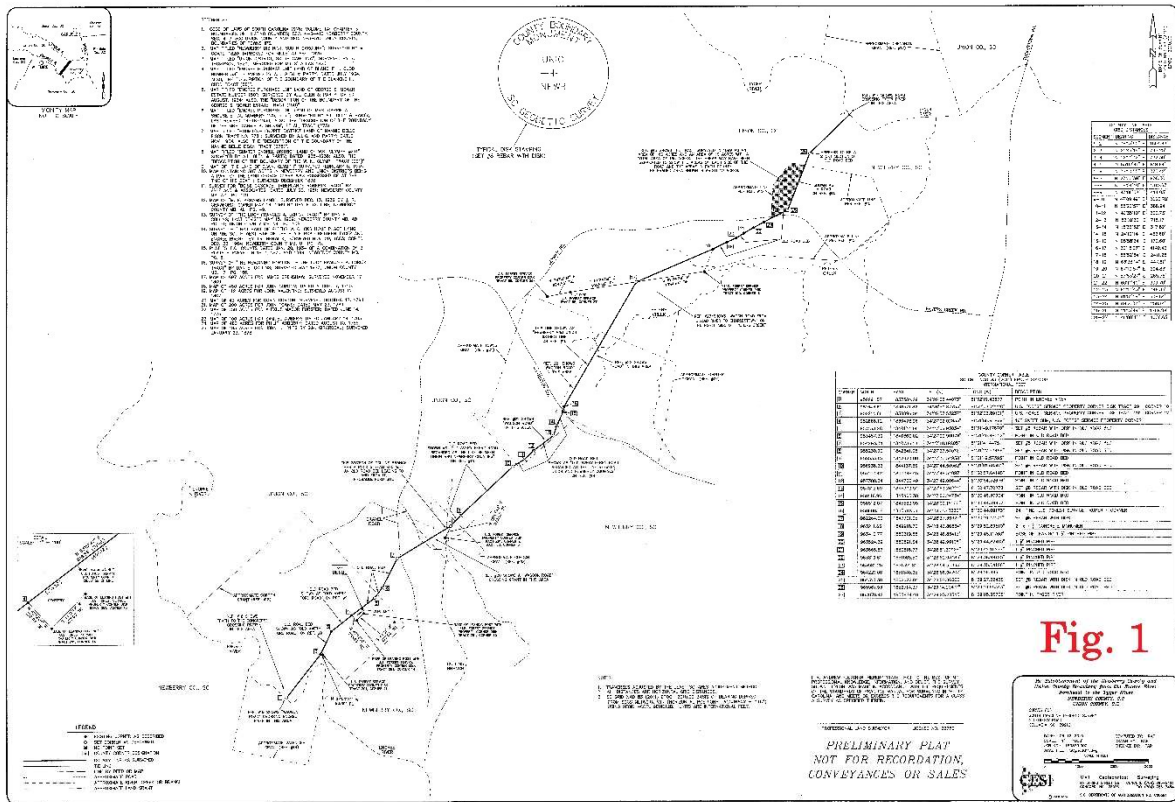


South Carolina

Newberry-Union County Boundary

Report of Survey - 2019



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❖ Preface

In 1785 the Ninety-Six District was divided into six counties with the road from Anderson's Ford (later Avery's Ford) on the Enoree River to Hill's Ford (later Crenshaw's Ford) on the Tyger River being part of the dividing line between the new counties of Newberry and Union. That road continued in service until the late 19th or early 20th century, but with the purchase of most of the property along its length for the Enoree Ranger District of the Sumter National Forest in the 1930s, any remaining need for the road ceased. Subsequent preparation of the land for timber planting and intervening years of repeated timber harvest have effectively erased the road over much of its length. The earliest aerial photographs available for the area are from 1939 (Fig. 1.1) and the road is not discernable on those photographs. Current GIS information shows a straight line between the two rivers. This line may come from a township map done in the 1950s. The line as shown in GIS is incorrect and is not even a reliable indication of the location of the two fords.

In the field, however, there are short sections of the road still visible at creek crossings, along cemeteries, and where property boundaries run down its center. Additionally, grants from mid-1700s onward usually show its location where it crossed the grant. By combining these lines

of evidence CESI was able to reestablish the missing segments of road and provide, with high confidence, the location of the road as it existed in 1785, and thus, the actual location of the boundary of Newberry and Union counties between the Enoree and the Tyger rivers.

❖ **Enabling Legislation**

Newberry County and Union County both came into existence in 1785 with the adoption of Act No. 1263 which divided the Ninety-Six District into six counties. Newberry (Newbury) County is described in part as “...thence down the Enoree to Anderson’s ford, thence along the road to Hill’s ford, on Tyger river...” By contrast, Union is described in its entirety as “...one other county, of the other part of the said district, and shall be called Union county.” This means that Union is the remainder of the Ninety-Six District after the other five counties have been subtracted out.

The next description of the counties is in General Statutes of 1882 where Newberry County continues to be described in part as “...thence down Enoree to Anderson’s Ford, thence along the road to Hill’s Ford, on Tiger River...” In this statute Union County now has a specific description which reads in part “...Laurens and Newberry Counties, from which it is divided by the Enoree River, down to Avery’s Ford; thence by the road to Crenshaw’s Ford, on the Tyger River...”

