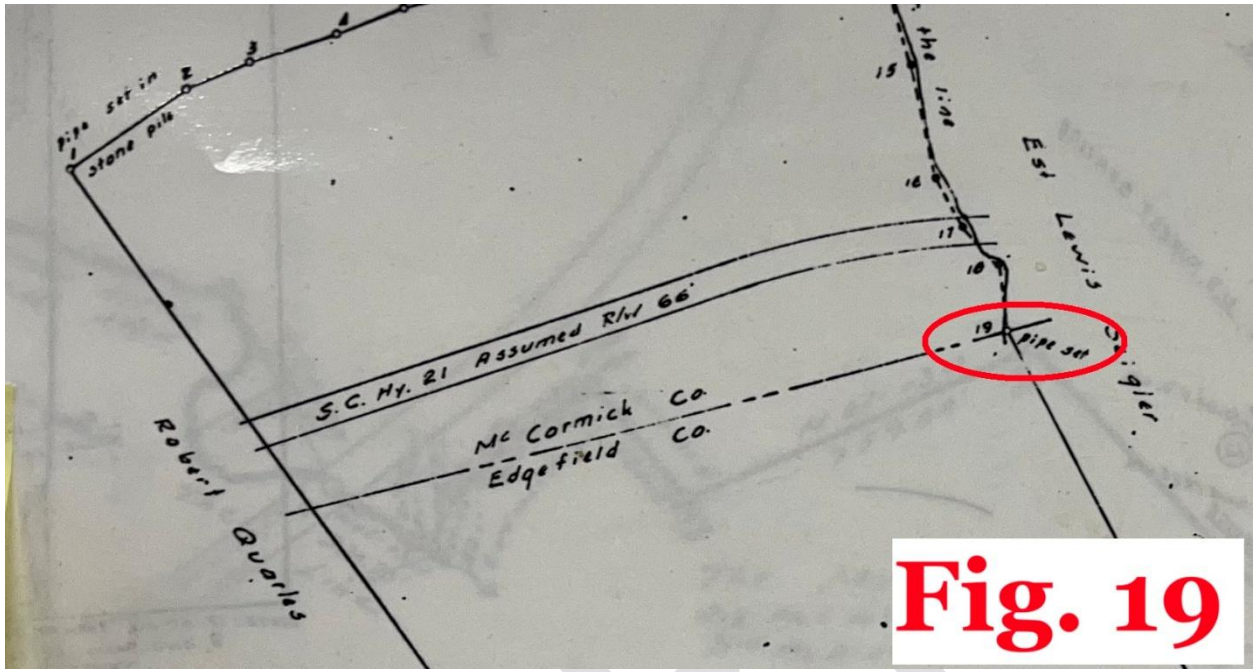




Fig. 20



Fig. 21

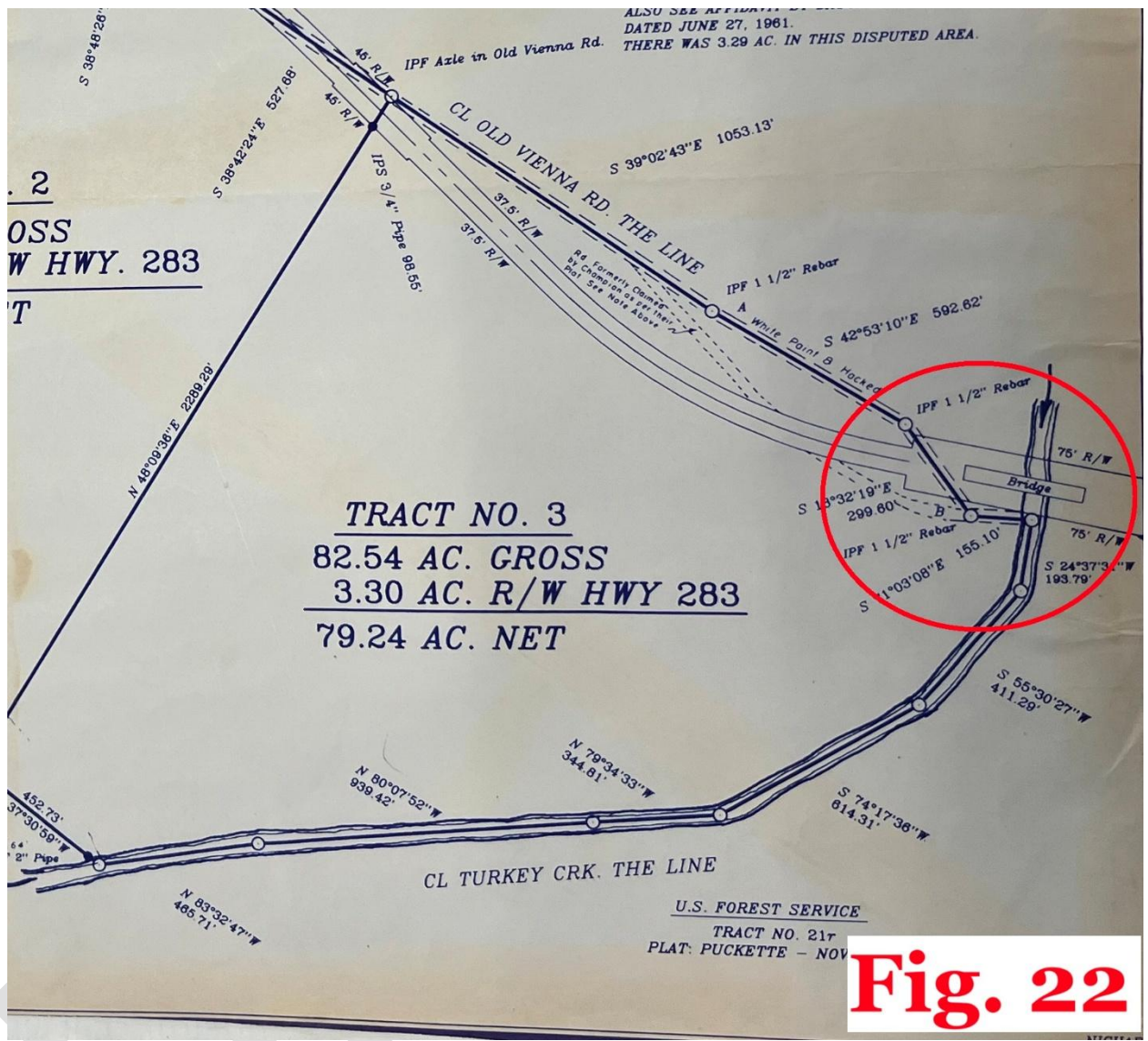
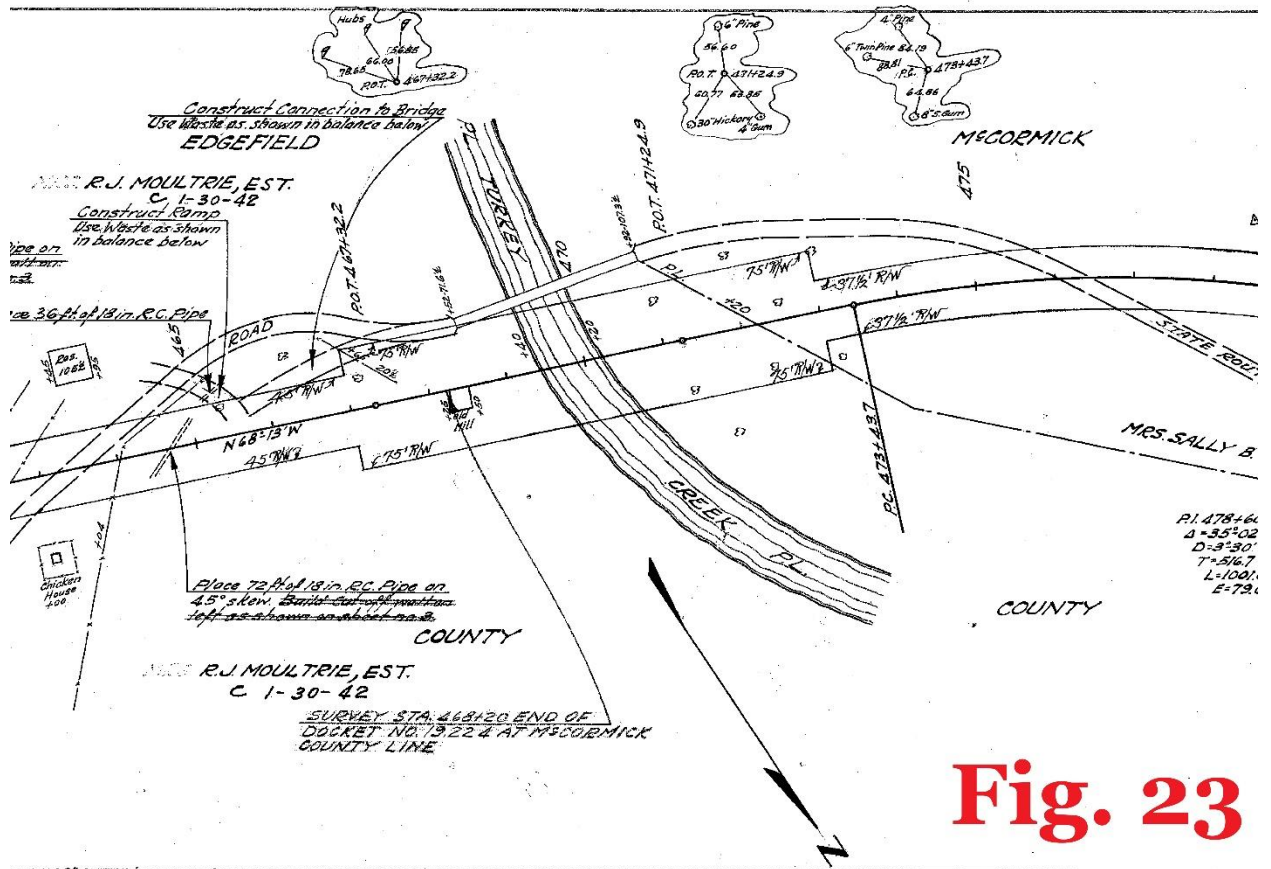


