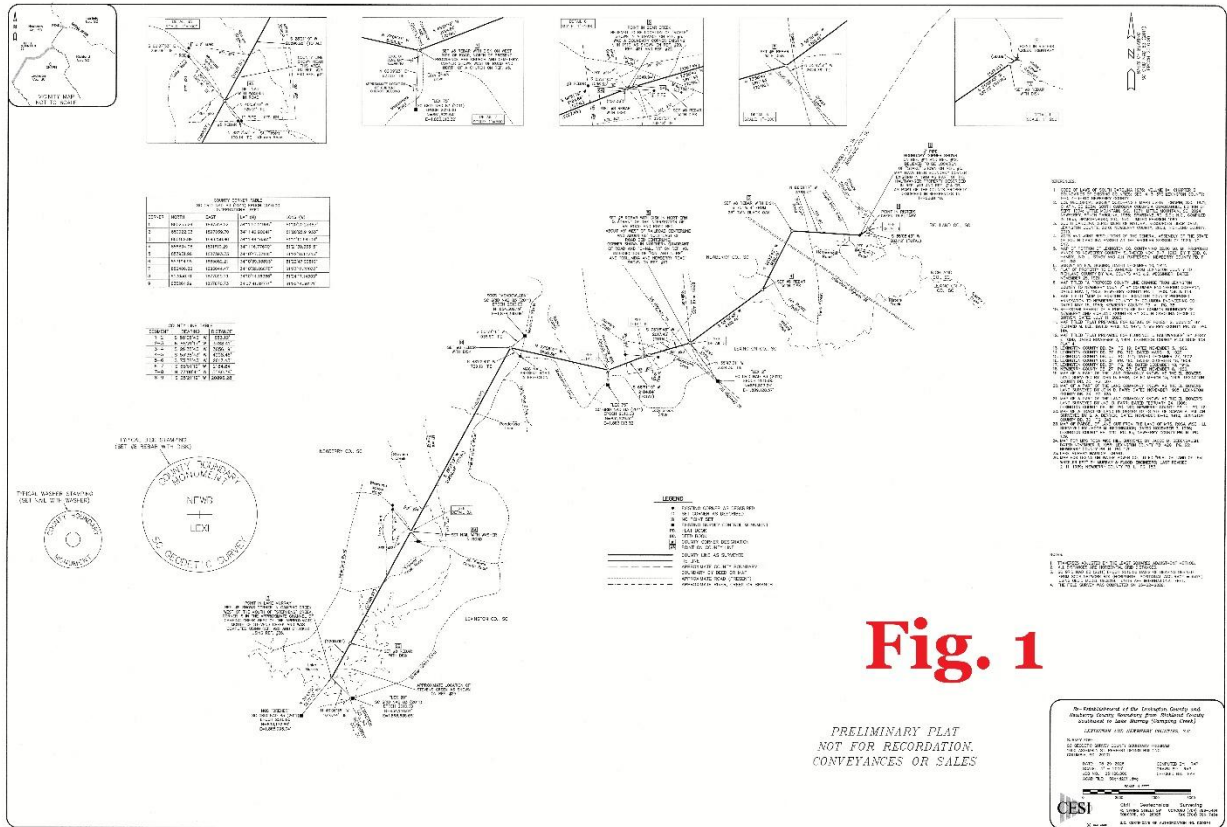


South Carolina

Lexington-Newberry County Boundary Risters Creek tributary to Lake Murray

Report of Survey - 2026



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❖ Preface

In 1785 the South Carolina legislature acted to divide the Ninety-Six District into six counties, the most eastern of which, extending to the district's southeastern boundary, was Newberry. The same act divided the Orangeburgh District into four counties, the northernmost abutting the Ninety-Six District line being Lexington County ([Fig. 2](#)). From this beginning annexations in and out of these two counties resulted in the boundary between them we find today.

❖ Enabling Legislation

Lexington County and Newberry County both came into existence in 1785 with the adoption of Act No. 1263 which divided the Ninety-Six District into six counties and the Orangeburgh District into four counties. In this legislation both counties are described as following the Ninety-Six-Orangeburgh District line.

The same description holds in both the South Carolina General Statutes of 1881-1882 and the South Carolina Civil Statutes of 1893-1894.

However, the 1902 Civil Code of South Carolina shows a change to the line, going around the southeast corner of Little Mountain to keep all of it in Newberry County, removing that portion of Little Mountain from Lexington County. The 1912 Civil Code of South Carolina also shows this same description.

The 1922 Civil Code of South Carolina, however, has a much larger section of Lexington County added to Newberry County near the Town of Little Mountain. As described in Section (699) § 34 (Lexington) and Section (703) § 38 (Newberry), the common boundary follows the old Ninety-Six/Orangeburg district line up to Camping Creek, then runs down Camping Creek to a point near the mouth of Stevens Creek. The description for this area is written in the statute from east-to-west, so to get to this point on Camping Creek we will start on the eastern side at a stake in an unnamed branch and follow the description westerly as it is written back to Camping Creek. The following description is taken from Section (699) § 34 for Lexington County. There are some differences between this section and Section (703) § 38 for Newberry County that appear to be typographical errors and those will be noted as they are encountered below. Starting at a stake in the run of an unnamed branch: “...thence S. 45 degrees W. 575 feet to a stake *(S. 55 degrees W. in (703) § 38)*; thence N. 86 degrees 30 minutes W. 3,782 feet to a pine; thence S. 26 degrees 30 minutes W. 3,650 feet to a stake; thence S. 53 degrees 30 minutes W. 4,990 feet to a point on the Columbian, Newberry and Laurens Railroad *(4,940 feet in (703) § 38)*; thence S. 73 degrees 30 minutes W. 2,613 feet to a maple in a branch; thence S. 68 degrees 30 minutes W. 2,180 feet to a stake near a negro church; thence N. 77 degrees 30 minutes W. 5,577 feet to a stake just west of the public road, near Little Mountain; thence S. 28 degrees W.

20,850 feet to Camping Creek, near the mouth of Stevens Creek (2,850 feet in (703) § 38)..."

The descriptions remain the same in the 1932 Civil Code of South Carolina – with an additional typographical error in § 3011 for Newberry County stating for the call to the point on the Columbia, Newberry, and Laurens Railroad a bearing and distance of *S. 50° 30' W. 4,940 feet.*

The descriptions found in the 1932 Civil Code for South Carolina are repeated in the 1942 Civil Code, the 1952 Code of Laws, the 1962 Code of Laws, and the 1976 Code of Laws, with only minor formatting changes.

However, prior to the adoption of the 1922 Civil Code describing the new line the South Carolina General Assembly published its Acts and Joint Resolutions for 1920. There, in Act 547, Section 1, we find the original description for the annexation of part of Lexington County to Newberry County containing 22 square miles based on an actual survey dated Nov. 3-7, 1919. Recorded in **Newberry County at PB F Pg 282**, is a plat entitled Map of a Portion of Lexington Co. Containing 22.00 Sq. Mi. Proposed to Annex to Newberry County dated Nov. 3-7, 1919, by Surveyors Hamby, Stacy, and Patterson (**Fig. 3**). In all respects this map matches the calls found in Act 547, mentioned above, and in the 1922 statute Section (699) § 34, describing Lexington County, with the exception that the first bearing west of the stake in the unnamed branch is shown to be S 55° W, matching the bearing for the same call in Section (703) § 38, which describes Newberry County. Having this map greatly informs the process of clarifying the location of the

boundary between Lexington and Newberry. It gives both an accurate reading of what the description in statute was intended to be, absent the typographical errors, and it gives a graphic representation of where the corners fell on the ground providing information that illuminates what is meant by terms in the statute such as ‘just past’ and ‘near.’

❖ 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 statewide plane coordinate system and were most likely 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 Lexington-Newberry county line CESI conducted intensive research at the South Carolina Department of Archives and History both online and in the Archive, in the register of deeds for both counties, and with other organizations such as the local historical societies.

The 1825 Mills Atlas maps have proved very useful on other county boundary projects. Both maps show Lexington and Newberry as originally configured, starting at Ruff's Ferry on the Broad River and following the old district line S 17° W to the Saluda River ([Figs. 4 and 5](#)). But, at our location north of Camping Creek we are following the 1920 annexation line southeast of the original line and the Mills Maps have nothing to offer in our retracement for this section.

Although we have the 1919 Annexation Map to guide in clarifying the location of the Lexington-Newberry line ([Fig. 3](#)), the stakes originally used to mark the corners are long gone and there is no evidence in the field of the pine or maple in a branch that were also called for as corners. The best evidence the 1919 Annexation Map provides is graphic. The map graphically shows that the corner at the C. N. & L. Railroad is north of the intersection of the railroad and a road. The map also shows the point in the center of Camping Creek in graphic relationship to the mouth of Stevens Creek. The railroad is still in use today and, though abandoned, the old roadbed is still in place and readily identifiable. There is nothing to indicate that either has moved

from their location in 1919. Camping Creek at Stevens Creek is currently under Lake Murray, but topographic maps of the lake bottom clearly show these creek channels, and it is possible to establish the corner at this location graphically from the 1919 Annexation map using the topography on the Lake Murray Nautical Chart (**Figs. 6 and 7**).

While these graphic locations are important information, it would be even better if there were more precise locations that could be determined to have been on the line established in 1919. It is frequently the case that in doing research for county boundary clarification projects previous iterations of proposed alignments are discovered, most not used, although sometimes used in part. But these previous, largely unused proposals will still often provide important background information on the methods and goals used to establish the boundary alignment that is eventually adopted. Such is the case with Lexington-Newberry. A plat located at the South Carolina Department of Archives and History at S16608-48 and labeled as a proposed annexation of Newberry to Lexington dated 1912 and by F.N. Higgins (**Fig. 8**) indicates that this proposed annexation in 1912 followed property lines (**Fig. 9**). Using the graphical location for Camping Creek and the intersection of the railroad and road to orient the 1919 Annexation Map and overlaying the GIS data, there were several places that it appeared the annexation line as adopted in 1919 may have been intended to be coincident with various property lines, just as was the case with the 1912 map shown in **Fig. 8**. One location was at the northern line starting 575' from the unnamed tributary to Risters Creek. That annexation line, shown on the 1919 Annexation Map as running N 86° 30' W, 3782', seems to match the boundary line of a property shown on a survey in 1994 recorded at Lexington Slide

108 Plat 4 (Fig. 10), the same being the southeastern boundary line of **Newberry PB AF Pg 144** (Fig. 11). Research on the southern parcel shows it had been in the same ownership from at least 1909 up until the 1994 survey, so that same alignment should have been there at the time of the 1919 survey for the map of annexation.

Additionally, based on this orientation, where the 1919 survey graphically crosses Bear Creek, the point where the 1919 survey calls for a maple in a creek, appears to be in close proximity to where a current property line crosses Bear Creek. Research at this location yielded **Lexington DB 3K Pg 187** from 1906 and **Lexington DB 3K Pg 125** from 1905, both surveyed by John D. Farr (Figs. 12 and 13). These surveys show a common corner in Bear Creek at the approximate location the 1919 Annexation Map shows the maple. Additionally, **Lexington DB 3D Pg 343** from 1910 (Fig. 14) shows this entire property line and gives a bearing and distance in 1910 of S 85° E, 27.8 chains (1834.8 feet). The corners on either end of this line still exist in the field and field work found them to have a grid bearing and distance of S 85° 51' 57" E, 1834.73'.

A point was calculated at the intersection of this line with the centerline of Bear Creek for use as a trial point for the location of the maple tree in the creek shown on the 1919 Annexation Map. From the information on the 1919 Annexation Map the calculated bearing and distance from Camping Creek to the maple tree is N 43° 47' 54" E, 24,940.15'. The grid bearing and distance from the point derived at Camping Creek based on the Lake Murray Nautical Chart (Fig. 7) to the trial point in Bear Creek calculated as mentioned above is N 44° 09' 13" E, 24,995.52'. The trial line compares with the map to within less than

60' over a distance of almost four and three-quarter miles. The surveyors in 1919 most likely used transits with magnetic needles, but it appears they must have adjusted their instruments to "True" north prior to performing the survey. The convergence between grid north and "True" north in this area is $-0^{\circ} 12' 38''$. Applying that convergence to the grid bearing yields a true bearing of $N 43^{\circ} 56' 25'' E$, a difference from the bearing calculated from the 1919 Annexation Map of only $0^{\circ} 8' 31''$. At a distance of 25,000' this translates into a horizontal offset of only 60', compelling evidence that these two locations are the ones indicated by the 1919 survey.