From 1882 on the descriptions for the two counties in the successive statutes is essentially the same – Newberry continuing to run from

Anderson's Ford on the Enoree to Hill's Ford (sometimes ferry) on the Tyger, and Union from Avery's Ford on the Enoree to Crenshaw's Ford on the Tyger – until the SC Code of Laws promulgated in 1962 (and 1976) where the description for Union is the same, but also includes some additional information.

The 1976 SC Code of Laws, Section 4-3-410, describes Newberry County in part as “...down the Enoree River to Anderson's Ford; thence along the road to Hill's Ferry on Tyger River...” The 1976 SC Code of Laws, Section 4-3-500 describes the boundaries of Union County in part as “...the Enoree River, down to Avery's Ford; thence by the road to Crenshaw's Ford, on the Tyger River...” But, Union County gets an additional section, Section 4-3-510, which is titled “Union County; boundaries of townships” and which states that the description appended is “as shown on a map prepared by Claude E. Sparks and John W. McClure, Jr., South Carolina registered land surveyors, the pilot map of which is on file in the office of the clerk of court for Union County...” This section goes on to state that Goshen Hill Township is bounded “...on the southeast by Newberry County, by the county line extending in a southwesterly direction from a point on Tyger River to Enoree River...”

So, from 1785 until 1976 the boundary of Newberry county is given in the South Carolina statutes as extending from Anderson's Ford on the Enoree river, following the road, to Hill's Ford on the Tyger River. This description remains unchanged for this whole 190-year period with the exception of a transcription error in 1922 that changed Hill's Ford to Hill's Ferry, and that error was perpetuated forward to the current statute. Similarly, Union County, originally just a remainder of the

Ninety-Six District without a description, is first described in 1882 as being bounded from Avery's Ford on the Enoree, following the road to Crenshaw's Ford on the Tyger, and that description has come down unchanged to the current statute, but with the addition of a description of the townships within Union County prepared by two registered surveyors that includes a description of Goshen Hill township as being the Newberry County line with that line extending in a southwesterly direction from the Tyger to Enoree River. In preparing this report CESI made a follow-up visit to the Union County clerk of court to try and track down this township "pilot map" to see if it contained any additional information that had not been encountered in our other research. A search of the plat index did not uncover evidence of the recordation of this pilot map. Register of Deeds staff were not aware of it and indicated that if it was in their records it would be listed in the plat index. A visit to the Union County Tax Assessor's office also yielded no results. CESI contacted long-time Union County surveyor, Mr. Charles Whitaker, PE, PLS and asked if he was familiar with or had ever encountered the "pilot map." While he was familiar with the surveyors who prepared it and stated that Sparks was a good surveyor and McClure a very good surveyor, he had no recollection of ever seeing the township "pilot map."

Our conclusion is that the description found in the 1976 Code of Laws Sections 4-3-410 and 4-3-500 represent the same description for the boundary between Newberry and Union county, that description has been consistent since 1785, and that the boundary between the two counties is the road that existed in 1785 between Anderson's Ford (Avery's Ford) on the Enoree river and Hill's Ford (Crenshaw's Ford) on the Tyger River.

❖ Coordinate System

All coordinates for this project are reported in the South Carolina State Plane Grid Coordinate System and the bearings and distances in the final result and shown on the final plat are grid bearings and grid distances.

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

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

difference between modern grid to ground to materially affect the comparison.

❖ Methodology

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

In order to look for original or nearly contemporary grants and surveys along the old colonial road between Anderson's (or Avery's) ford on the

Enoree River and Hill's (or Crenshaw's) ford on the Tyger River CESI conducted intensive research at the South Carolina Department of Archives and History both online and in the Archive, the Union County Museum, and in the register of deeds for both counties.

Additionally, since the boundary is an old road - and an existing roadbed could be evidence of the 1785 location of the road (and thus the county boundary) - prior to going in the field CESI sought topographic evidence to help guide our search. Guided by the current GIS line and by the only example available that contemporaneously and somewhat accurately delineates this road, the Mills Atlas Maps for Newberry and Union counties (shown in [Figs. 2 and 2.1](#) and [Figs. 3 and 3.1](#)), we identified a target area for our search. We reached out to the South Carolina Geologic Survey section of the South Carolina Department of Natural Resources for topographic information, and GIS Manager for Land and Water Conservation, Tanner Arrington, provided a file of one-foot contour interval LIDAR topography for the target area, a sample of which can be seen in [Fig. 4](#). Several places along the four miles of topo there appeared to be an old roadbed as indicated by contours that were configured and aligned appropriately. This gave us some initial locations to examine in the field.

With trial points generated by picking latitude and longitude for locations on the LIDAR topo that appeared to be old roadbed, CESI made the first field visit and navigated to the trial points by GPS. On the first visit we found convincing evidence of an old roadbed extending from near the Enoree River to the northeast. There was roadbed also clearly visible as part of the Sumter National Forest property boundary extending southwest from Maybinton Road (S-45)

from an area known historically as Chicks Crossroads. Less evidence of existing roadbed was found in the northern portion of the project, except near Glymph Road (S-64/S-156).

During this first trip we visited the Enoree Ranger District Office in Whitmire, and Ranger Krista Shelton allowed us access to their property files. With Ranger Shelton's assistance we obtained copies of many of the maps and abstracts for forest service property in the project area.