Fig. 22





ACQUISITION SURVEY PLAT

NOTE: For bearings and distances, see description to which this map is attached and of which it is a part.

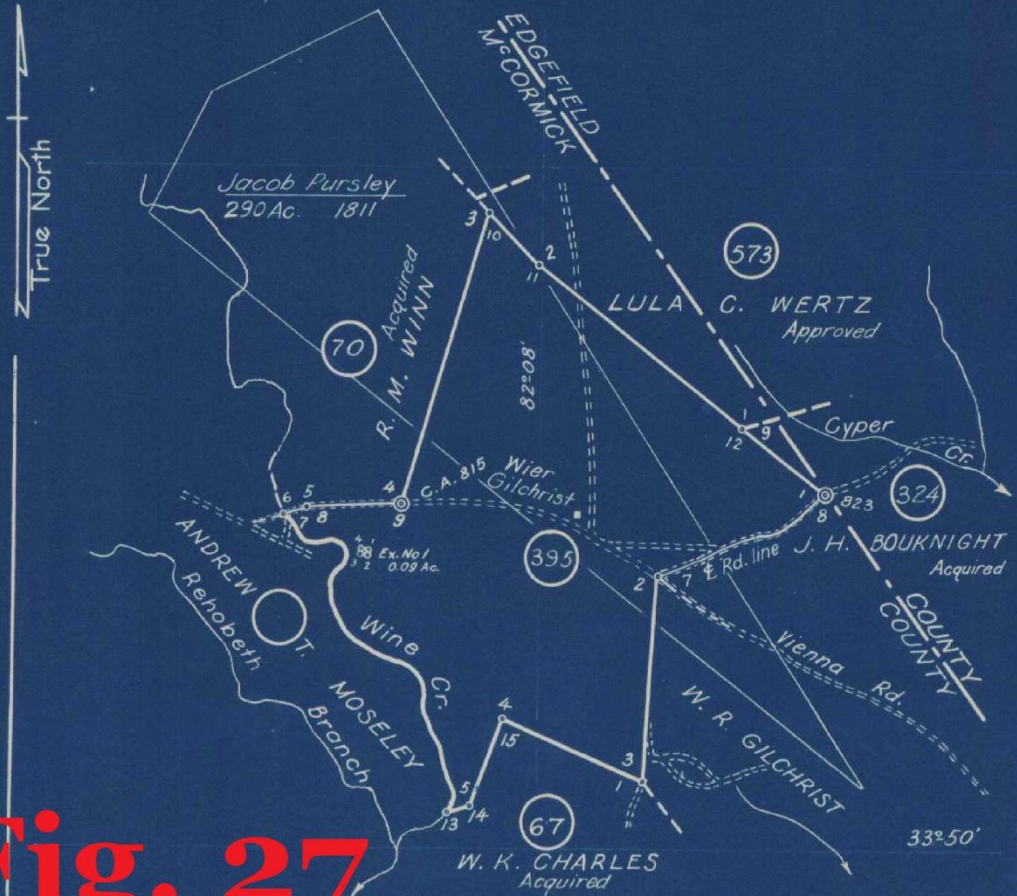


Fig. 27

W. A. REYNOLDS ESTATE
TRACT(395)

259.4 Acres
Net.

SUMTER NATIONAL FOREST

LONG CANE UNIT

McCormick County, S. C. State

Scale: 4 inches = 1 mile

U.S.F.S. SURVEYS
Surveyed by: S.E.P. & L.H.M.
Note Book: 33 P. 22
Drawn by: Bruner 3-19-40
Checked by: *[Signature]* & Bruner
Date: 3-28-40

County Lines

UNITED STATES
DEPARTMENT OF AGRICULTURE
FOREST SERVICE
Form 1826

PRIMARY TRAVERSE FIELD NOTES

FOREST

BOOK No.



Fig. 28

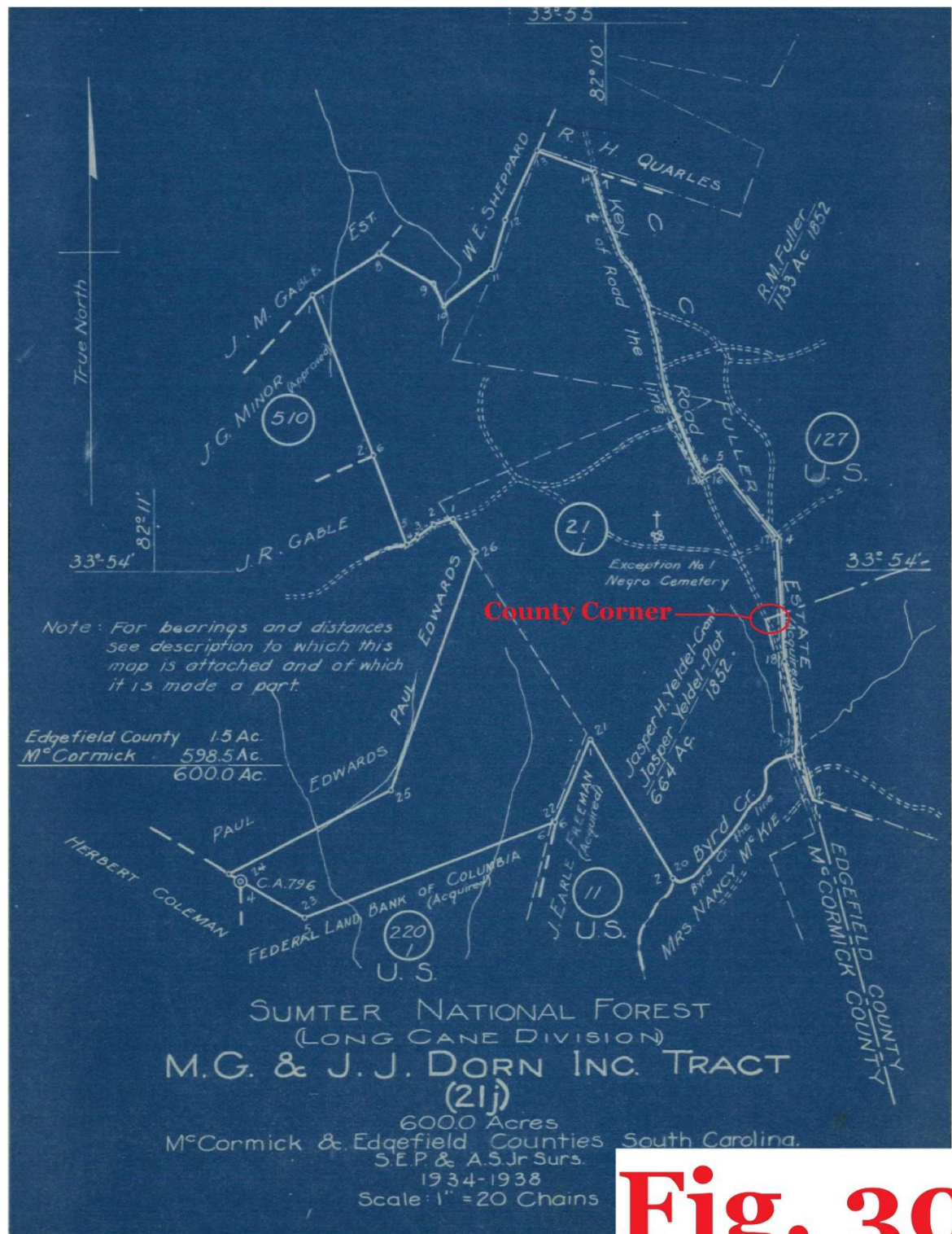


Fig. 30

dr.