For comparison in the other direction, from the maple tree to the first stake on the 1919 survey, 575' from the unnamed stream, an existing $1/2''$ pipe was used as the trial point, shown in **Fig. 10** as Point 2. Using the information on the 1919 Annexation Map the distance and bearing from the maple tree to the stake is calculated to be $N 60^{\circ} 29' 37'' E$, 13,696.67'. From the calculated point at Bear Creek to the $1/2''$ pipe the grid bearing and distance was found to be $N 60^{\circ} 38' 19'' E$, 13,719.89'. This yields a difference in distance of less than 25' and, adjusting for convergence, an angular difference of only $0^{\circ} 3' 56''$. At a distance of 13,700' this translates into a horizontal offset of less than 20'.

Based on the tight correlation between these three points the 1919 survey was adjusted to fit between the point at Camping Creek and Bear Creek, holding the angles at each corner as called for in 1919 and adjusting the distances. Likewise, from Bear Creek to the $1/2''$ pipe the angles were held the same as in 1919 and the distances were adjusted.

In comparing the results on the ground, the point that was shown in 1919 to fall between the C. N. & L. Railroad and a public road, does indeed fall between those structures, as can be seen in **Figs. 15** and **16**.

Also, the location that is described in 1919 as a stake near a negro church falls just north of Providence AME Church, as shown in **Figs. 17**, **18**, and **19**.

Finally, two adjacent surveys were found purporting to show the location of the county line crossing the properties, **Lexington DB 42G Pg 95** and **Lexington DB 42G Pg 96** (**Figs. 20** and **21**), both were surveyed in 1956, thirty-seven years after the 1919 survey and a quarter century after Lake Murray was flooded, inundating Camping Creek. However, as can be seen in **Fig. 22**, the location shown on these 1956 surveys is very close to the location determined above, additional confirmation of the clarified county boundary.

❖ Results and Monuments

In the Methodology section above the narrative follows our process and explains the record evidence, field evidence, reasoning, and supporting information used to develop the location of the common boundary between Lexington and Newberry counties from the tributary to Risters Creek southwest to Lake Murray. For the preservation of the county boundary new monuments were established at intervals along its length, along with Carsonite witness posts at the new monuments and at the existing property corner determined to be a point on the county boundary. These county boundary monuments are noted in the narrative below and depicted starting with **Fig. 23** and pictured starting with **Mons. 1a**. All measurements shown below are South Carolina Grid bearings and distances.

This section of the Lexington-Newberry boundary begins at its northern terminus in an unnamed tributary to Risters Creek. There is no monument set at this location, designated Point 1 on the final plat (**Fig. 1**). The bearing and distance from Point 1 to Monument 1a is **S 55° 08' 43" W, 50.09**. From Monument 1a to Existing Monument 2, an existing ½" iron pipe, the bearing and distance is **S 55° 08' 43" W, 533.03'**, for a total distance from Point 1 to Existing Monument 2 of **583.12'**, as shown in **Figs. 23 & 24** and **Mons. 1a & 2**.

The course (grid bearing and distance) from Existing Monument 2 to Monument 3 is **N 86° 21' 17" W, 3788.41'**, shown in **Fig. 25** and **Mons. 3**. Monument 3 is witnessed by a twin Black Oak N 75° E, 4' away, with the larger trunk measuring 25" DBH.

The course from Monument 3 to Monument 4 is **S 26° 38' 43" W, 3656.19'**, as shown in **Fig. 26** and **Mons. 4**.

The course from Monument 4 to Monument 5 is **S 53° 38' 43" W, 4998.46'**, as shown in **Fig. 27 & 28** and **Mons. 5**.

The course from Monument 5 to Monument 5a is **S 73° 38' 43" W, 2367.49'**. The course from Monument 5a to Point 6 in the centerline of Bear Creek is **S 73° 38' 43" W, 249.95'**, for a total distance from Monument 5 to Point 6 of **2617.43'**, as shown in **Figs. 29 & 30** and **Mons. 5a**.

The course from Point 6 to Monument 6a is **S 68° 51' 19" W, 157.36'**. The course from Monument 6a to Monument 7 is **S 68° 51' 19" W, 2027.48'**, for a total distance from Point 6 to Monument 7 of **2184.84'**, as shown in **Figs. 31 & 32** and **Mons. 6a & 7**.

The course from Monument 7 to Monument 8 is **N 77° 08' 41" W, 5589.38'**, as shown in **Fig. 33** and **Mons. 8**.

The course from Monument 8 to Monument 8a, a set nail with washer in the centerline of Wheeland School Road/St. Peters Church Road, is **S 28° 21' 19" W, 11,627.31'**. The course from Monument 8a to Monument 8b is **S 28° 21' 19" W, 7068.97'**. The course from Monument 8b to Point 9, the graphically located point on Camping Creek adjacent the confluence with Stevens Creek, is **S 28° 21' 19" W, 2200.00'**, for a total distance from Monument 8 to Point 9 of **20,896.28'**, as shown in **Figs. 34, 35 & 36** and **Mons. 8a & 8b**.

❖ Final Thoughts

The adage, a picture is worth a thousand words, applies as much to surveying as to any endeavor. Most written property descriptions are taken from a map drawn as a result of a survey, and almost every surveyor would rather have the map than the written description. Having the map not only eliminates the process of transcribing the description into written form, a process that sometimes introduces unintentional errors, but the map often contains graphic information that simply doesn't translate easily into writing. Having the 1919 Annexation Map by surveyors Hamby, Stacy, and Patterson not only provided both graphic confirmation of where county corners were located in relation to nearby features, but also provided confirmation of which elements of the written descriptions were correct when the statutes for Lexington and Newberry disagreed. The Methodology Section above describes how three independently identified points - the property corner near the tributary to Risters Creek, the intersection of a property line and the center of Bear Creek, and a point in the center of Camping Creek derived from a topographic map of the bottom of Lake Murray – closely matched three corresponding county corners from the 1919 Annexation Map in both distance and direction, leading to the conclusion that those original surveyors had corrected their instruments to “True” north. It makes sense that they would do so. By each surveyor correcting his instrument to the same north meridian meant his contribution to the whole would mesh seamlessly with the work of the other two. In like manner, they must have taken pains to ensure their measurements were similarly comparable. The evidence for this comes from comparing the bearings and distances

called for from their survey with the results from a survey done over 100 years later using modern equipment employing GPS for control.

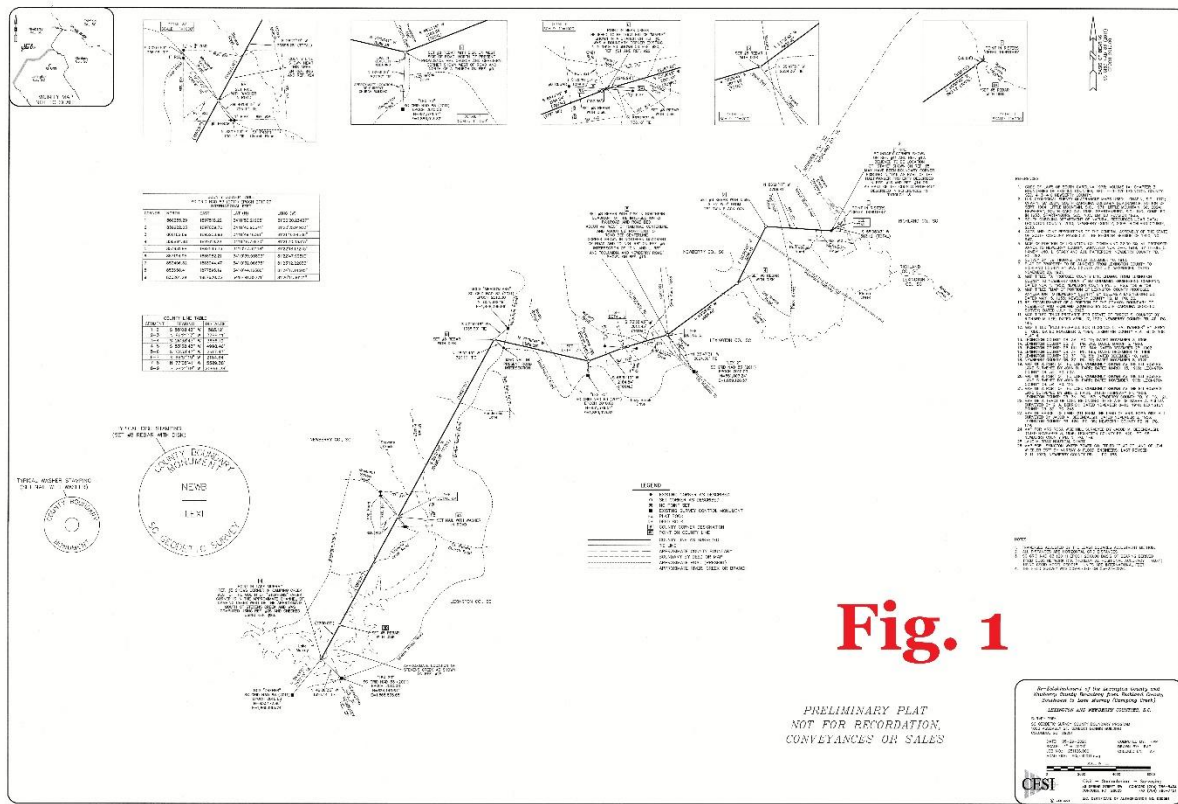
Starting at Point 1 and proceeding to Monument 2 the 1919 Annexation Map calls for S 55 W, 575'. In the field we find the grid bearing and distance to be **S 55° 08' 43" W, 583.12'**. This is a difference of slightly more than 6 feet in distance. Applying the convergence of **-0° 12' 38"** to the bearing changes it to a "True" bearing of **S 54° 56' 05" W**, a difference from the 1919 bearing (assuming it was corrected to "True") of less than 4 minutes. And, because in clarifying the location of this county boundary all the angles at corners from Monument 2 to Point 6 were held the same as the 1919 Annexation Map and the distances were adjusted, all the bearings in this section match the 1919 Annexation Map to less than 4 minutes. Comparing the remaining distances, we find that from Monument 2 to Monument 3 the distance was measured in 1919 as 3782', and in 2026 as **3788.41'**, a difference of less than 6.5'. From Monument 3 to Monument 4 the 1919 distance was 3650' and in 2026 measures **3656.19'**, a difference of less than 6.5'. From Monument 4 to Monument 5 the distance in 1919 was measured as 4990' and in 2026 it measures **4998.46'**, a difference of less than 8.5'. From Monument 5 to Point 6 the distance in 1919 was measured as 2613' and in 2026 at **2617.43'**, a difference of less than 4.5'.