CESI visited the Union County Museum and made photographs of their copy of the South Carolina Land Grant Map Index (Fig. 5) to identify grants along and adjacent to the county line to guide us in our archive research. As can be seen in Fig. 5.1 the ford at the Enoree River is listed as Avery's Ford, as it is on the 1820/1825 Mills Map, and as it is in all the statute descriptions of Union County (and on many of the grants subsequently recovered the road is referred to as the 'road to Avery's ford' or similar language). Similarly, Fig. 5.2 shows the ford at the Tyger River as Crenshaw's Ford, the same name used in the statute descriptions of Union County, and close enough to the name on the Mills Map (Greenshaw's Ford) to lead one to believe that is the name the creators of the Mills Maps were trying to record.

Armed with references obtained from the South Carolina Land Grant Map Index, and supplementing those with additional online grant research targeting key words such as Peters Creek, Avery's Ford, etc., CESI visited the South Carolina Department of Archives and History and obtained copies of approximately 50 grants in the area of the county line with dates ranging from 1750 to 1816. These grants were supplemented by research done obtaining additional deeds and maps

in registries of both Newberry and Union counties, and aided by the extensive records of the US Forestry Service made available by staff at the Enoree Ranger District Office in Whitmire. The Forest Service records included surveys done in the 1930s and the abstracts of properties back to the original grants. The Forest Service abstracts were very helpful in helping position grants in locations that property lines were largely lost because of recombination of properties.

Of the 50 grants obtained at Archives three, in particular, were valuable by helping identify the ford locations at both rivers, allowing us to start on the ends and work toward the middle. **Fig. 6** shows the Gordon grant of 1750. In 1750 the route is not yet a road, being labeled on the grant as “Path to the Congarees” but it clearly shows something in the river at the ford where the path crosses. The location is easily discernible today by the pronounced bend in the Enoree River just downstream of the ford. **Fig. 6.1** shows a Google image from June 2011 where the pronounced bend is apparent, and sandbars are visible in the river in the area where the ford is shown on the grant. Additionally, as can be seen from **Fig. 4** the road shown in modern topography runs in the same general area as the path depicted on the grant.

On the opposite bank of the Enoree River a grant to Valentine in 1807 (**Fig. 7**) shows, in much less detail, a “waggon road” crossing in the same location. Based on these two grants, the fact that the old roadbed running down the hill (**Fig. 4**) toward the Enoree angles toward this location, and the existence of a shoal which would afford a stable surface for a ford in the location that a shoal is indicated on the Gordon grant (**Fig. 6**), we conclude that the shoal is the location of Anderson’s (and Avery’s) Ford, and the roadbed running uphill to the northeast

from this area is the road called for in 1785 as the boundary between the two counties.

On the other end of the project, at the Tyger River, CESI recovered from Archives the Crenshaw grant of 1809 (Fig. 8). Some of the boundary lines on this grant are still property lines today and the outline of the grant is discernable in the Union County GIS information making it possible to orient the grant into its real-world location. Like the grants at the Enoree, there are pronounced bends of the Tyger River shown on the grant that match bends still visible in this location today. This 1809 grant matches up very well with both current property boundaries and the location and alignment of the river. As is visible in Fig. 8 there is a house shown adjacent to the river. The house sits between the river and the road and is just upstream of the ford. For a house to be adjacent to the river there would have to be higher ground for it to sit on or it would be constantly inundated during floods and in danger of being washed away. By orienting the 1807 grant based on the existing property lines the location of the house adjacent the river, as drawn on the grant, falls at a location where there is higher ground adjacent to the river, as can be seen in Fig. 9. And, on the east side of this high ground, the opposite side from the river where a road is drawn on the grant, there is an old roadbed visible in the topographic contours. Based on the placement of the grant, the ford shown on the grant, the location of topography needed to support a house and ford in the location the grant indicates, and the fact that the grant is to Crenshaw, CESI concluded that this is the location of Crenshaw's Ford as described for the boundaries of Union County, and thus also the location of Hill's Ford described in the original 1785 Statute.

With the two ends established we started working our way between them. The existing roadbed shown in Fig. 4 extends northeast for almost a mile from the Enoree River, and over part of its length is a monumented line of the US Forest Service, as can be seen in Fig. 10, and is designated as “The Old Avery Ford Road” in a survey from 1935 shown in Fig. 10.1 and Fig. 10.2. From that point no roadbed is discernable for about 1500’ until crossing Collins Branch where there is a portion of roadbed still discernable on the southwest side and the branch has a stone bed making for an excellent location to cross the stream. Fig. 13 shows a grant to Govin Gordon in 1794 with a “waggon road” across the center of the tract. Using information available in the abstracts obtained from the US Forest Service, and relic property lines in the GIS data, CESI was able to position this grant with a fair amount of confidence. The resulting position placed the “waggon road” shown on the grant in approximately the location of the stream crossing at Collins Branch mentioned above. Both these lines of evidence support this being the location of the road mentioned in the 1785 statute.

Additional support for this location comes from the fact that starting a few hundred feet to the northeast the old roadbed is intact and is the property line between the US Forest Service and the adjoining landowner all the way to Maybinton Road and the historic location of Chicks Crossroads, a distance of almost a mile, and is shown as the “Old Avery Ferry Road” on a 1964 copy of an 1883 survey recorded in Newberry County Map Book U, Page 75 and titled “That Part of Pettus W. Chicks Home Place Lying on the South West Side of The State Road Between the Tyger and Enoree Rivers” and shown in Fig 14. Based on GIS property lines and information gleaned from US Forest Service abstracts we can also, with a high degree of confidence, place a 1769

grant to John Towns in the same approximate location (Fig. 15). The southern portion of the Towns grant shows a “waggon road” up to approximately Maybinton Road where an adjoining 1775 grant to Alexius Mador Forster (Fig. 16) has its southern boundary. The 1775 Forster grant also shows a “road” in the same location. All these lines of evidence support this old roadbed as being the road described as the county boundary in the statute of 1785. The above information also supports the intersection of this roadbed with another old roadbed running on the north side of and parallel with Maybinton Road as being the location of Chicks Crossroads as shown on a Map of Newberry County made by Thomas M. Lake in 1887 (Fig. 17 and Fig 17.1).