- 4 -

N. 53° 00' E., 10.84 chains to Corner 11, a post set in stump hole, with witnesses, properly identified as the corner;
N. 14° 30' E., 8.41 chains to Corner 12, a stone by stump, old marks, alongside a cedar post, witnessed by scribed bearing trees;
N. 24° 35' E., 12.69 chains to Corner 13, a stake identified by W. E. Sheppard as his corner, 1.00 chain North of Branch, common to R. H. Quarles.

THENCE, with said Quarles lands,
S. 71° 10' E., 10.15 chains to Corner 14, identical with corner 7 of tract (127), lands of the United States, in center of old Key Road, witnessed by scribed bearing trees.

THENCE, five (5) lines with said tract (127),
passing in line corners 6, 5, and 4, thereof;
Southeasterly, with meanders of said Key Road, 54.80 chains to Corner 15;
N. 64° 00' E., 3.40 chains to Corner 16;
S. 39° 00' E., 15.6 chains to Corner 17;
S. 3° 45' E., at 13.4 chains leave McCormick County and enter Edgefield County, at 20.6 chains Corner 18, identical with corner 3 of said tract (127);
Southerly, with meanders of said Key Road, at 11.0 chains leave

Fig. 31

dr.

- 5 -

Edgefield County and enter McCormick County, at 16.0 chains Corner 19, the ford of said Key Road, across Byrd Creek at a point 0.20 chain East of bridge. No bearing trees available.

THENCE, with the lands of Mrs. Nancy McKie, down and with the meanders of Byrd Creek, 32.8 chains to Corner 20, identical with corner 2, of tract (11), lands of the United States, a 5" White oak, with scribed bearing trees, on the north (or right) bank of Byrd Creek, in place of stone previously described.

THENCE, two (2) lines with said tract (11);
N. 30° 05' W., 27.20 chains to Corner 21, identical with the beginning corner of said tract (11);
S. 24° 20' W., 15.2 chains to Corner 22, identical with corner 6 of tract (11) and corner 6 of tract (220-1), lands of the United States.

THENCE, with said tract (220-1),
S. 69° 30' W., 45.4 chains to Corner 23, identical with corner 5 of said tract.

THENCE, with said tract (220-1) and in part, with lands of Herbert Coleman,
N. 59° 30' W., at 12.5 chains pass in line corner 4 of said

Fig. 32

26

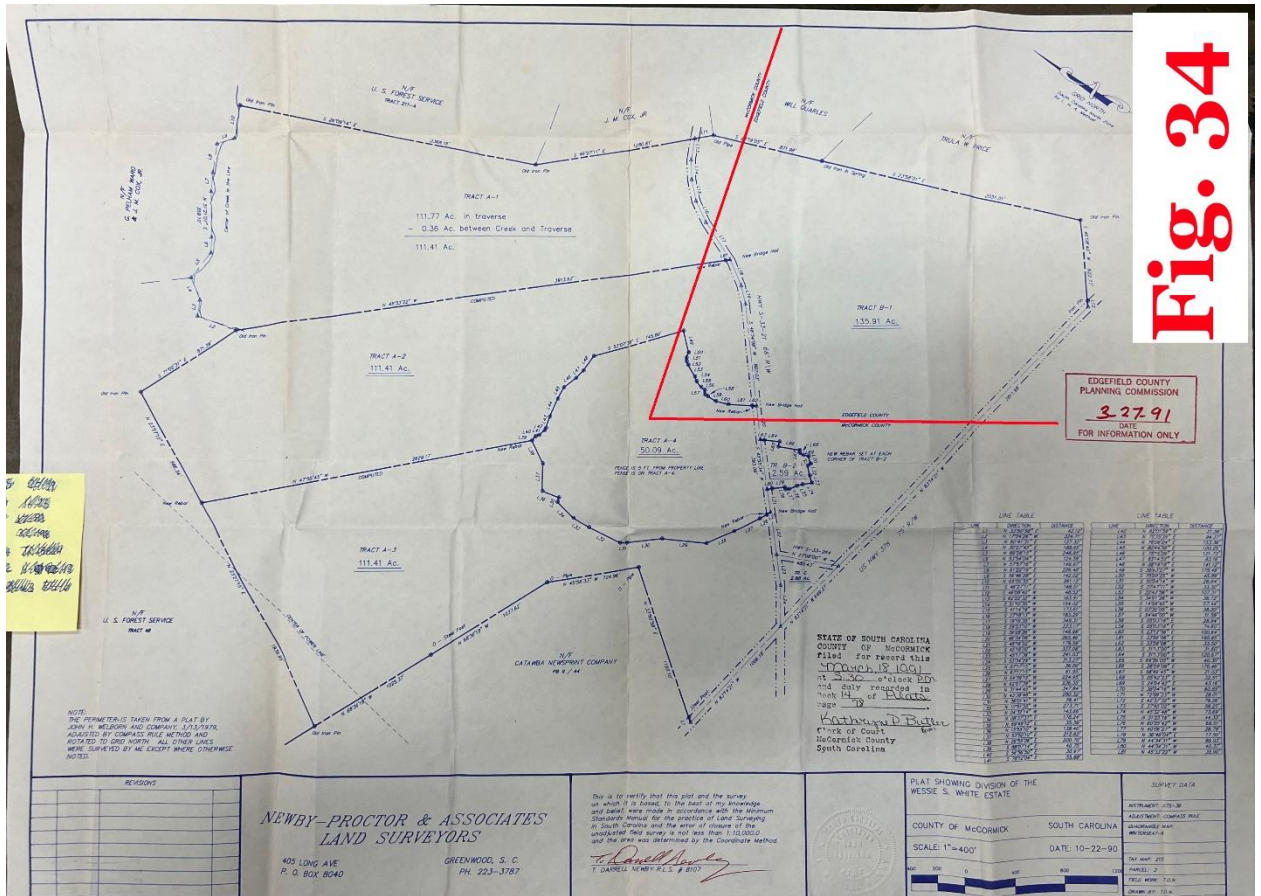
Mag. Bearing Sta. _____ to _____ = _____