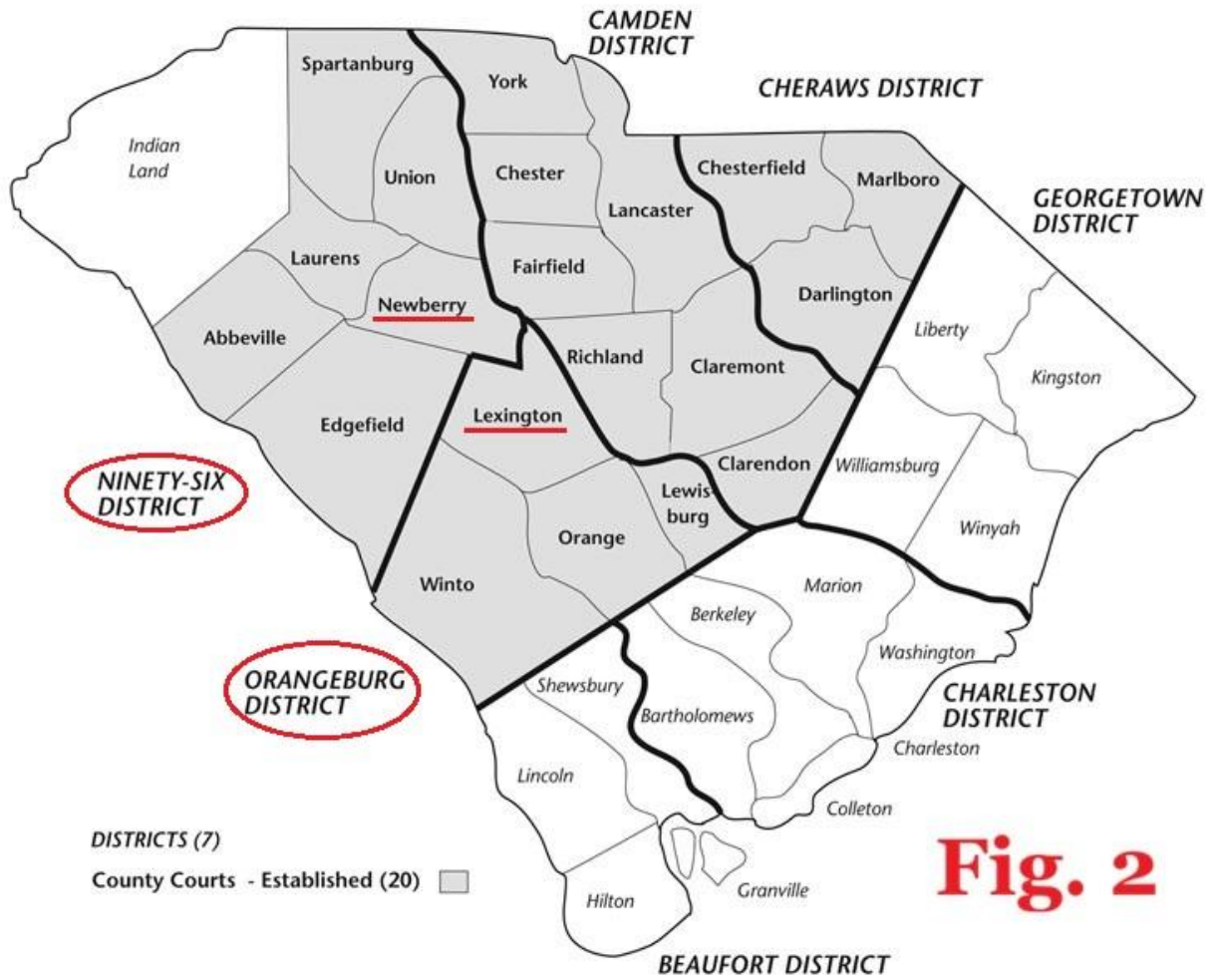
From Point 6 to Point 9 the angles at each corner were held as shown on the 1919 Annexation Map and the distances were adjusted. From Point 6 to Monument 7 the bearing shown in 1919 was S 68 ½ W and the bearing for 2026 is **S 68° 51' 19" W**. Applying the convergence of **-0° 12' 38"** to convert the 2026 bearing to "True" gives **S 68° 38' 41" W**, a difference of only 8' 41". And, because all the angles are the same, this difference is the same for all the bearings from Point 6 to Point 9.

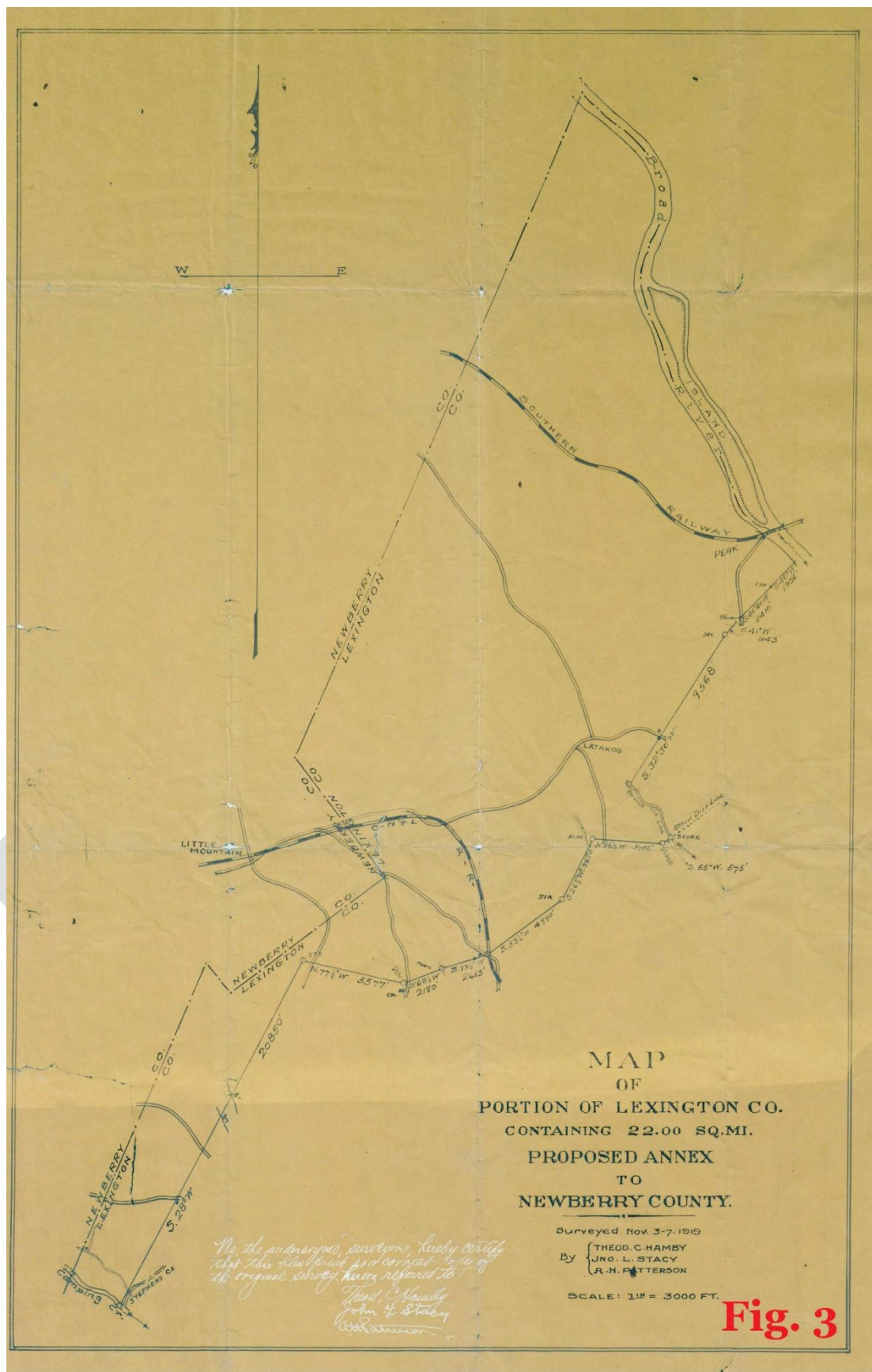
The distance in 1919 measured from Point 6 to Monument 7 was 2180'. In 2026 we measure this as **2184.84**, a difference of less than 5'. From Monument 7 to Monument 8 the 1919 distance is 5577' and in 2026 is **5589.38**, a difference of less than 12.5'. Finally, the distance from Monument 8 to Point 9 was found in 1919 to be 20,850' and in 2026 is measured as **20,896.28'**, a difference of less than 46.5' over a distance of almost 4 miles.

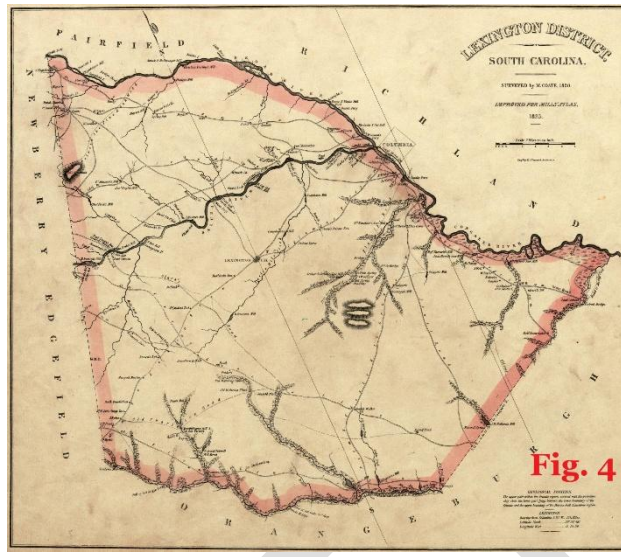
So, given all of the above, it is CESI's conclusion, based on research, field work, and analysis, and the graphic relationship of the county corners to features depicted on the 1919 Annexation survey, that the location we are presenting is, along its whole length, substantially where it was established in 1919 when Hamby, Stacy, and Patterson performed their survey, and the bearings, distances, and other descriptions on those surveys match the statute descriptions from 1922 down to present day, with the discrepancies between the statute descriptions of Lexington and Newberry counties easily resolved by the information shown on the 1919 survey.

❖ Figures









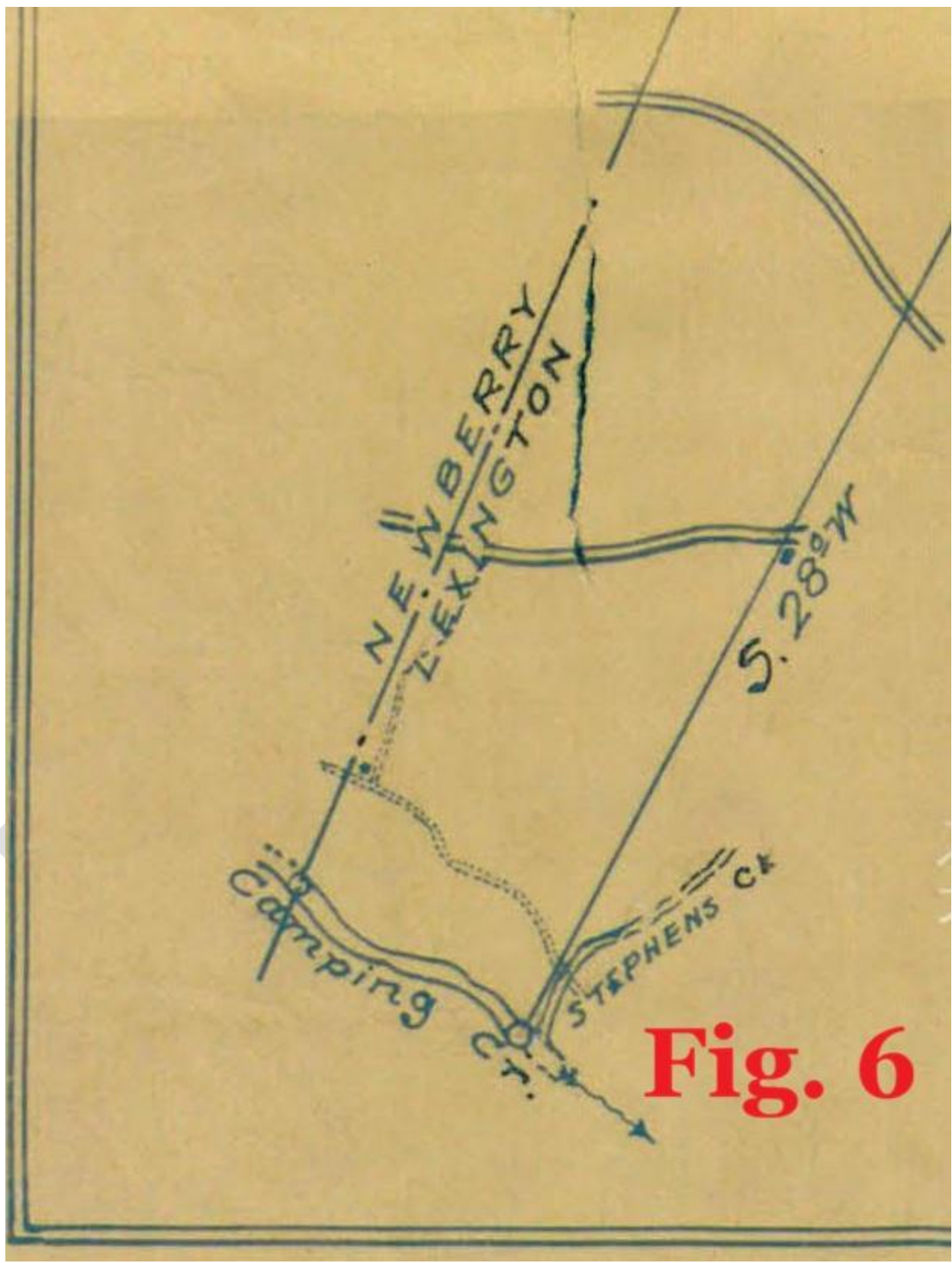
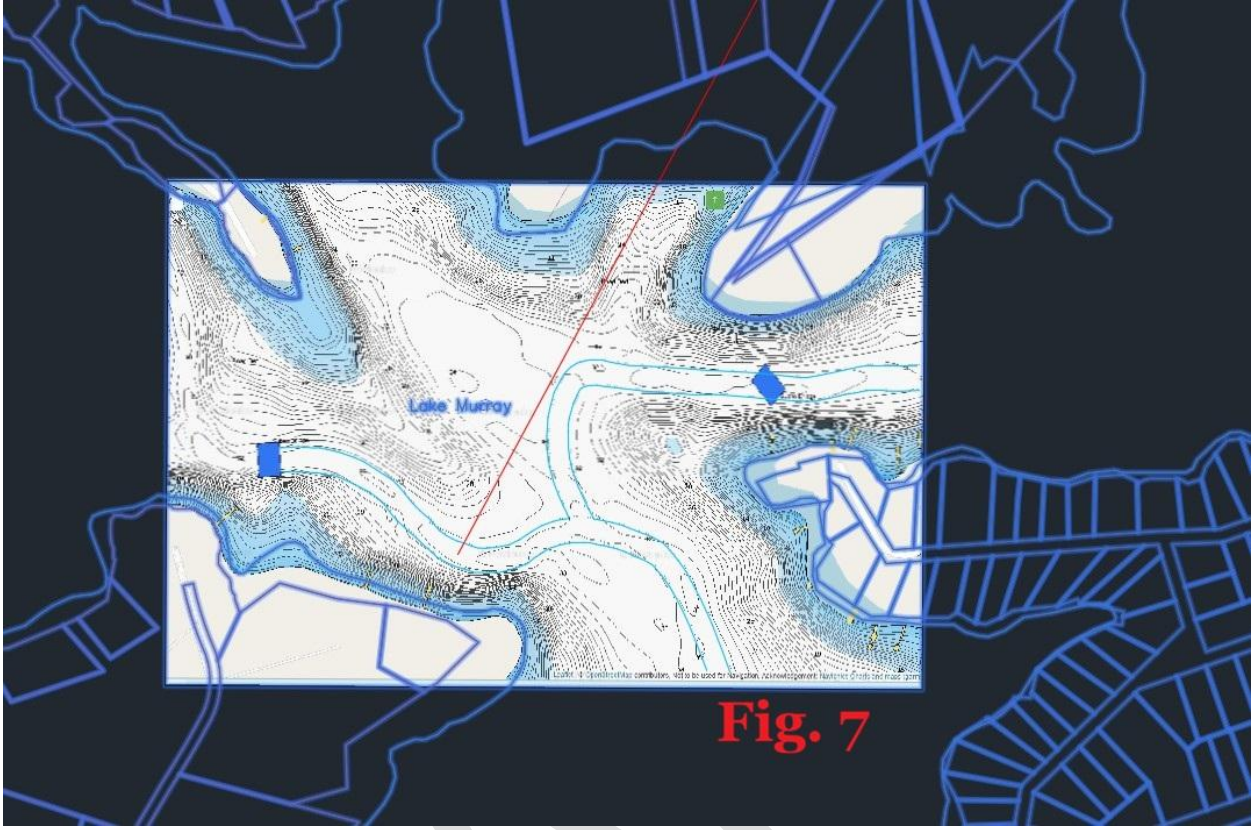