From Chicks Crossroads (adjacent to Maybinton Road) the old roadbed is not discernable for over a mile. A review of all the grants obtained for this area agree that the road remains north of the main channel of Peters Creek, such as is shown in the 1763 Samuel Awbery grant showing the “wagon road from Broad River to Charleston” (Fig. 17.2), but a review of the LIDAR topography data, and an extensive search on the ground, failed to find any evidence of an old roadbed throughout this area. The Towns and Forster grants mentioned above (Fig. 15 and Fig. 16) both show the road extending from Chicks Crossroads in a roughly North 25° East direction for approximately one-half mile. Agreeing with those two grants and extending the location of the road an additional nearly one-half mile along the same alignment is a survey shown in Fig. 18 and Fig. 18.1, obtained by the US Forest Service from the Newberry County Clerk of Courts Office showing “a part of the land Georg (sic) Clark was possessed of at the time of his death Surveyed December 1838” and labeling the road as the “District Line.” The northern line of this 1838 map still exists. CESI tied to the existing

monuments along this line and used that line to reconstruct the rest of the map as it relates to the other points on the ground. Based on that reconstruction we extended from the last location of old roadbed at Chicks Crossroad a straight line as shown in [Fig 18.1](#) until it intersected with the existing property line, which is the 1838 plat's northern boundary. The bearing shown in [Fig. 18.1](#) is North 24° East (as compared to roughly North 25° East shown on the Towns and Forster grants). This compares favorably with the resulting grid bearing of North 30° 15' 07" East for the line we created. The scaled distances from [Fig. 18.1](#) are 4390' from Chicks Crossroad to the northern property line and 2100' from the intersection of the "District Line" to the northeast corner of the property. These compare favorably with our grid distances of 4149.42 from Chicks Crossroads to the property line and 1984.84 along the property line to the corner. Both the modern measured distances are shorter than the scaled historic distances and interestingly, both differ by the same percentage. Each modern measurement is 5.48% shorter than the scaled distances from [Fig. 18.1](#).

Having established, based on the grants and maps, a straight line for the 1785 road from Chicks Crossroads to the northern property line of what was Clark's property in 1838, we created a new point on the property line at that intersection. The old roadbed picks up again about 1500' to the northeast and continues northeast along an existing property line. This section of property line runs down the center of the road as shown in a plat from 1934 depicting an 1899 survey that is located in the Newberry County registry at Map Book H Page 6 and is shown in [Fig. 19](#). This section of road and property line run on a plat bearing of roughly North 60° East and roughly align with the

intersection point created by the extension of the “District Line” on the 1838 plat with the northern property line of that plat. The alignment of the intersection point with a roughly one-half mile section of existing roadbed is additional evidence that the intersection point of the “District Line” with the northern line of the 1838 plat is in the correct location.

Fig. 19 shows the road following the property line northeast for 28.75 chains (1897.5'), at which point the property line turns almost due north. The plat depicts the road continuing northeast from that point and then curving in a more northerly direction. The old roadbed is visible along the current property line up until just after it crosses Glymph Road, at which point it is into the area past where the property line on the plat turned north. Despite thorough study of the LIDAR topo and extensive searching in the field, the old roadbed cannot be identified on the ground from just north of Glymph Road to the ford at the Tyger River, with one exception. At the top of the ridge about halfway between Glymph Road and the Tyger River we found a short section that appears to be the remains of the old roadbed (**Fig. 20**). Using existing property irons to orient the 1899 plat shown in **Fig. 19**, and then creating a line representing the location of the road from the last roadbed location just north of Glymph Road to the roadbed remnant shown in **Fig. 20**, we calculated the area between this line representing the old road and the western boundary of the 1899 plat as positioned. As shown in **Fig. 21** the acreage calculated by doing this is 19 acres, matching the sub-acreage shown in **Fig. 19** on the 1899 plat. We feel that this is additional evidence that what appears to be a short section of roadbed at the crest of the ridge is actually part of the

roadbed present in 1899, and that the 1899 roadbed is the same road as described in the original statute from 1785 dividing the two counties.

A review of the LIDAR topographic information and a search in the field from the top of the ridge to the Tyger River did not reveal any additional evidence of old roadbed. We concluded that, absent any additional information to guide a location, a straight line from the last remnant of old roadbed to the ford at the Tyger River was the best approximation that we could arrive at for the original location of the road described in the statute in 1785.

DRAFT

❖ RESULTS

Our report on the final results starts at the Enoree River and follows the Newberry-Union county line northeast, ending at the Tyger River. For convenience each point along this 4.5 mile line is numbered.

All coordinates for this project are reported in the South Carolina State Plane Grid Coordinate System and the distances in the final result and shown on the final plat are grid distances. At this location the grid distances are approximately 1/10,000 *shorter* than ground distances. Since CESI's final survey product is in grid distances, for simplicity's sake, where we are making comparisons we are using grid distances to compare with the original survey distances, which would have been ground distances, but which would not have been precise enough for the 1/10,000th difference between modern grid to ground to materially affect the comparison.