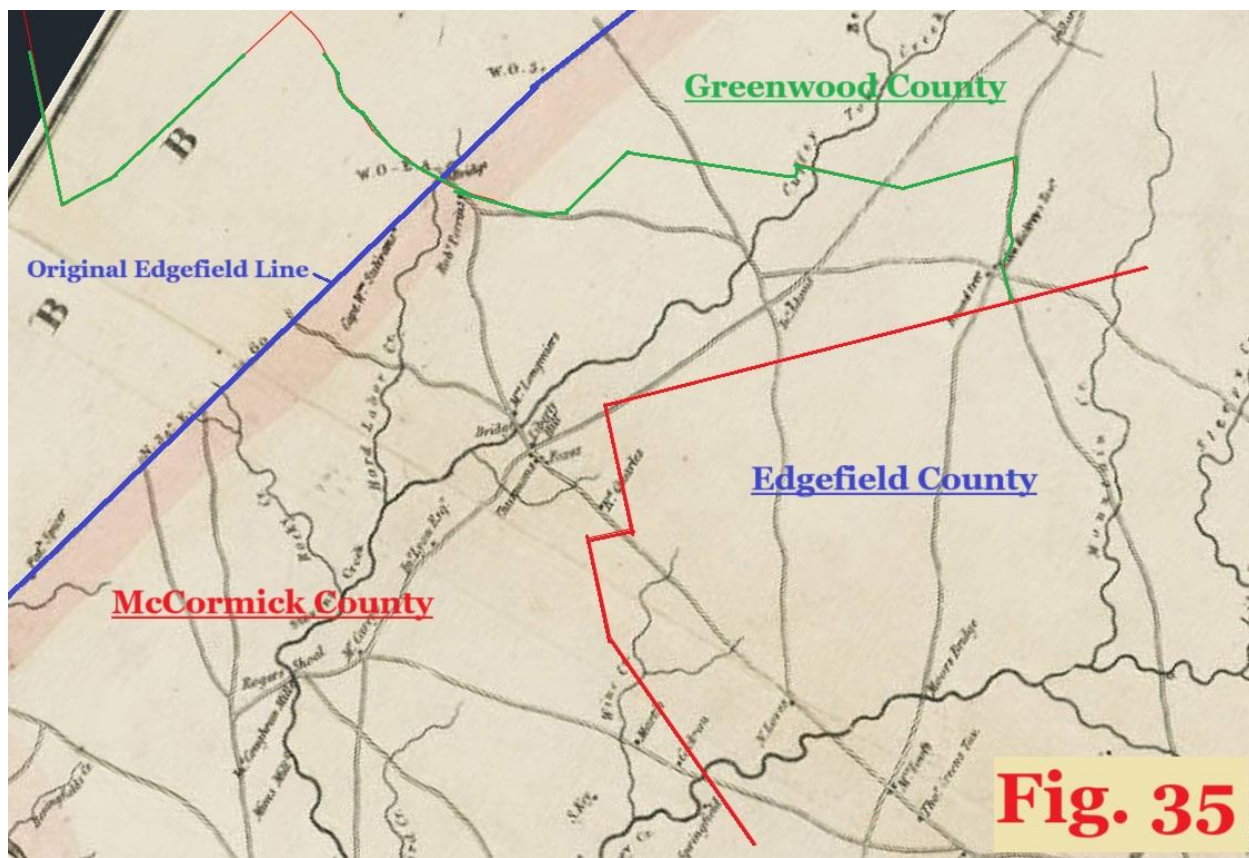
DEFLECTION ANGLE	AZIMUTH	STADIA DISTANCE	VERTICAL ANGLE AND REMARKS
° ' "	° ' "		
			14-EM is 24" water oak on old key road, near Mike Lanier's (col.) house, as pointed out by Henry Moton chain bearer on county (line survey) as being as near the corner as he could tell.
			On Photo # 709 (See back)
			<u>#14 EM is on edge of old Key Road as pointed out by W. B. Quarles, as being the corner, as near as he could remember. On Photo # 708</u>

Fig.