Fig. 6

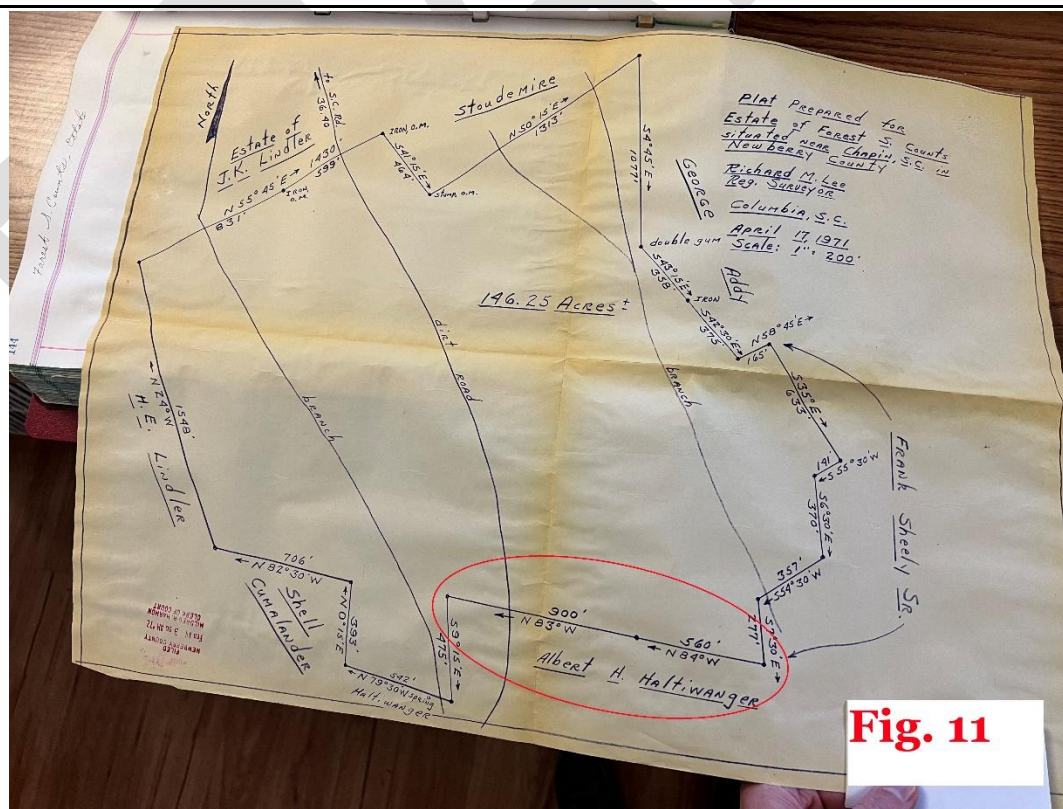
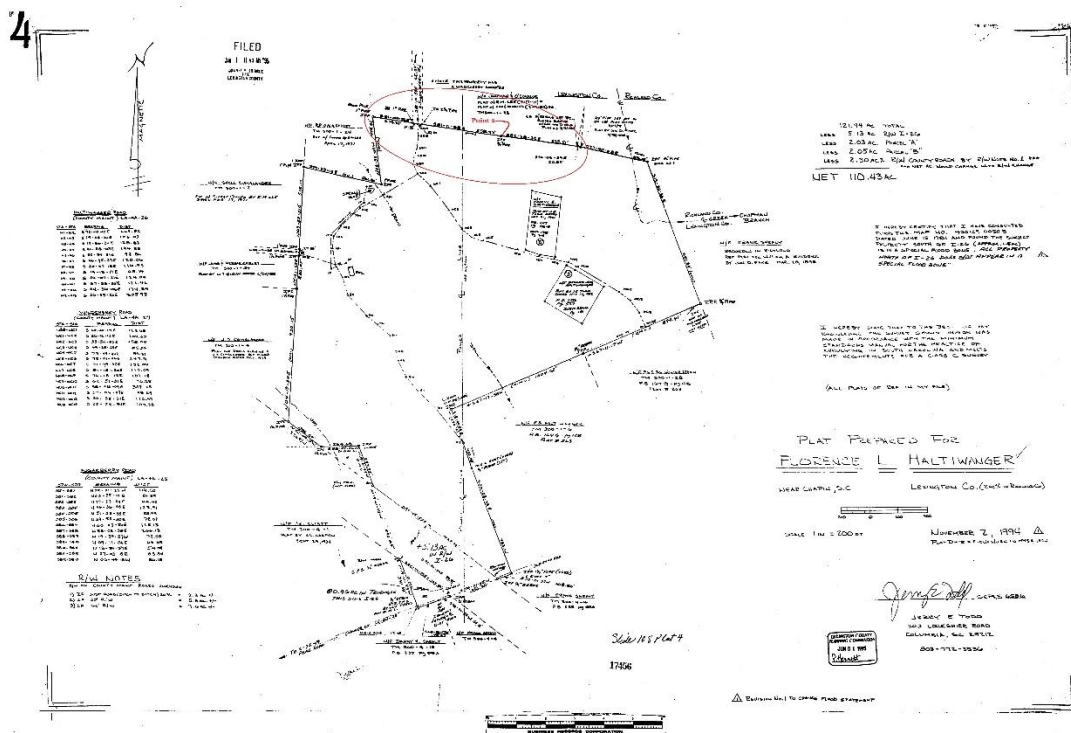


State of South Carolina }
County of Lexington }

The above represents a line surveyed by F. W. Higgins, Svr. on the 10th day of December 1912. Commencing at the S.E. Corner of the lands of the Est. of J. W. Sumner decd. on Broad-River and South of the Town of Peasle in the State & County above named and running from thence as indicated upon above plat to a point; at or near the S.E. Corner of Little Mountain School Dist. - Showing the courses and distances from chain measurement by competent and careful chain men under the care of the Surveyor - and is comprised of Southern boundary lines of parties named on page

~~F. W. Higgins~~
Svr.

Fig. 9



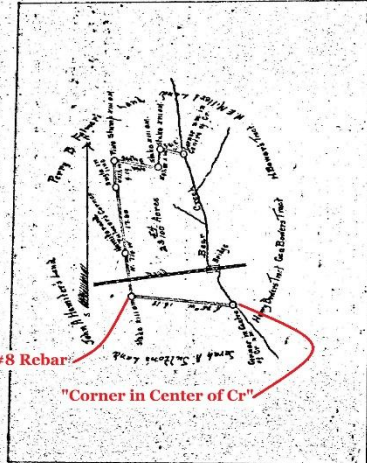
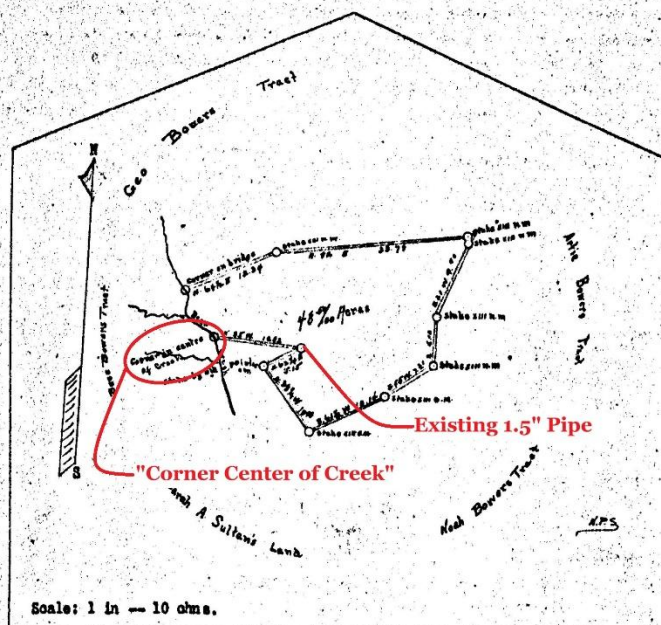


Fig. 12

STATE OF SOUTH CAROLINA,)
County of Lexington,)
I, hereby certify that, at the request of S. S. Birge, I have reviewed and laid off unto S. T. Bowers the above delineated tract of land—a part of the land commonly known as the R. L. Bowers's land—containing Twenty three and 5/100 acres, more or less, and having such approximate maps and boundaries as the above plat fully represents.
Jno. D. Parr, Clerk.

Recorded this 6th day of September, A. D., 1912, Frank W. Shealy, C. C. P. & C. S. dist
Surveyor.



State of South Carolina,
County of Lexington.

I hereby certify that at the request of S. S. Birge, I have resurveyed and laid off unto Henry Bowers the above delineated tract of land, ----- a part of the land commonly known as the Eli Bowers land-----, containing Forty-eight and 50/100 Acres, more or less and having such shape marks and boundaries as are fully represented by the above plat. Surveyed in November 1905.