Beginning at the ford in the center of the Enoree River, the boundary line between Newberry and Union counties, and then proceeding N 38° 15' 50" E, 1594.63' to Monument 2. Monument 2 (**Mon. 2** and **Mon. 2.1**) is US Forest Service Disk Tract 291, Corner 10 and is described as being in the "Old Avery Ford Road." Next a bearing of N 25° 47' 19" E, 745.25' to Monument 3 (**Mon. 3** and **Mon. 3.1**), US Forest Service Disk Tract 291, Corner 12 in the "Old Avery Ford Road." Next N 52° 14' 32" E, 737.30' to Monument 4 (**Mon. 4**), 16" Sweet Gum, US Forest Service Property Corner in the "Old Avery Ford Road." Next N 53° 02' 41" E, 818.64' to Monument 5 (**Mon. 5** and **Mon. 5.1**), a set #8 rebar capped with a county boundary monument disk and located in the center of the old roadbed. Next N 37° 10' 55" E, 375.42' to Point 6, a non-monumented point in the old roadbed. Next N 27° 00' 39" E, 938.30'

to Monument 7 (**Mon. 7** and **Mon 7.1**), a set #8 rebar capped with a county boundary monument disk and located in the center of the old roadbed. Next N 58° 54' 40" E, 1815.67' crossing two Forest Service roads to Monument 8 (**Mon. 8** and **Mon. 8.1**), a set #8 rebar capped with a county boundary monument disk and located in the center of the old roadbed just east of Collins Branch. Next N 43° 06' 38" E, 414.03' to Point 9, a non-monumented point in the old roadbed. Next N 47° 09' 49" E, 2063.78' to Monument 10 (**Mon. 10** and **Mon. 10.1**), a set #8 rebar capped with a county boundary monument disk and located in the center of the old roadbed. Next N 58° 20' 57" E, 388.94' to Point 11, a non-monumented point in the center of the old roadbed. Next N 46° 35' 10" E, 360.73' to Point 12, a non-monumented point in the center of the old roadbed. Next N 53° 18' 20" E, 715.17' to Monument 13 (**Mon. 13** and **Mon. 13.1**), a set #8 rebar capped with a county boundary monument disk and located in the center of the old roadbed. Next N 18° 36' 32" E, 317.89' to Point 14, a non-monumented point in the center of the old roadbed. Next N 24° 19' 14" E, 433.60' to Point 15, a non-monumented point in the center of the old roadbed. Next N 08° 58' 24" E, 170.60' crossing Maybinton Road to Monument 16 (**Mon. 16** and **Mon. 16.1**), a 24" Pine Tree, a US Forest Service Corner in the old roadbed, and the location of Chicks Crossroads. Next N 30° 15' 07" E, 4149.42' to Monument 17 (**Mon. 17** and **Mon. 17.1**), a set #8 rebar capped with a county boundary monument disk located on the US Forest Service property line and having a bearing of S 81° 24' 39" W and distance of 1984.84' from US Forestry Service Corner Disk Tract 150 Corner 8, and also having a bearing of N 81° 24' 39" E and distance of 1925.62' from a 1-1/4" Pipe, US Forest Service Tract 58 Corner 27. Next N 66° 52' 54" E, 2411.28' to Monument 18 (**Mon. 18** and **Mon.**

18.1), an existing 2" x 1-1/2" concrete monument property corner in the old roadbed. Next N 63° 35' 14" E, 447.61' to Monument 19 (Mon. 19 and Mon. 19.1), a leaning 1-1/2" pinched pipe property corner in the old roadbed. Next N 67° 19' 57" E, 294.83' to Monument 20 (Mon. 20), a 1-1/2" pinched pipe property corner in the old roadbed. Next N 57° 53' 27" E, 265.78' to Monument 21 (Mon. 21 and Mon. 21.1), a 1-1/2" pinched pipe property corner in the old roadbed. Next N 60° 11' 40" E, 309.70' to Monument 22 (Mon. 22 and Mon. 22.1), a 1-1/2" pinched pipe property corner in the old roadbed. Next N 62° 10' 43" E, 346.34' to Monument 23 (Mon. 23 and Mon. 23.1), a 1-1/2" pinched pipe property corner in the old roadbed. Next N 61° 51' 59" E, 508.64' crossing Glymph Road to Point 24, a non-monumented point in the center of the old roadbed. Next N 68° 20' 51" E, 250.14' to Monument 25 (Mon. 25 and Mon. 25.1), a set #8 rebar capped with a county boundary monument disk in the center of the old roadbed. Next N 21° 15' 49" E, 1768.98' to Monument 26 (Mon. 26 and Mon. 26.1), a set #8 rebar capped with a county boundary monument disk in the center of the old roadbed. Lastly, N 46° 08' 48" E, 1608.65' to the ford at the center of the Tyger River, the boundary between Newberry and Union counties.