Fig. 33

Fig. 34





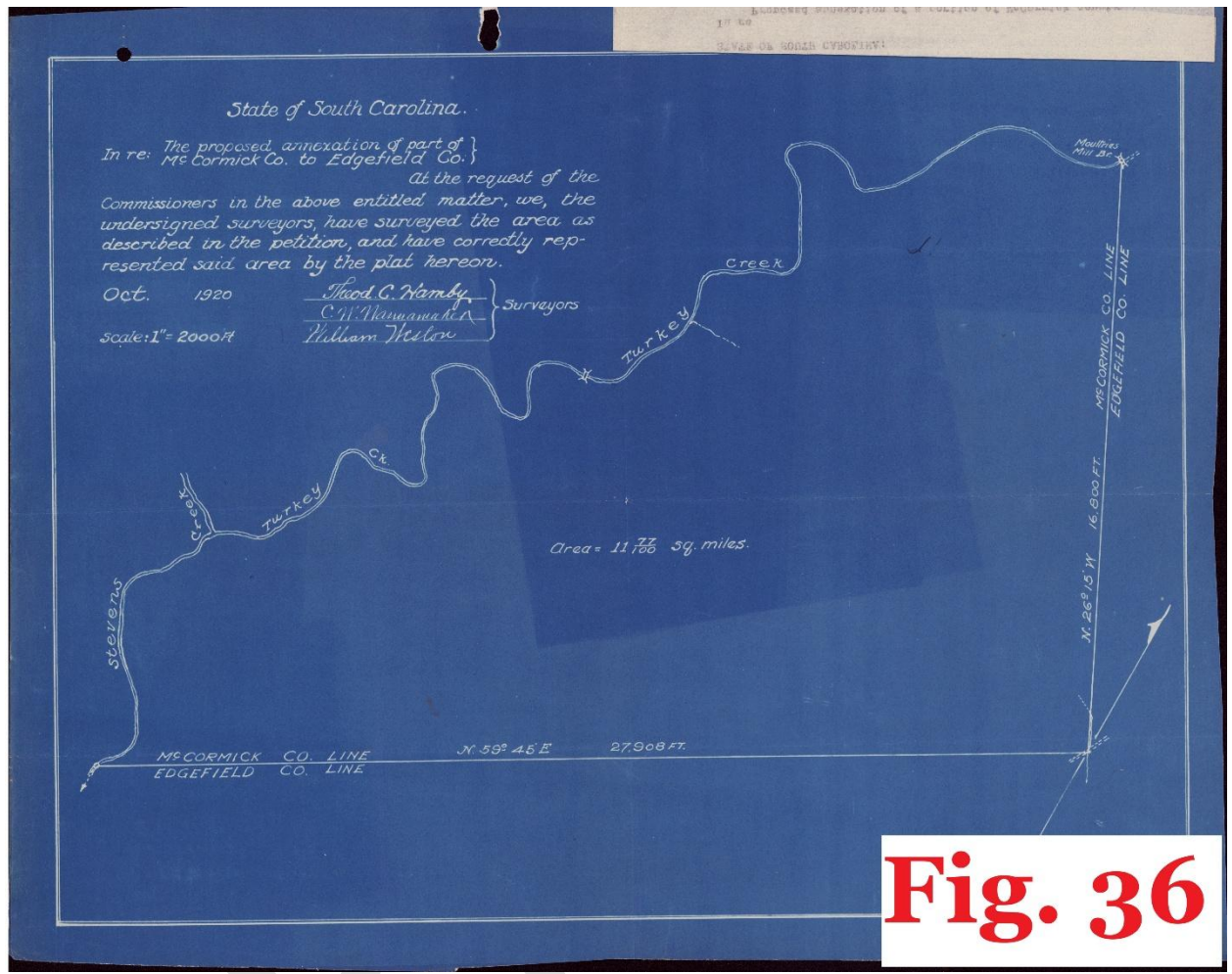


Fig. 36

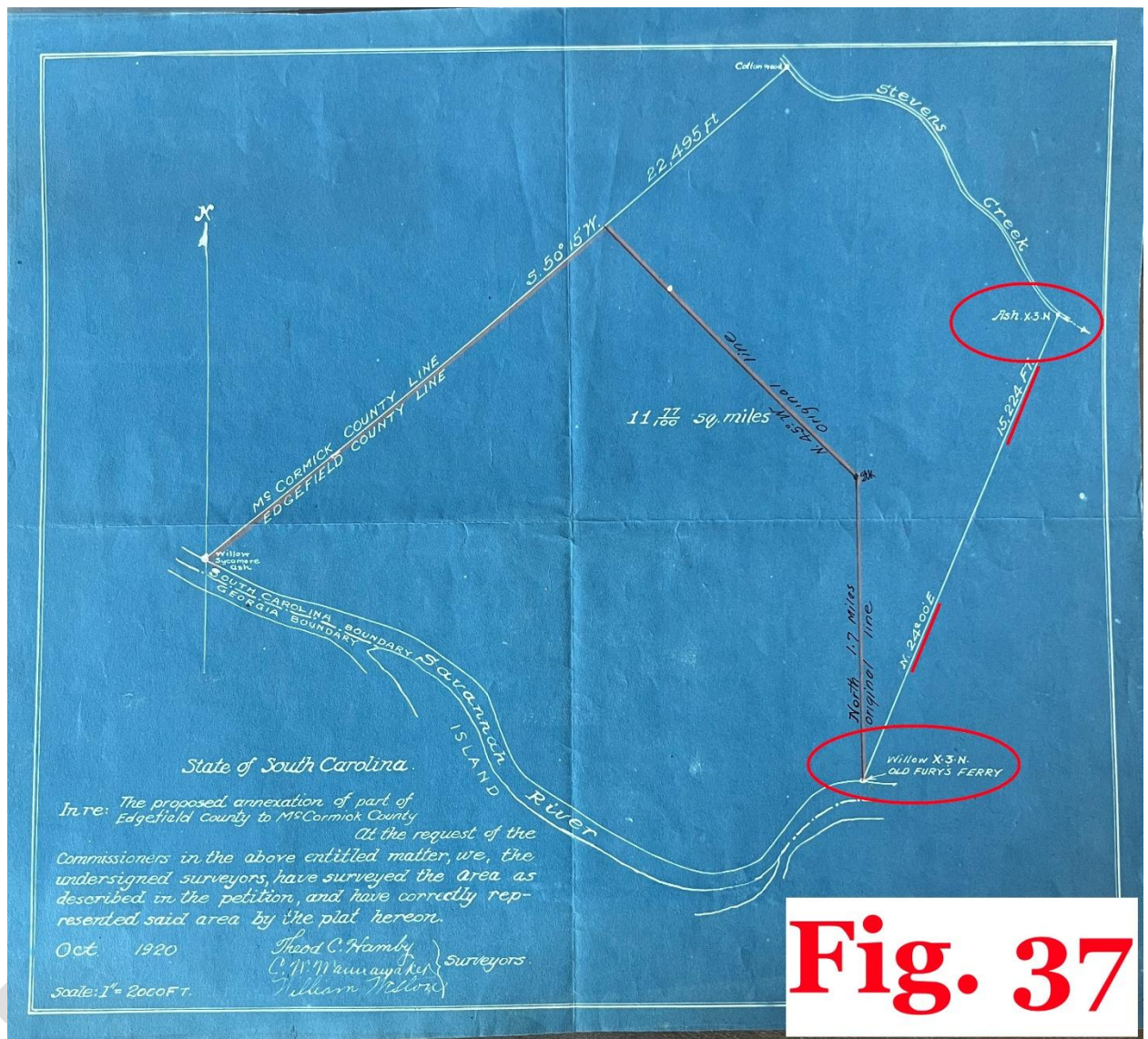
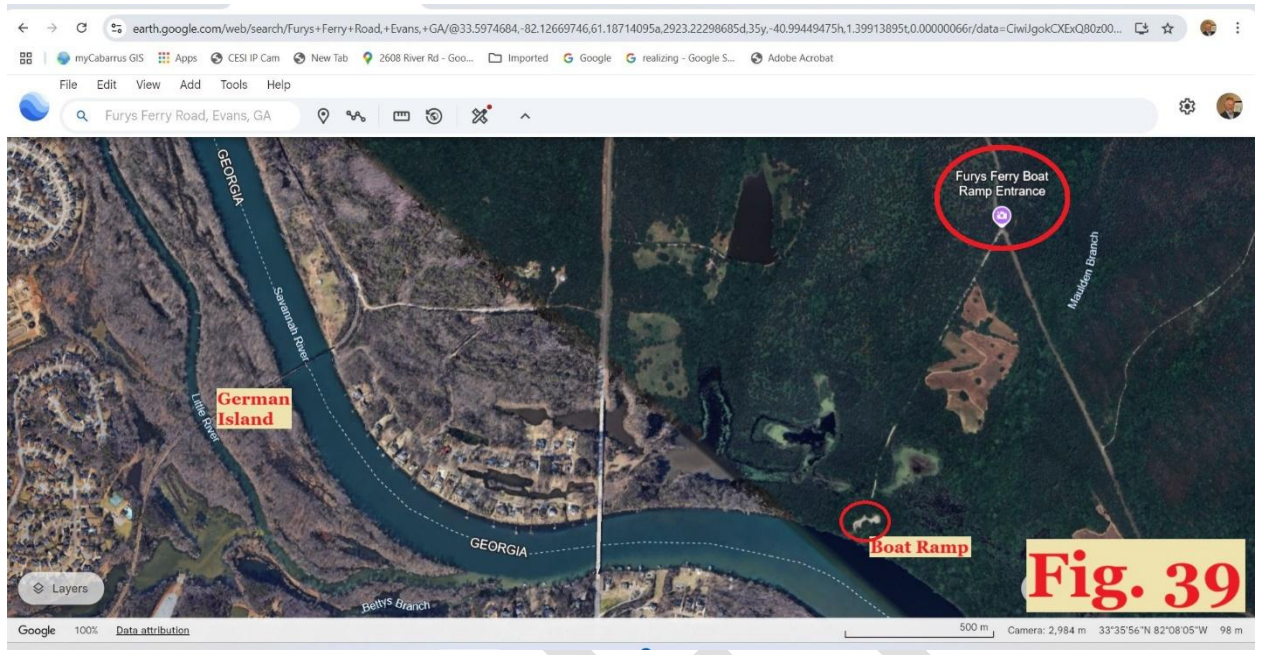
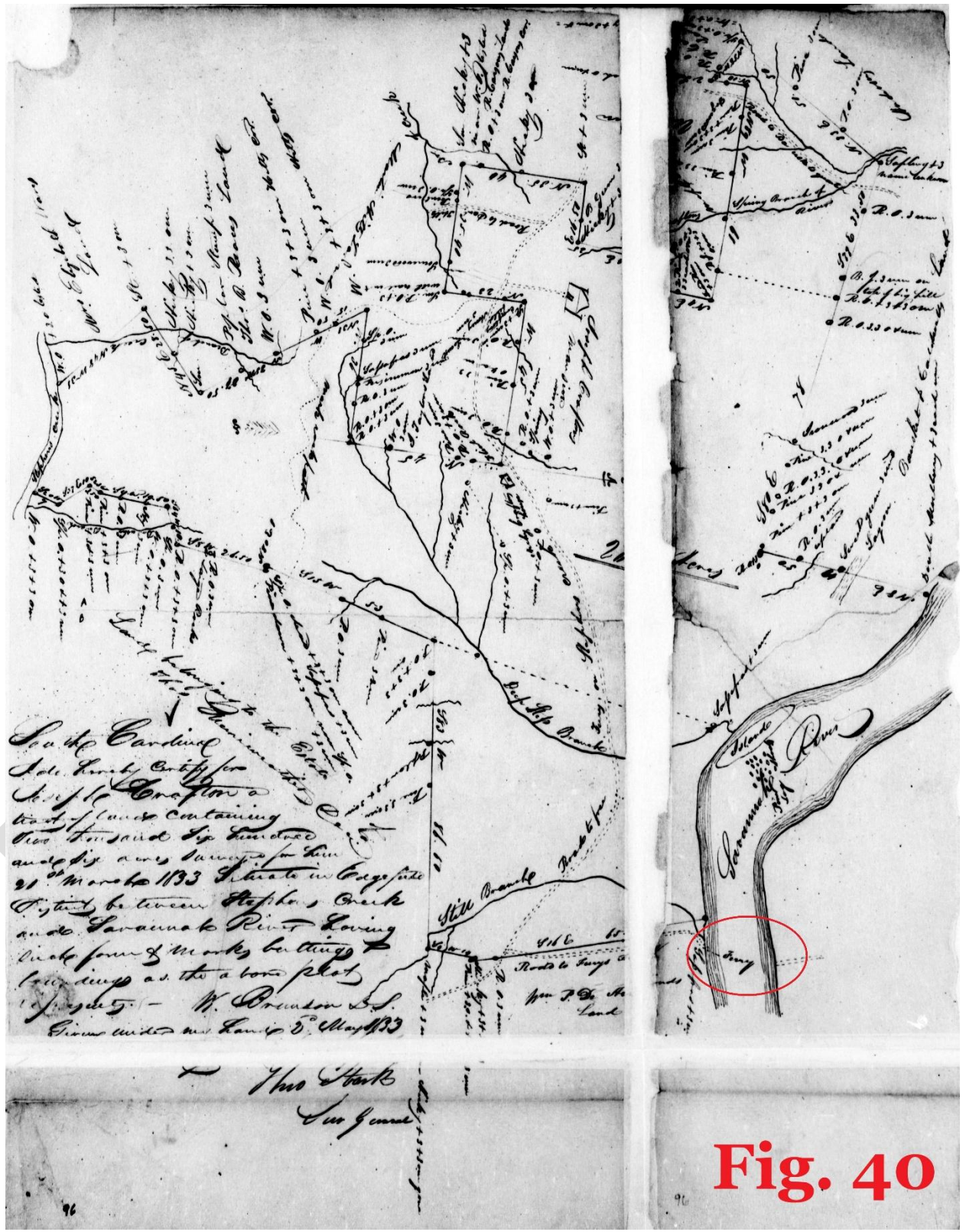
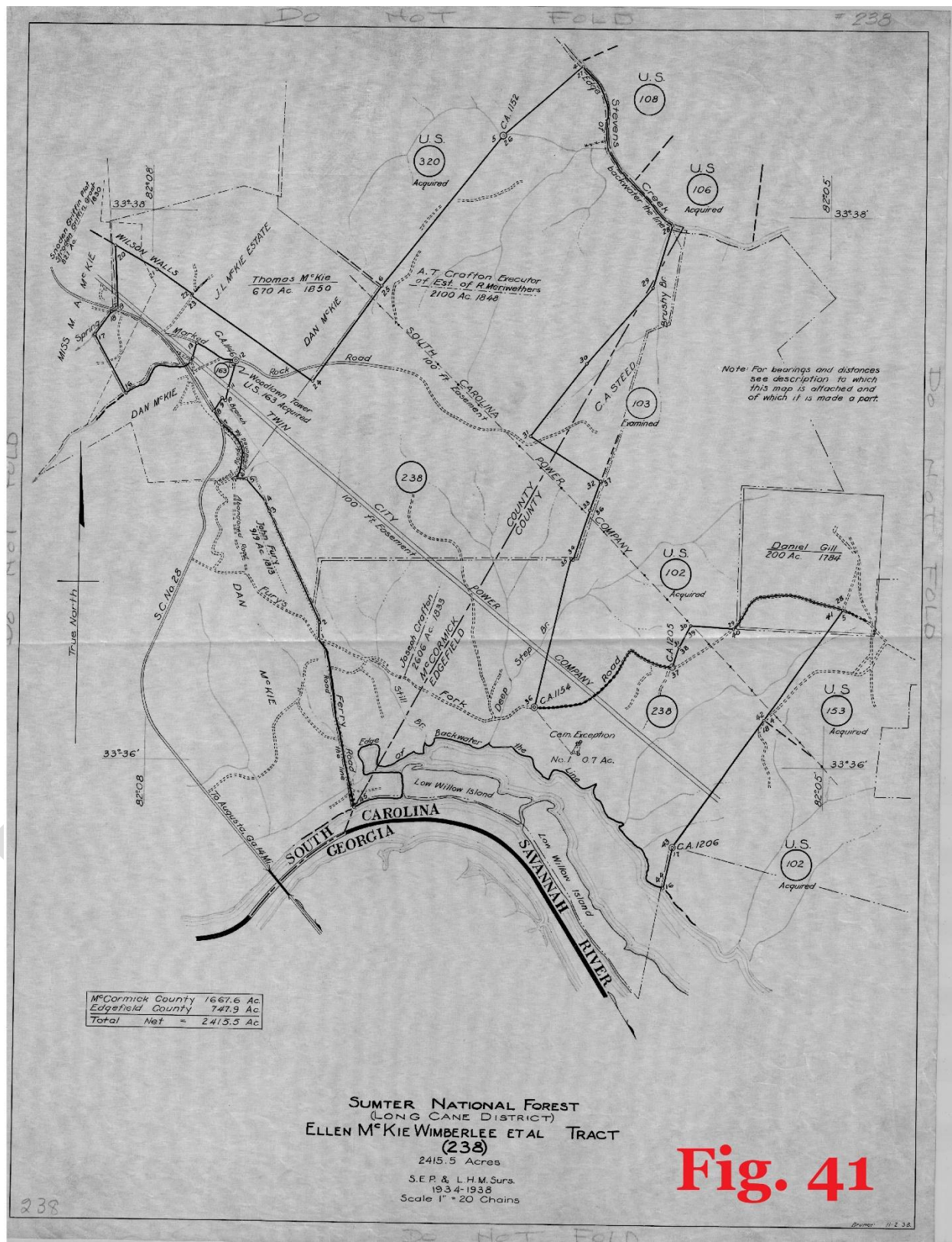