John D. Farr, Surveyor

FILED FOR RECORD, this the 3rd day of August, 1912, Frank W. Shealy, C. C. P. & G. S.,
nps

Fig. 13

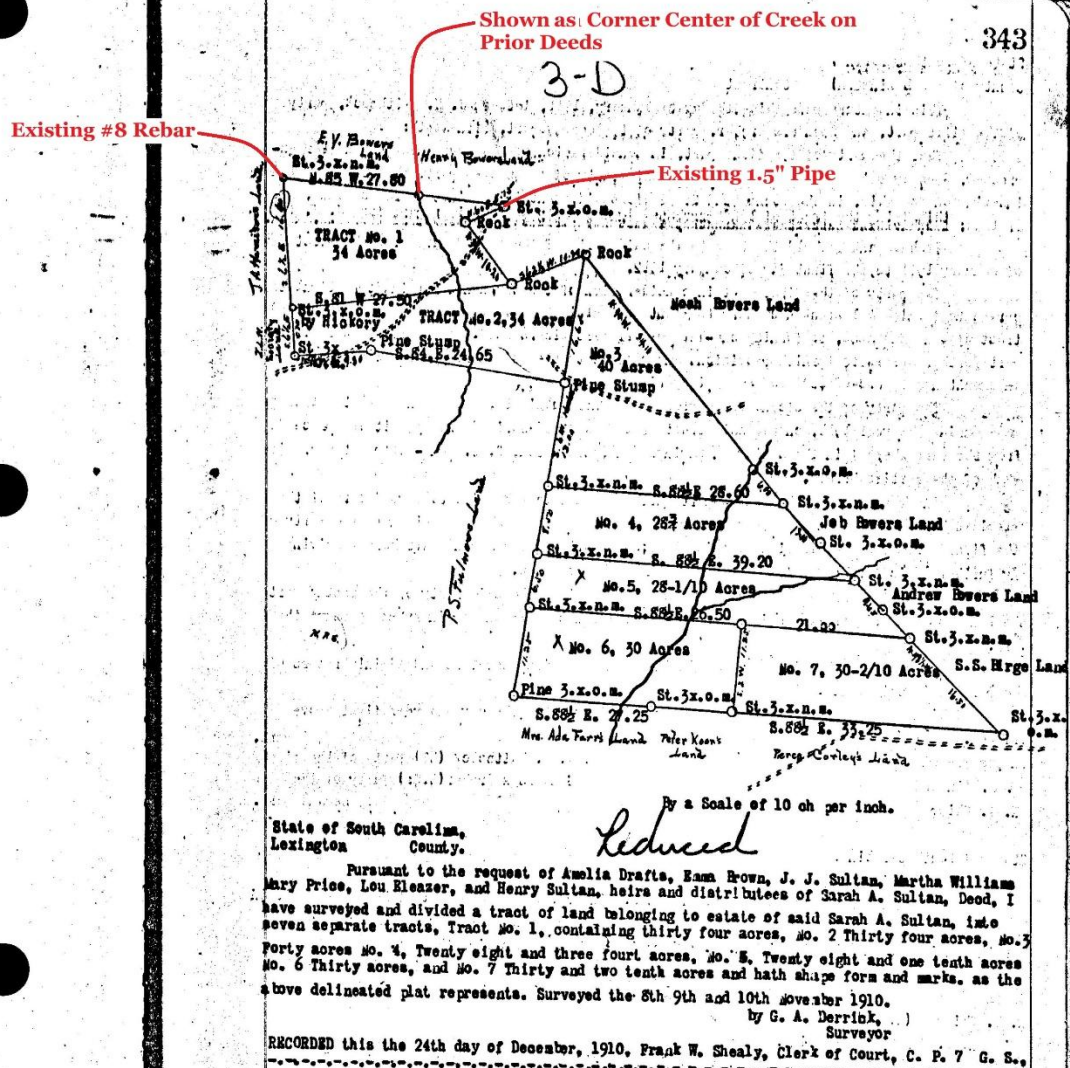
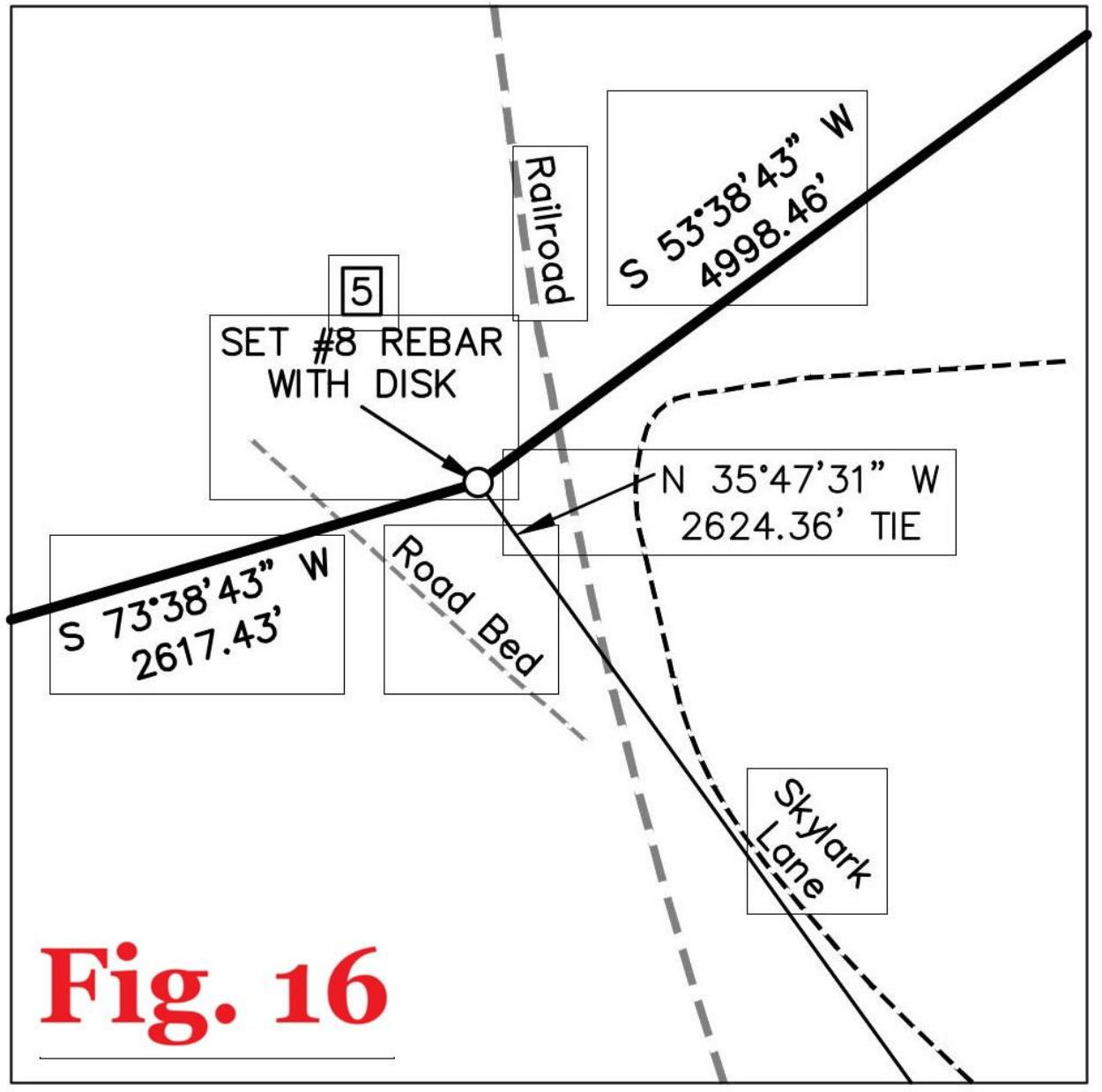