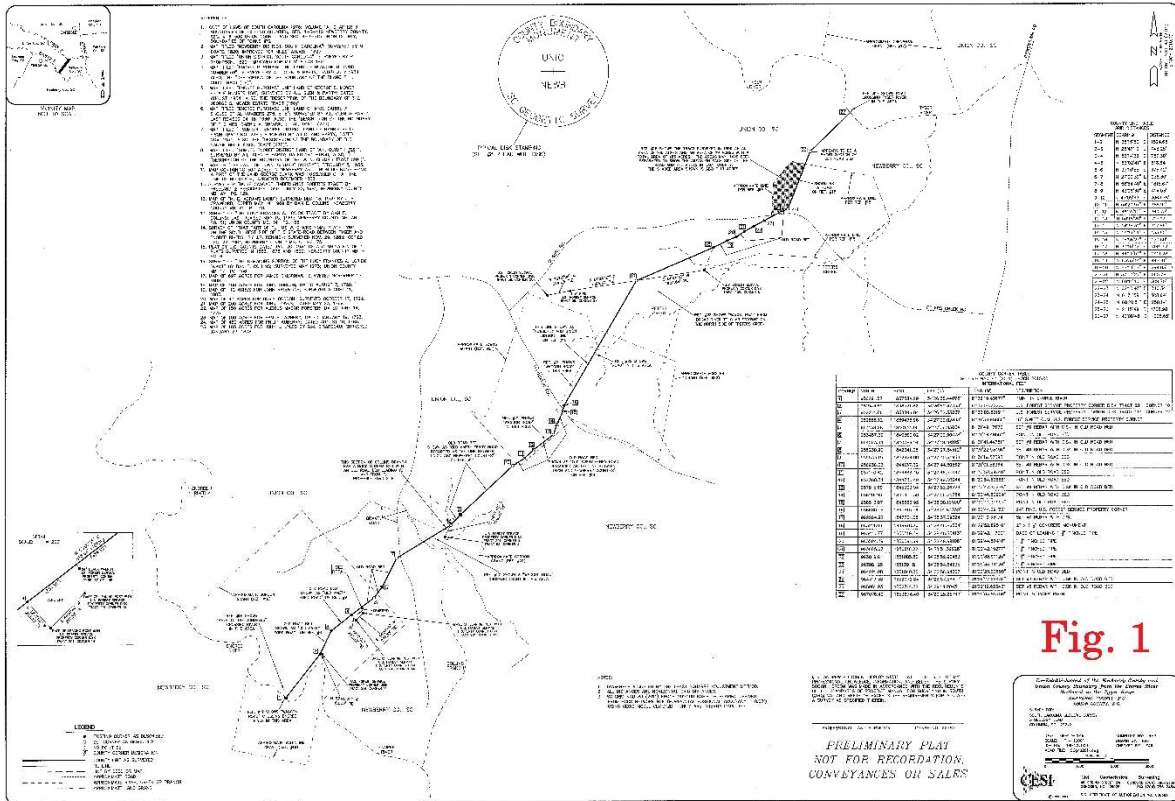
❖ Final Thoughts

To reestablish the Newberry and Union county line required determining the location of the road described in the 1785 statute as running from Anderson's Ford on the Enoree River to Hill's Ford on the Tyger River. There is no evidence of a single map from 1785 accurately showing the location of that road, so its location must be inferred from other lines of evidence. The road would originally have been little more than a path used by the Indians and early settlers and could have shifted as conditions dictated. Indeed, our earliest documentary evidence of the location of the ford at the Enoree River is John Gordon's grant of 1750 where what would become the road is described as the "path to the Congarees." However, as more settlers moved in and commerce developed the path became a road used by those traveling on foot, by horseback, and in "waggon" and its location would have become more or less stable and the roadbed and ditches would have been maintained by the local community. This appears to already be the case 35 years after Gordon's grant when the legislators drafting the description of Newberry county in 1785 used the road as the line between it and Union. Ninety-seven years later the updated description for Union County also described this road, running now from Avery's Ford on the Enoree to Crenshaw's Ford on the Tyger, as the boundary between Union and Newberry counties, with Newberry continuing to retain the original description of its boundary. Our conclusion is that the legislators in 1882 believed the road to be in the same location as it was in 1785, or that if it had shifted, it had shifted incrementally and with the acquiescence of the community. Maybe so. However, some of the sections of the road as we have located have

very long, very straight configurations. That is not what one would intuitively expect of a road from the mid-eighteenth century that arose from a footpath through the woods. It may be that the road in 1785 undulated more and that as land was granted out sections of the road that were somewhat straight had a grant line placed over them that “averaged out” the undulations and over time the road was maintained so that it more and more conformed to the straight grant line. Or it may be grants were issued that had the road in the interior of the grant and the new property owner, for his convenience, moved the road so that it ran along the edge of his property, parallel to or over the grant line. And there may be other possibilities that could have caused variation from the 1785 alignment.

Having considered all the foregoing what we concluded as we developed the alignment presented above is that essentially all the documentation we have supporting road location is prior to 1900, 1900 is only 18 years after the 1882 statute describing the road from Avery’s Ford to Crenshaw’s Ford as the boundary, the existing roadbeds we have located essentially match the location of the documents that we are using (whether from 1750 or from 1899), and while it is possible that there may be places where the line we have determined does not match the road location from 1785, we feel that the differences are minor and not significant, and we are confident that the location that we have determined is as close to the original location as is possible from the information that exists today in the public’s archives and on the ground.