Fig. 37







Thence, two (2) lines with Tract 102 reversed,
S. 35°50' W., 52.1 chains to Corner 43, a stake set from call.
Set a F. S. standard concrete post marked 1206 alongside.
S. 11°45' W., 14.4 chains to Corner 44, a 14" pine on the edge
of the backwaters of Savannah River, line of the South Carolina
Power Company flood right easement.

Thence, in a general Northwesterly direction up and
with the meanders of said backwaters and easement line 200.0
chains to Corner 45, common to Dan McKie tract, a point in
edge of said backwater and easement line in the center of the
old abandoned Fury's Ferry Road, 0.09 chain east of wire fence
on the Edgefield-McCormick County line. Set locust post and
scribed bearing trees.

Thence, in a Northwesterly direction with the
meanders of the Fury's Ferry Road, 58.0 chains to the place
of Beginning, containing TWO THOUSAND, FOUR HUNDRED SIXTEEN
AND TWO-TENTHS (2416.2) ACRES. There is excluded however from
the foregoing acreage, the acreage of Exception No. 1 of
SEVEN-TENTHS (0.7) ACRE which when deducted will leave a net
acreage in Tract 238 of TWO THOUSAND, FOUR HUNDRED AND FIFTEEN
AND FIVE-TENTHS (2415.5) ACRES, be the same more or less.

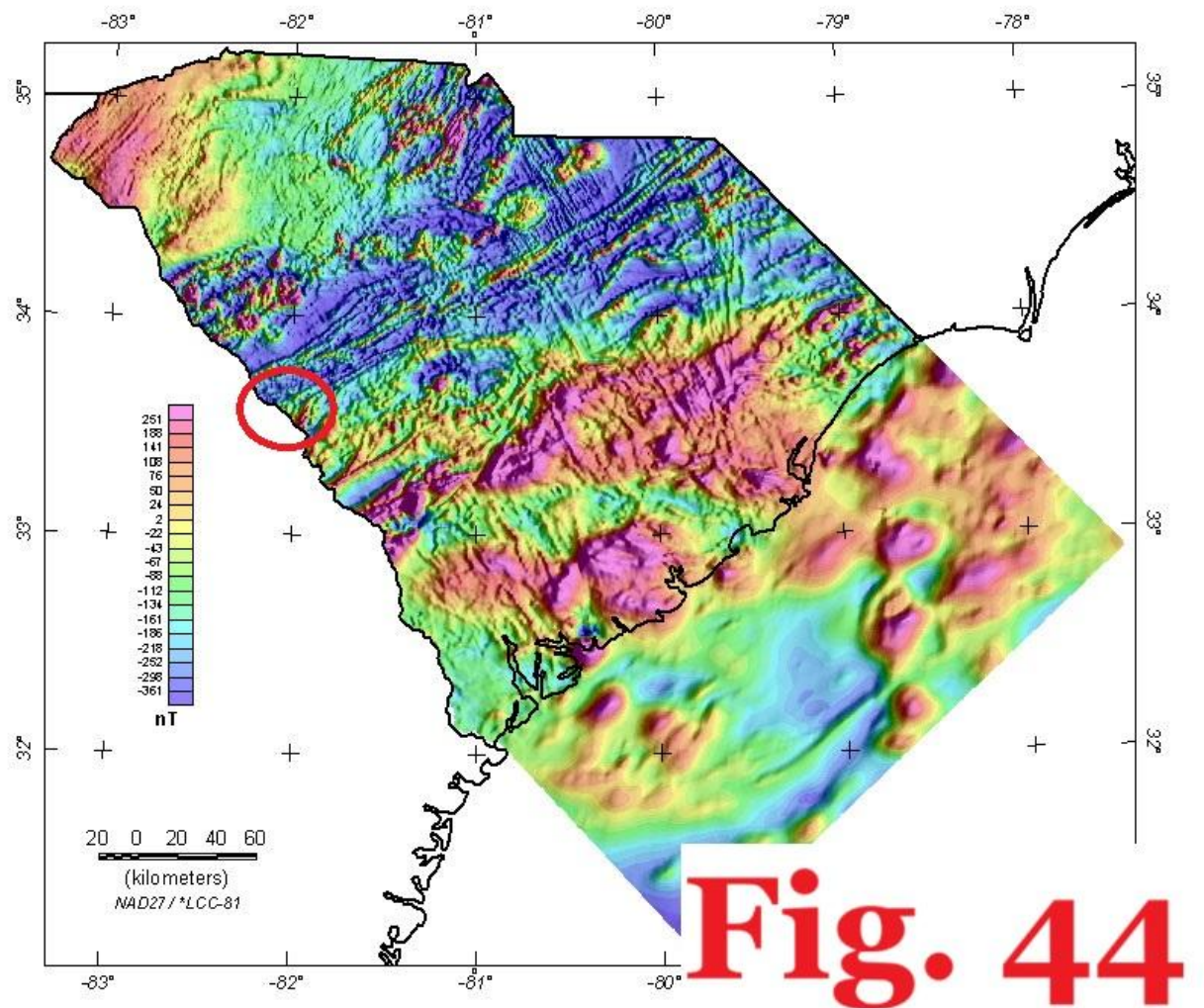
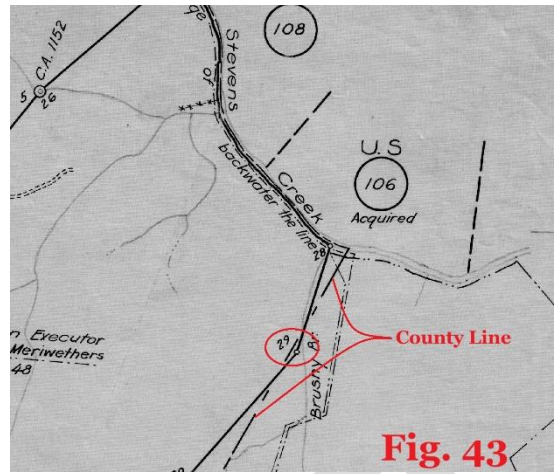
EXCEPTION NO. 1