Fig. 14



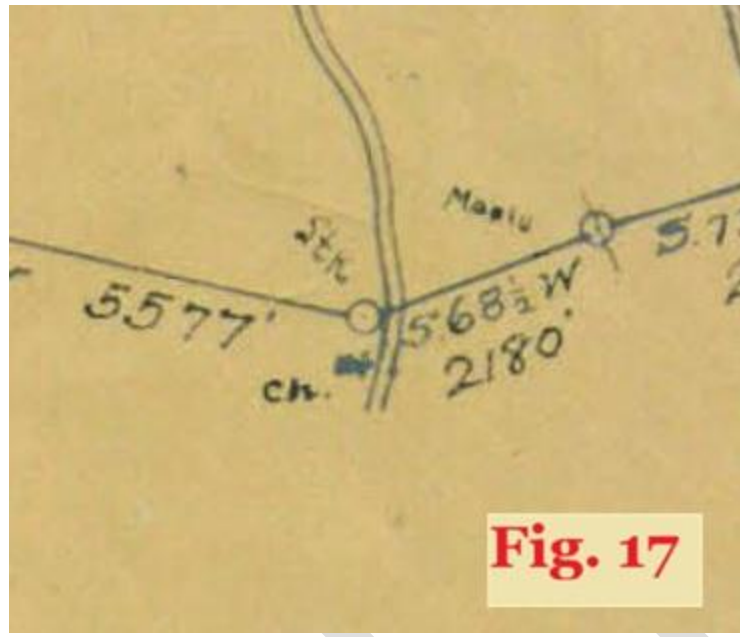


Fig. 17

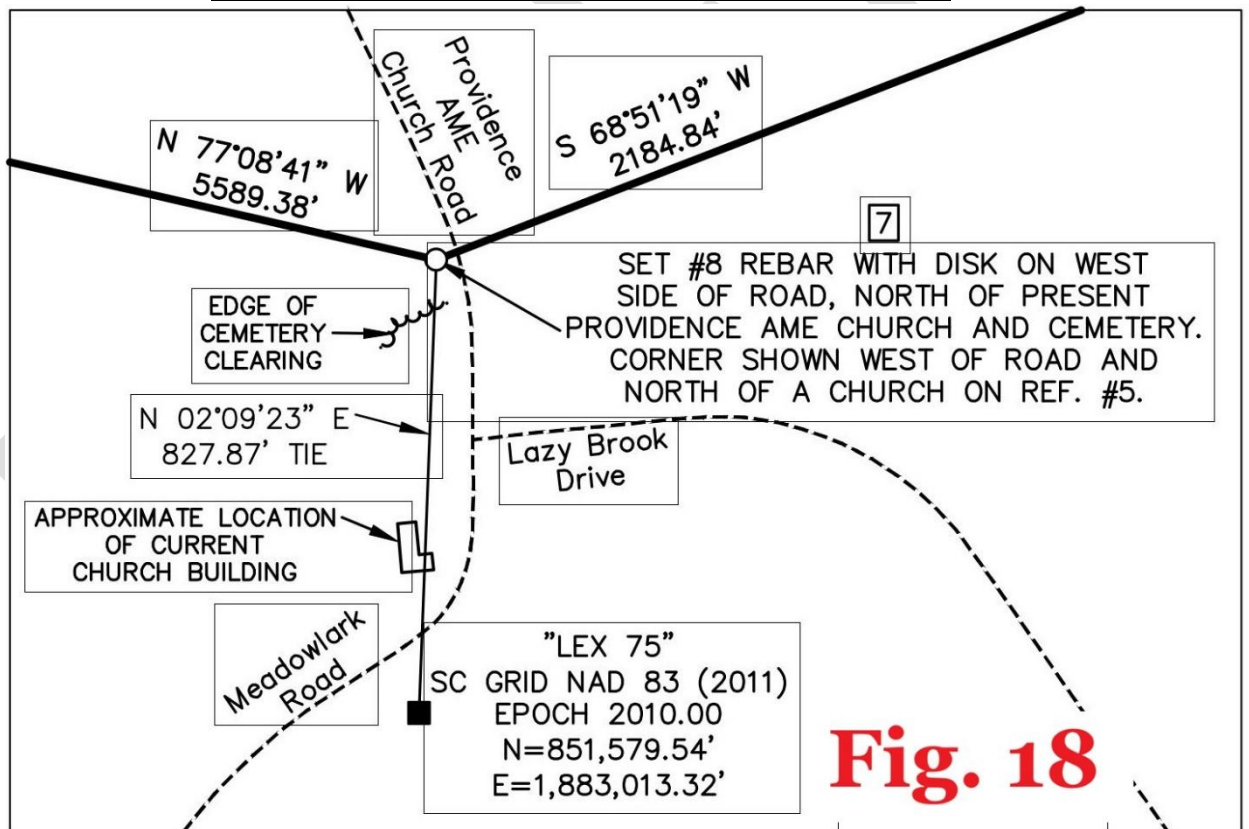


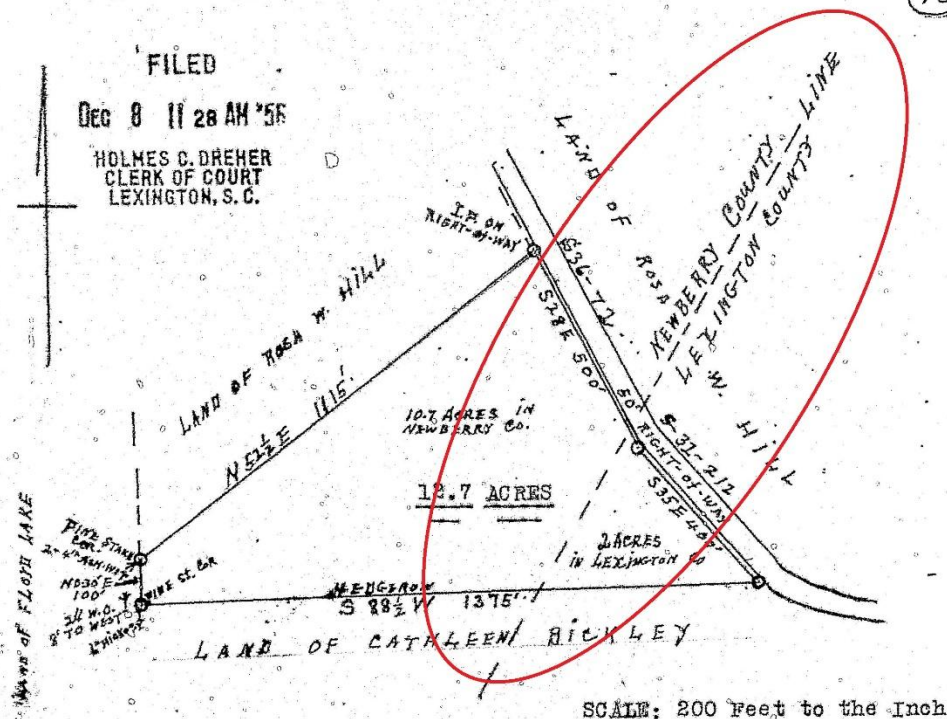
Fig. 18



FILED

DEC 8 11 28 AM '55

HOLMES C. DREHER
CLERK OF COURT
LEXINGTON, S. C.



SCALE: 200 Feet to the Inch

STATE OF SOUTH CAROLINA
COUNTY OF NEWBERRY
&
COUNTY OF LEXINGTON

The above parcel of land was cut from the land of Mrs. Rosa Wise Hill, and the parcel is located ⁱⁿ both Newberry & Lexington Counties. The area in Newberry County is 10.7 acres, and the area in Lexington is 2 acres.

The survey was made on November 3, 1956 for Richard
H. & Elizabeth H. Amick.

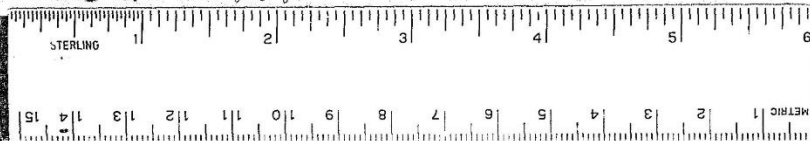
Jacob M. Beckenbaugh
Registered Land Surveyor No. 958

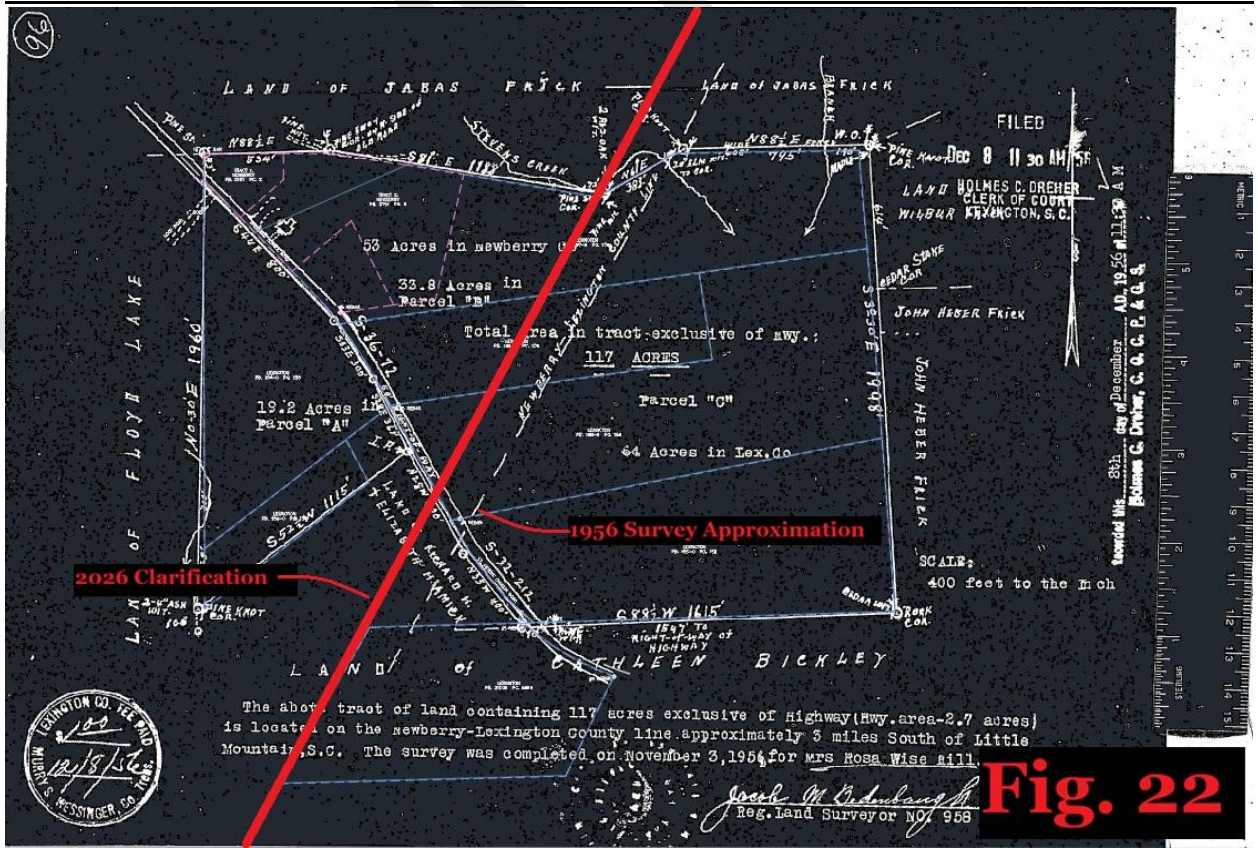
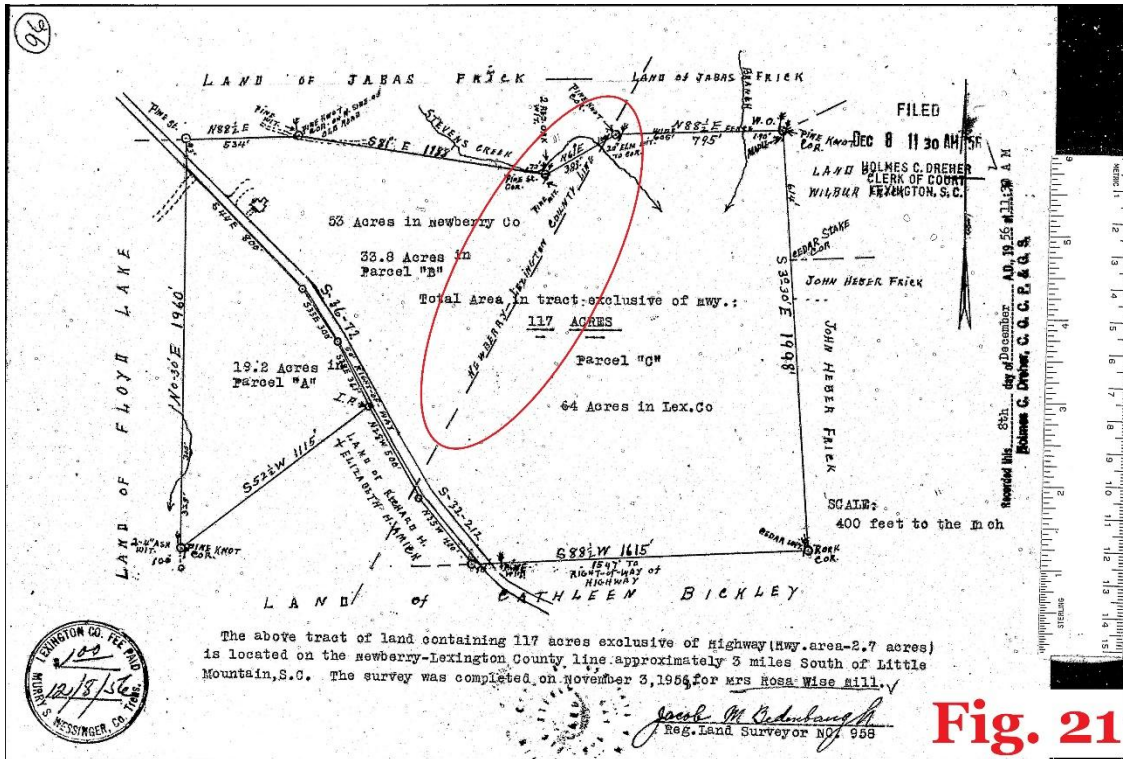


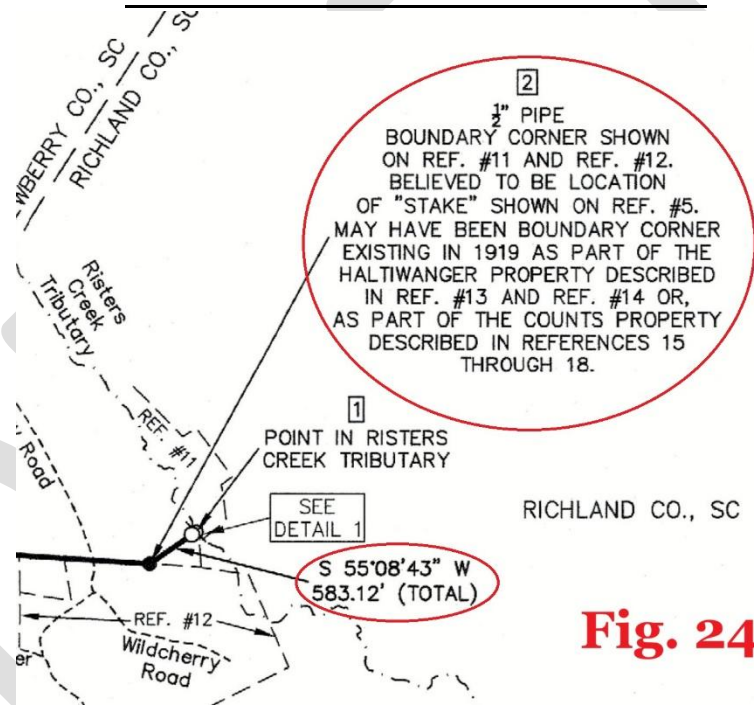
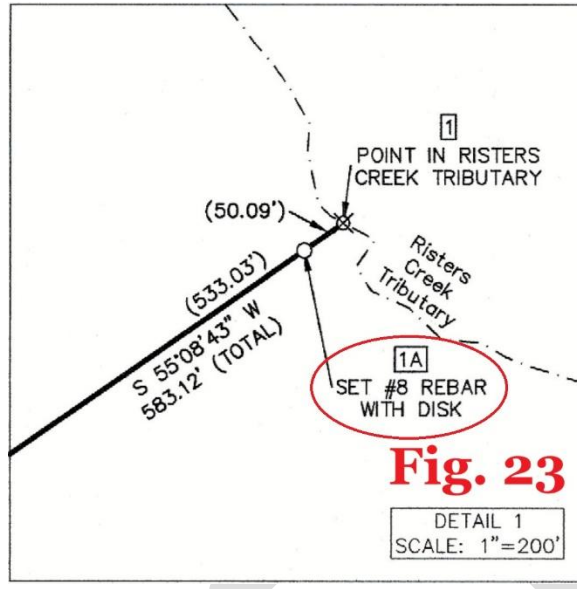
Fig. 20