❖ FIGURES



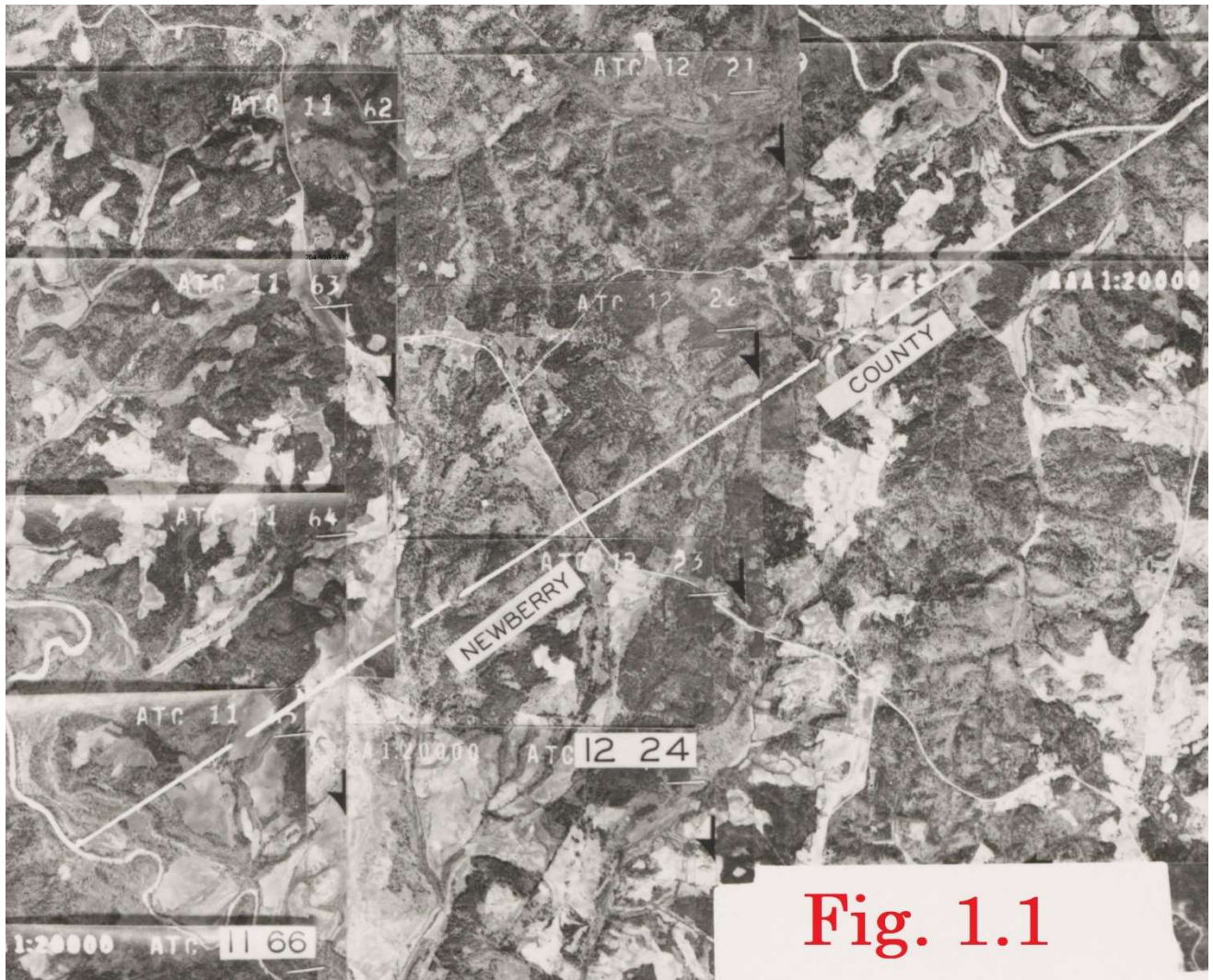
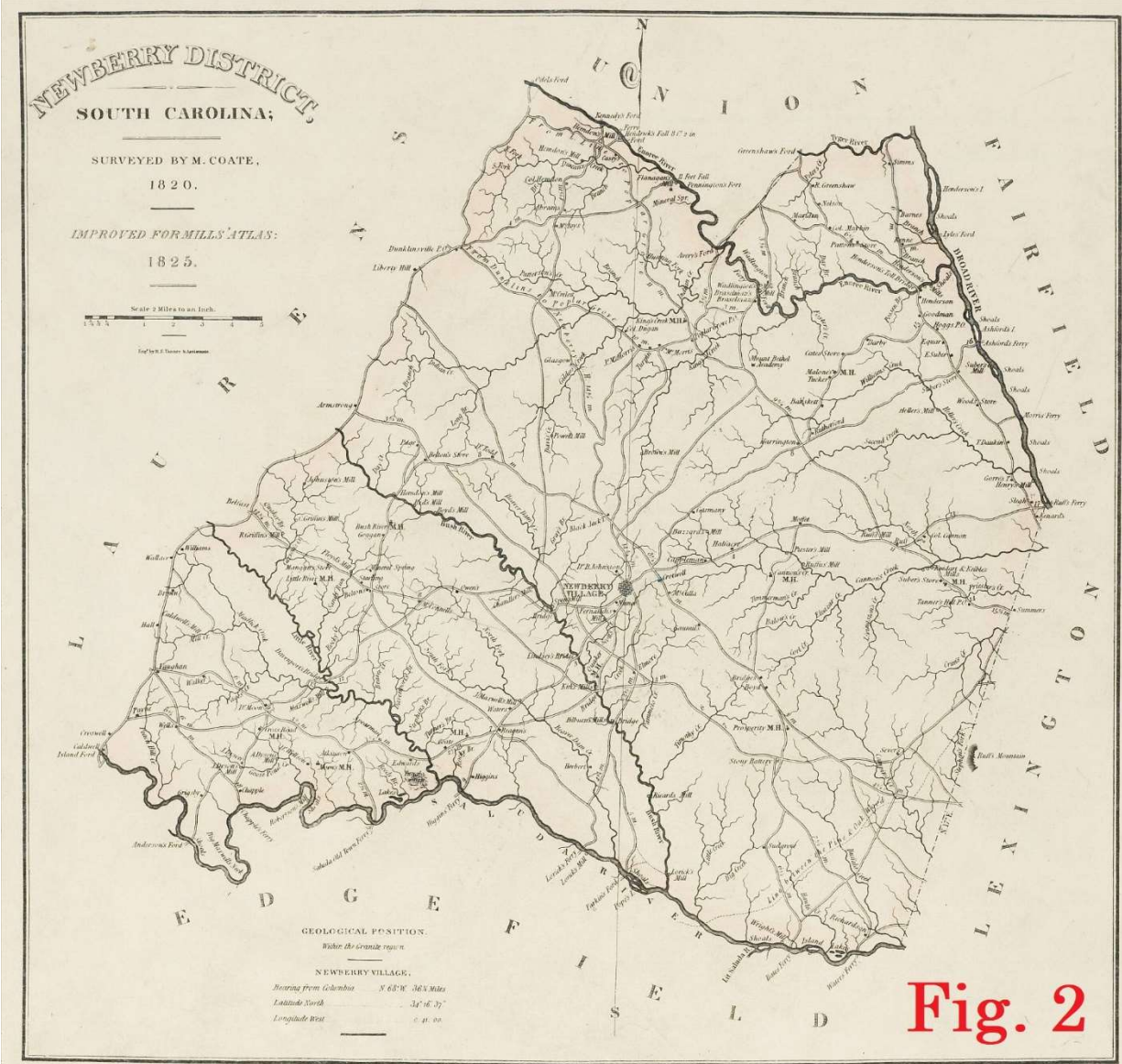