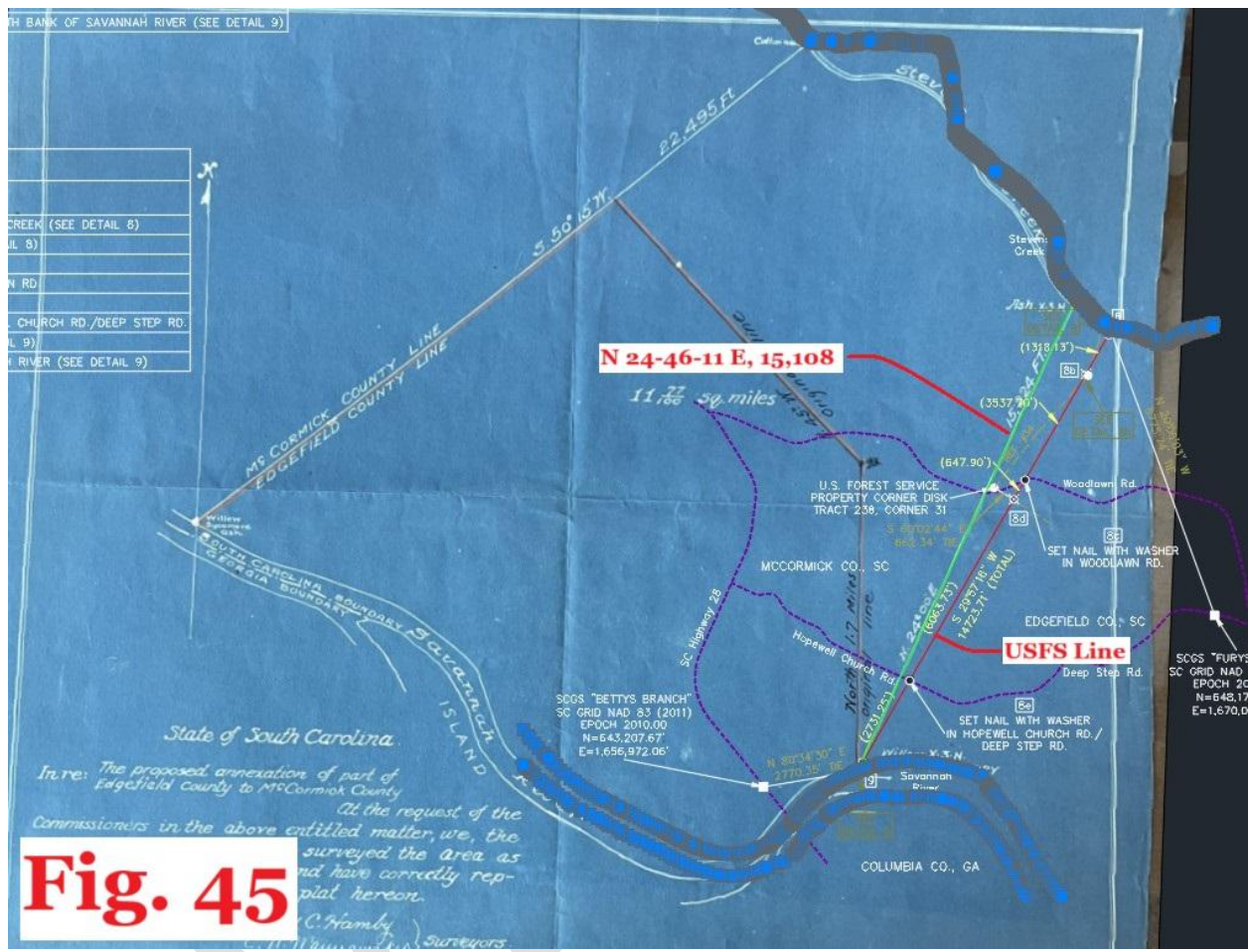
GRAVEYARD

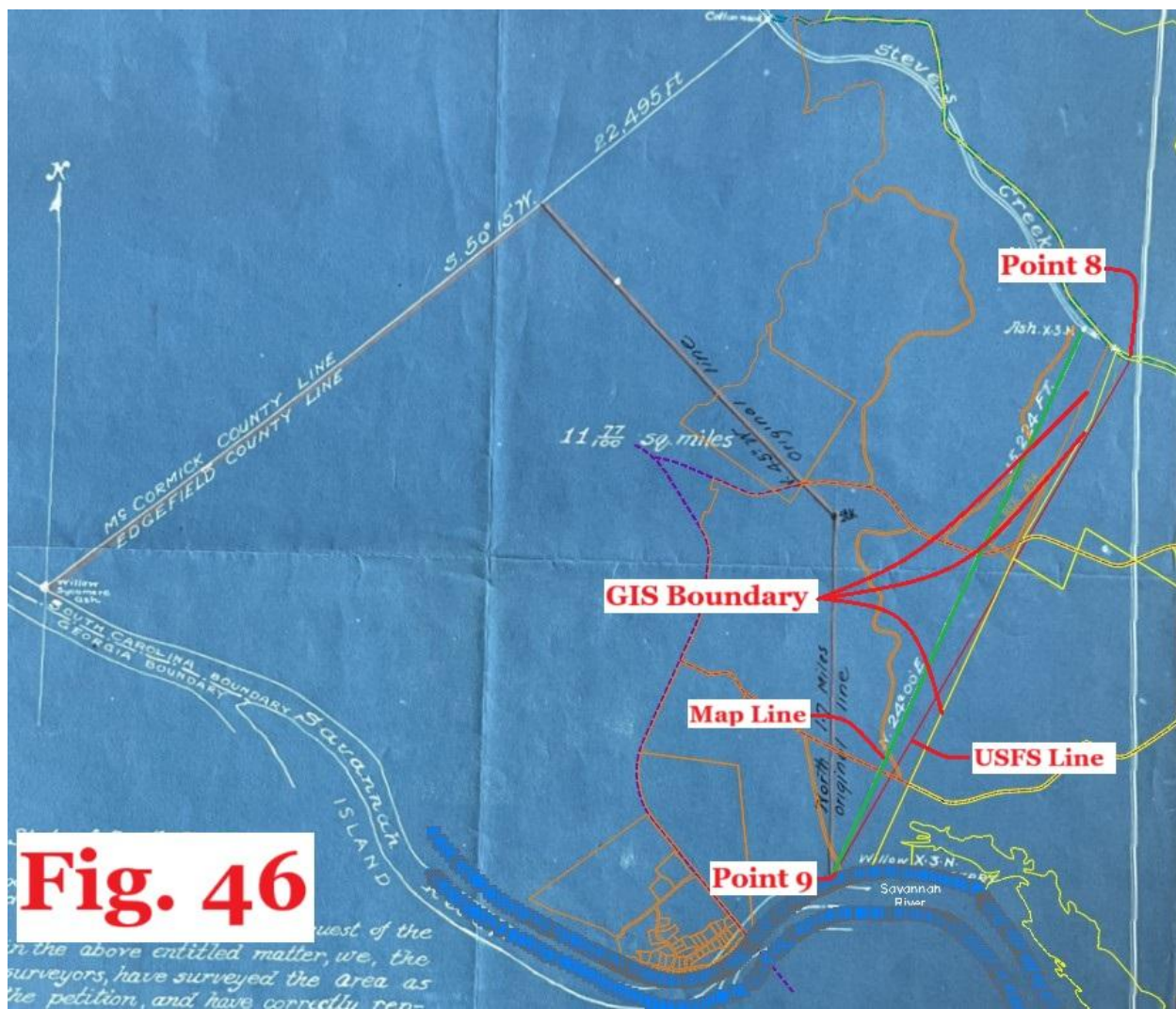
Beginning at Corner 1, a 4" oak at fence and edge of
field. A 16" pine bears S. 82°E., 0.26 chain distant and
a 12" pine bears N. 6°E., 0.43 chain distant.
N. 27°00' E., 3.77 chains to Corner 2, a 12" pine marked "X111";
N. 71°00' E., 1.44 chains to Corner 3, a 10" post oak marked
"X111";
S. 9°00' W., 4.25 chains to Corner 4, a 16" white oak near fence;
N. 81°10' W., 2.40 chains to the Place of Beginning, containing
SEVEN-TENTHS (0.7) Acre, be the same more or less.