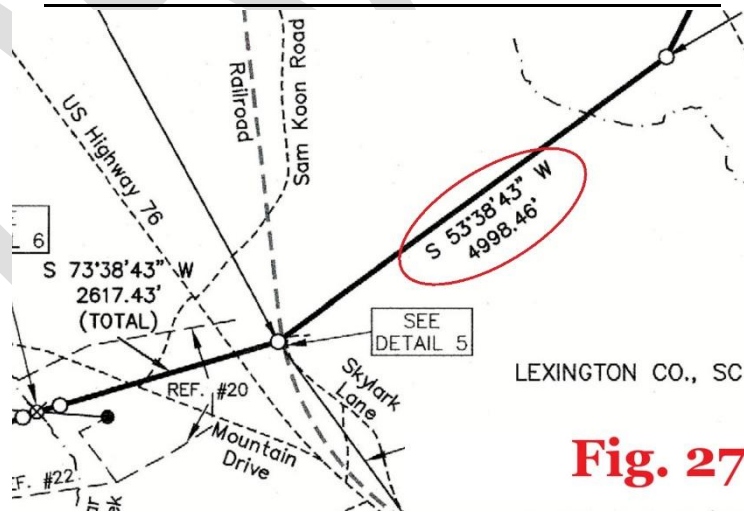
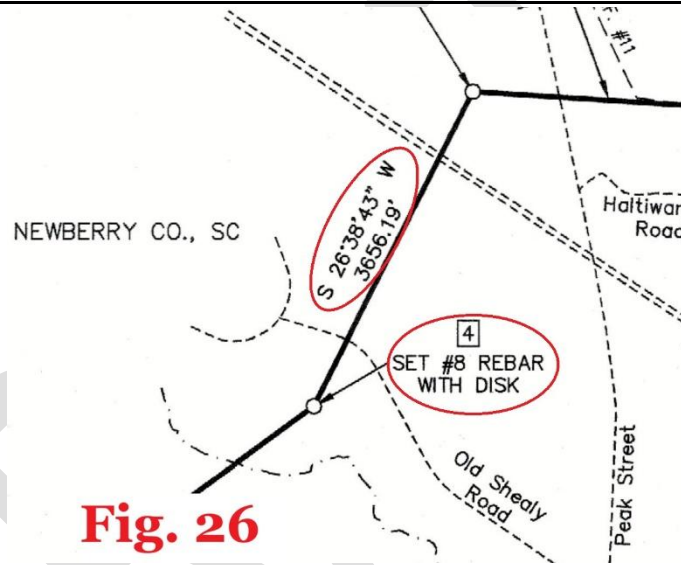
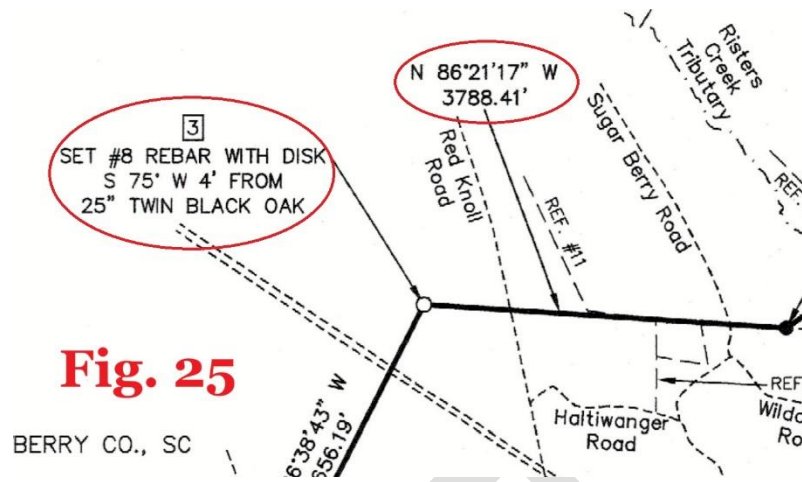
Recorded this 8th day of December AD, 1956 at 11:28 A M
Holmes G. Draher, C. & C. P. & G. S.

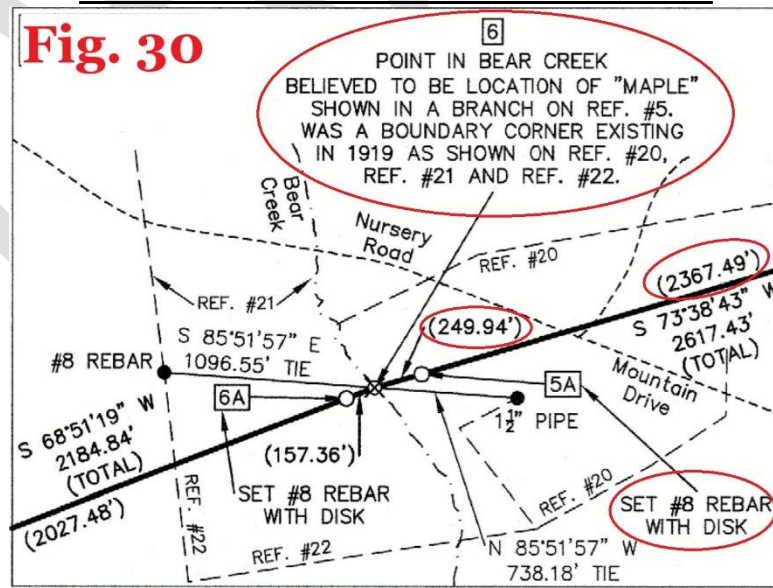
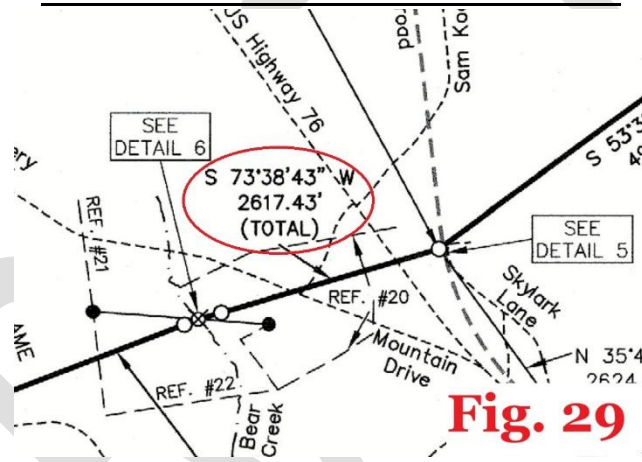
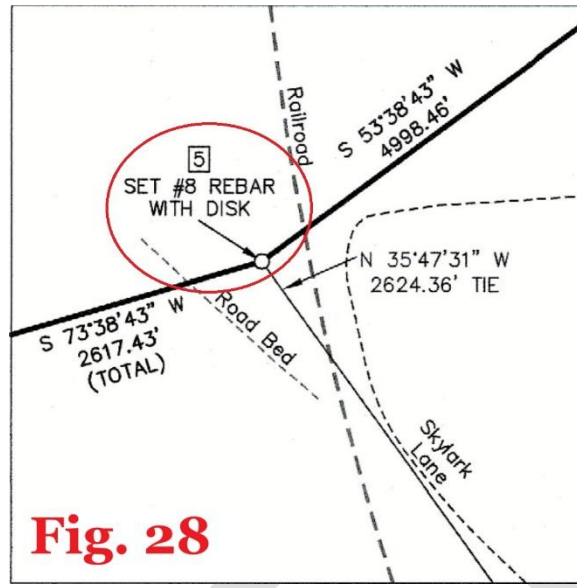
Richard H. Amick