The 100' Right-of-Way shown on the attached map
between lines 24-25 and 33-34, and 39-40 and 41-42, is an

Fig. 42











Date & Time: Tue, May 06, 2025 at 15:11:45 EDT
Position: +033.953726° / -082.046049° (±15.6ft)
Altitude: 490ft (±13.2ft)
Datum: WGS-84
Azimuth/Bearing: 227° S47W 4036mils True (±11°)
Elevation Angle: -13.4°
Horizon Angle: +00.7°
Zoom: 0.5X



Fig. 51

Date & Time: Tue, May 06, 2025 at 15:09:47 EDT
Position: +033.953695° / -082.046068° (±15.6ft)
Altitude: 488ft (±13.4ft)
Datum: WGS-84
Azimuth/Bearing: 328° N32W 5831mils True (±15°)
Elevation Angle: -85.5°
Horizon Angle: +18.4°
Zoom: 0.5X



Fig. 52

Date & Time: Fri, May 09, 2025 at 11:52:32 EDT
Position: +033.953508° / -082.047072° (±15.6ft)
Altitude: 488ft (±15.0ft)
Datum: WGS-84
Azimuth/Bearing: 194° S14W 3449mils True (±12°)
Elevation Angle: -11.5°
Horizon Angle: +01.7°
Zoom: 0.5X



Fig. 53

Date & Time: Fri, May 09, 2025 at 11:51:52 EDT
Position: +033.953508° / -082.047072° (±15.6ft)
Altitude: 479ft (±16.9ft)
Datum: WGS-84
Azimuth/Bearing: 314° N46W 5582mils True (±11°)
Elevation Angle: -76.0°
Horizon Angle: +17.5°
Zoom: 0.5X



Fig. 54

Date & Time: Thu, May 01, 2025 at 09:34:47 EDT
Position: +033.936700° / -082.122504° (±33.6ft)
Altitude: 540ft (±12.5ft)
Datum: WGS-84
Azimuth/Bearing: 251° S71W 4462mils True (±11°)
Elevation Angle: -07.7°
Horizon Angle: -01.4°
Zoom: 0.5X



Fig. 55

Date & Time: Thu, May 01, 2025 at 09:34:24 EDT
Position: +033.936725° / -082.122532° (±15.6ft)
Altitude: 533ft (±15.1ft)
Datum: WGS-84
Azimuth/Bearing: 307° N53W 5458mils True (±11°)
Elevation Angle: -85.7°
Horizon Angle: +11.0°
Zoom: 0.5X



Fig. 56

Date & Time: Tue May 06, 2025 at 09:47:17 EDT
Position: +033.930181° / -082.151942° (±15.6ft)
Altitude: 470ft (±17.6ft)
Datum: WGS-84
Azimuth/Bearing: 312° N48W 5547mils True (±11°)
Elevation Angle: -18.2°
Horizon Angle: -02.3°
Zoom: 0.5X



Date & Time: Tue May 06, 2025 at 09:47:04 EDT
Position: +033.930184° / -082.151938° (±11.6ft)
Altitude: 467ft (±9.8ft)
Datum: WGS-84
Azimuth/Bearing: 319° N41W 5671mils True (±12°)
Elevation Angle: -79.2°
Horizon Angle: +09.7°
Zoom: 0.5X



Date & Time: Mon, May 05, 2025 at 13:53:12 EDT
Position: +033.929221° / -082.156093° (±11.6ft)
Altitude: 469ft (±9.8ft)
Datum: WGS-84
Azimuth/Bearing: 319° N41W 5671mils True (±11°)
Elevation Angle: -12.8°
Horizon Angle: -01.6°
Zoom: 0.5X



Fig. 59

Date & Time: Mon, May 05, 2025 at 13:52:41 EDT
Position: +033.929254° / -082.156089° (±12.1ft)
Altitude: 491ft (±19.7ft)
Datum: WGS-84
Azimuth/Bearing: 298° N62W 5298mils True (±11°)
Elevation Angle: -80.3°
Horizon Angle: +38.7°
Zoom: 0.5X



Fig. 60

Date & Time: Mon, May 05, 2025 at 14:11:16 EDT
Position: +033.926520° / -082.155373° (±15.6ft)
Altitude: 477ft (±10.1ft)
Datum: WGS-84
Azimuth/Bearing: 022° N22E 0391mils True (±12°)
Elevation Angle: -14.7°
Horizon Angle: -01.3°
Zoom: 0.5X



Fig. 61

Date & Time: Mon, May 05, 2025 at 14:10:56 EDT
Position: +033.926488° / -082.155290° (±15.6ft)
Altitude: 459ft (±14.2ft)
Datum: WGS-84
Azimuth/Bearing: 188° S08W 3342mils True (±11°)
Elevation Angle: -76.8°
Horizon Angle: +03.1°
Zoom: 0.5X



Fig. 62











Date & Time: Thu, May 01, 2025 at 11:43:42 EDT
Position: +033.830427° / -082.114483° (±19.8ft)
Altitude: 273ft (±11.7ft)
Datum: WGS-84
Azimuth/Bearing: 052° N52E 0924mils True (±12°)
Elevation Angle: -24.2°
Horizon Angle: -01.6°
Zoom: 0.5X



Fig. 71

Date & Time: Thu, May 01, 2025 at 11:43:14 EDT
Position: +033.830456° / -082.114472° (±15.6ft)
Altitude: 241ft (±17.6ft)
Datum: WGS-84
Azimuth/Bearing: 048° N48E 0853mils True (±12°)
Elevation Angle: -87.1°
Horizon Angle: +39.3°
Zoom: 0.5X



Fig. 72

Date & Time: Fri May 09 2025 at 09:13:14 EDT
Position: +033.632349° / -082.094252° (±15.6ft)
Altitude: 222ft (±13.2ft)
Datum: WGS-84
Azimuth/Bearing: 055° N55E 0978mils True (±11°)
Elevation Angle: -26.7°
Horizon Angle: +02.6°
Zoom: 0.5X



Fig. 73

Date & Time: Fri May 09 2025 at 09:12:58 EDT
Position: +033.632362° / -082.094233° (±15.6ft)
Altitude: 219ft (±17.6ft)
Datum: WGS-84
Azimuth/Bearing: 320° N40W 5689mils True (±11°)
Elevation Angle: -88.4°
Horizon Angle: -31.3°
Zoom: 0.5X



Fig. 74







DRAFT