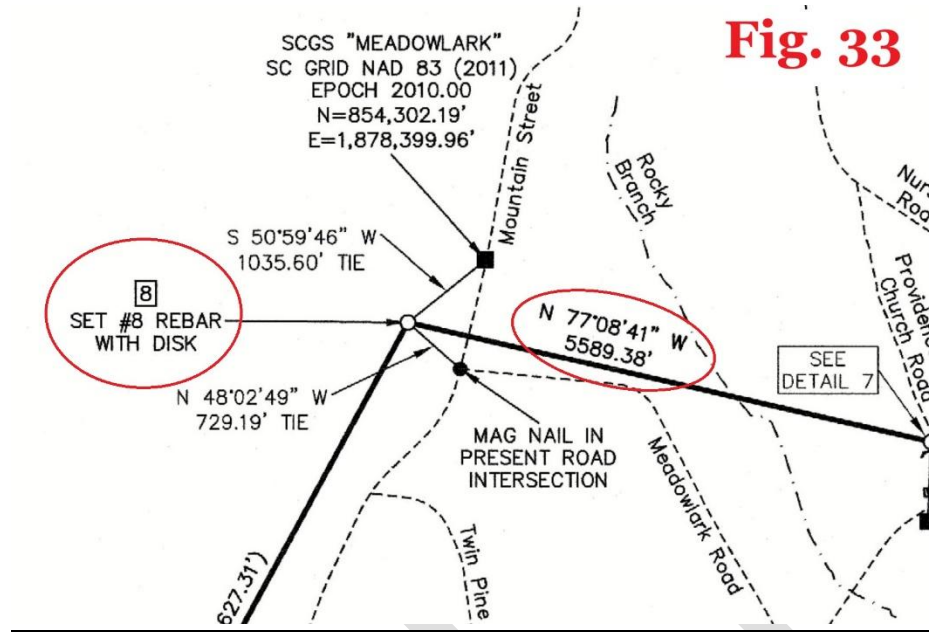


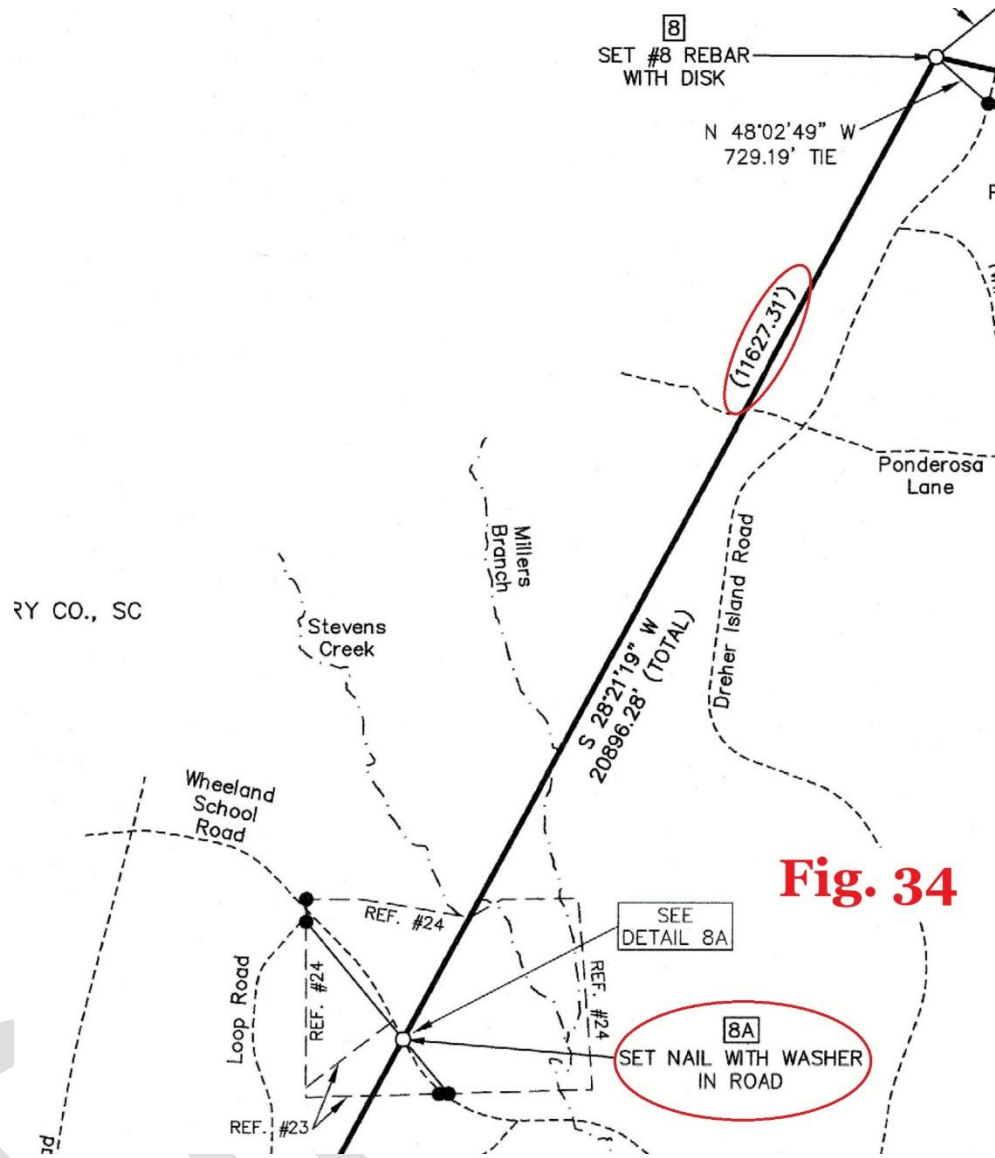


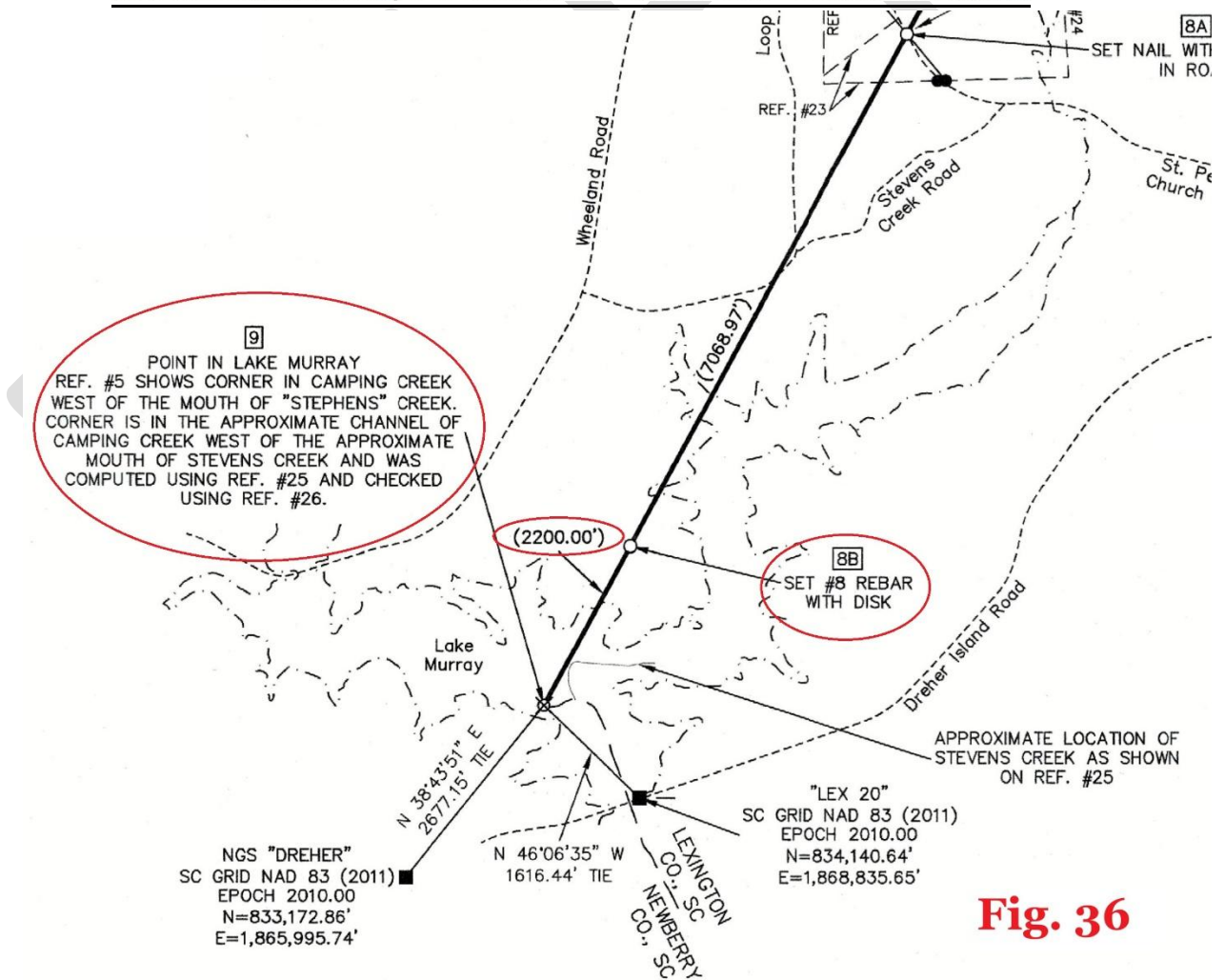
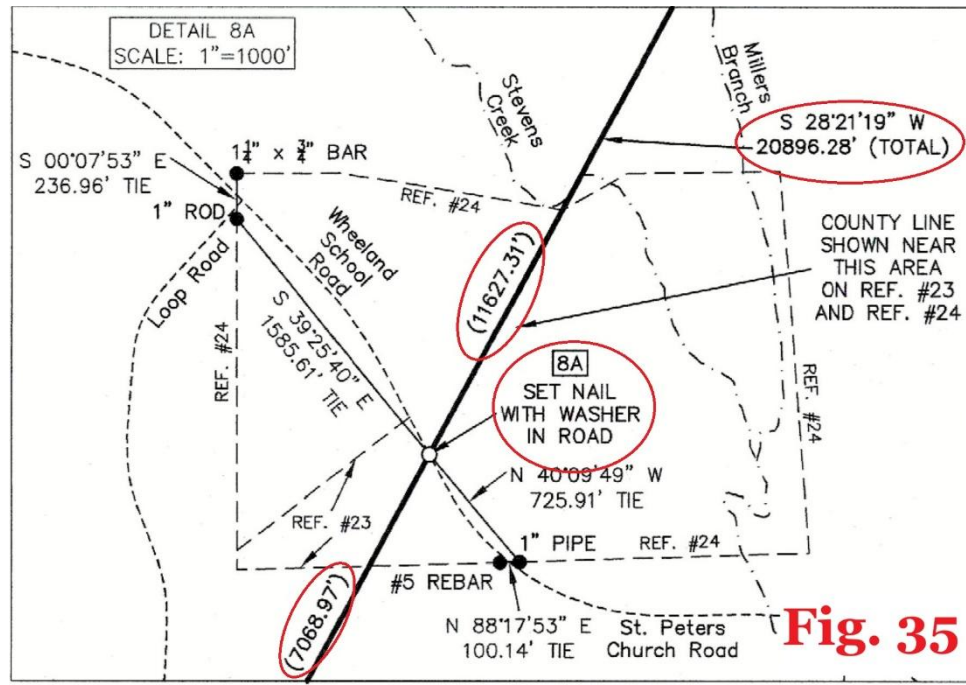


[illegible]

Fig. 33







❖ Monuments

For preservation of the county boundary identified by this project CESI has established monuments at the locations indicated on the final plat (Fig. 1) by setting either #8 rebar with marked caps and witnessed by Carsonite posts or - at selected locations where the county boundary crosses, or corners, in the pavement of state and local roadways - with a mag nail and marked disks. These county boundary monuments are shown in the following figures:





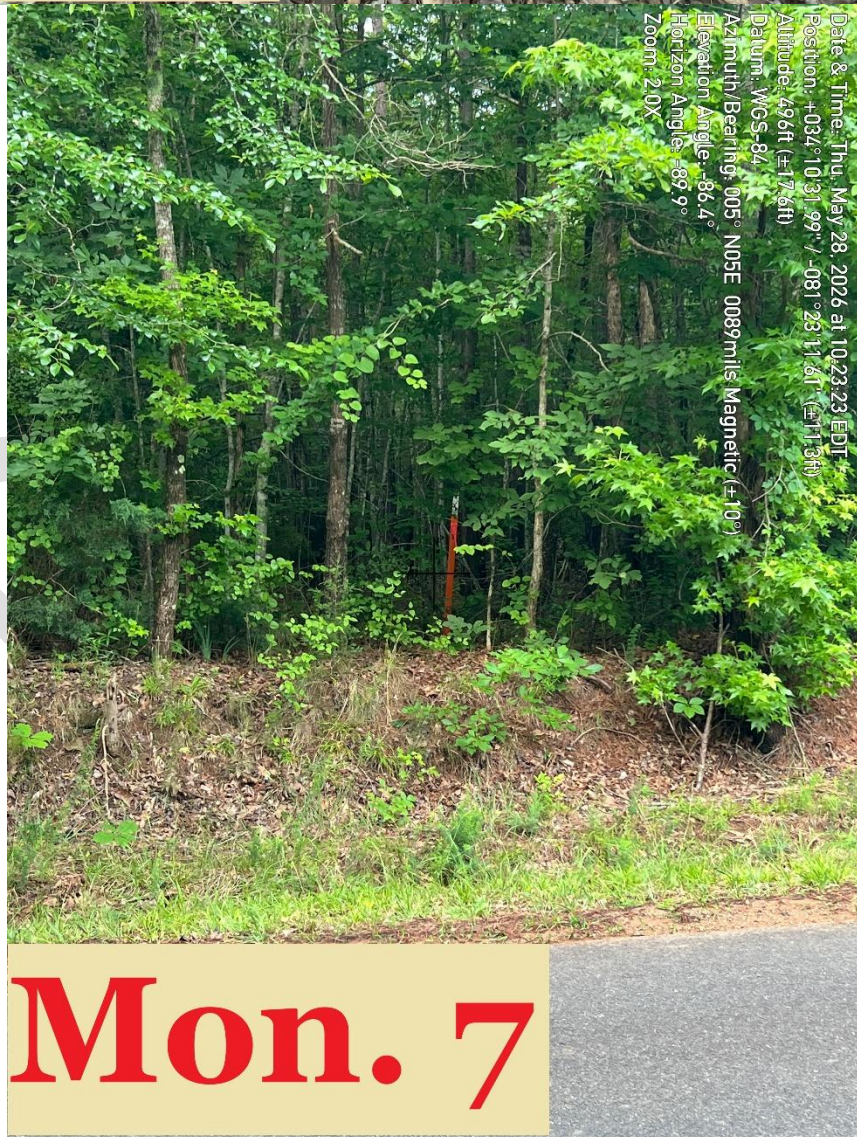


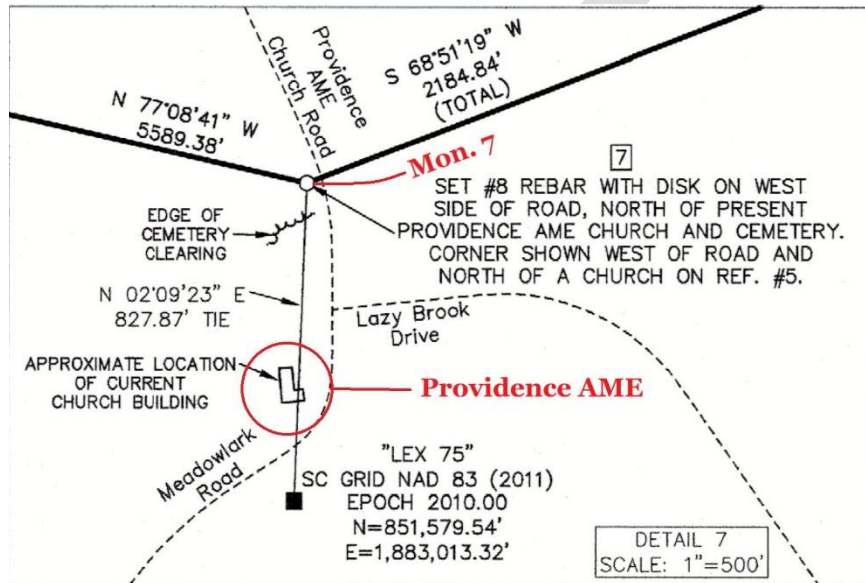
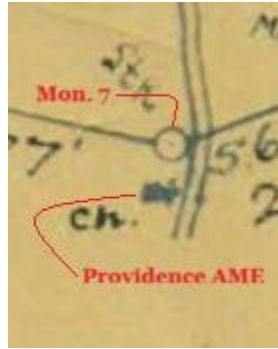














Date & Time: Thu, May 28, 2026 at 10:23:31 EDT
Position: +034° 10' 32.03" / -081° 23' 11.53" (±15.6ft)
Altitude: 495ft (±17.6ft)
Datum: WGS-84
Azimuth/Bearing: 285° N/5W-5067mils Magnetic (±10°)
Elevation Angle: -75.2°
Horizon Angle: -89.0°
Zoom: 2.0X

Mon. 7 →