Fig. 1.1



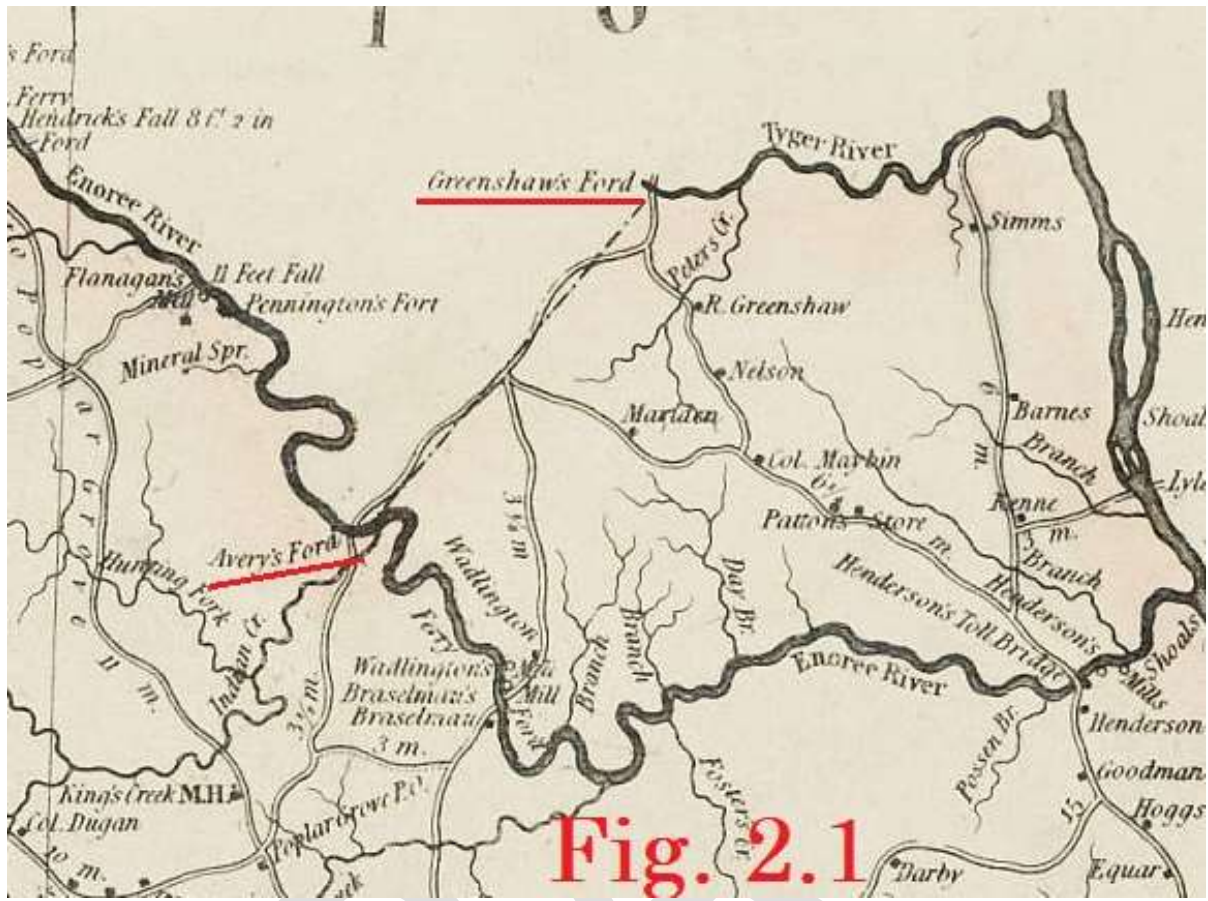
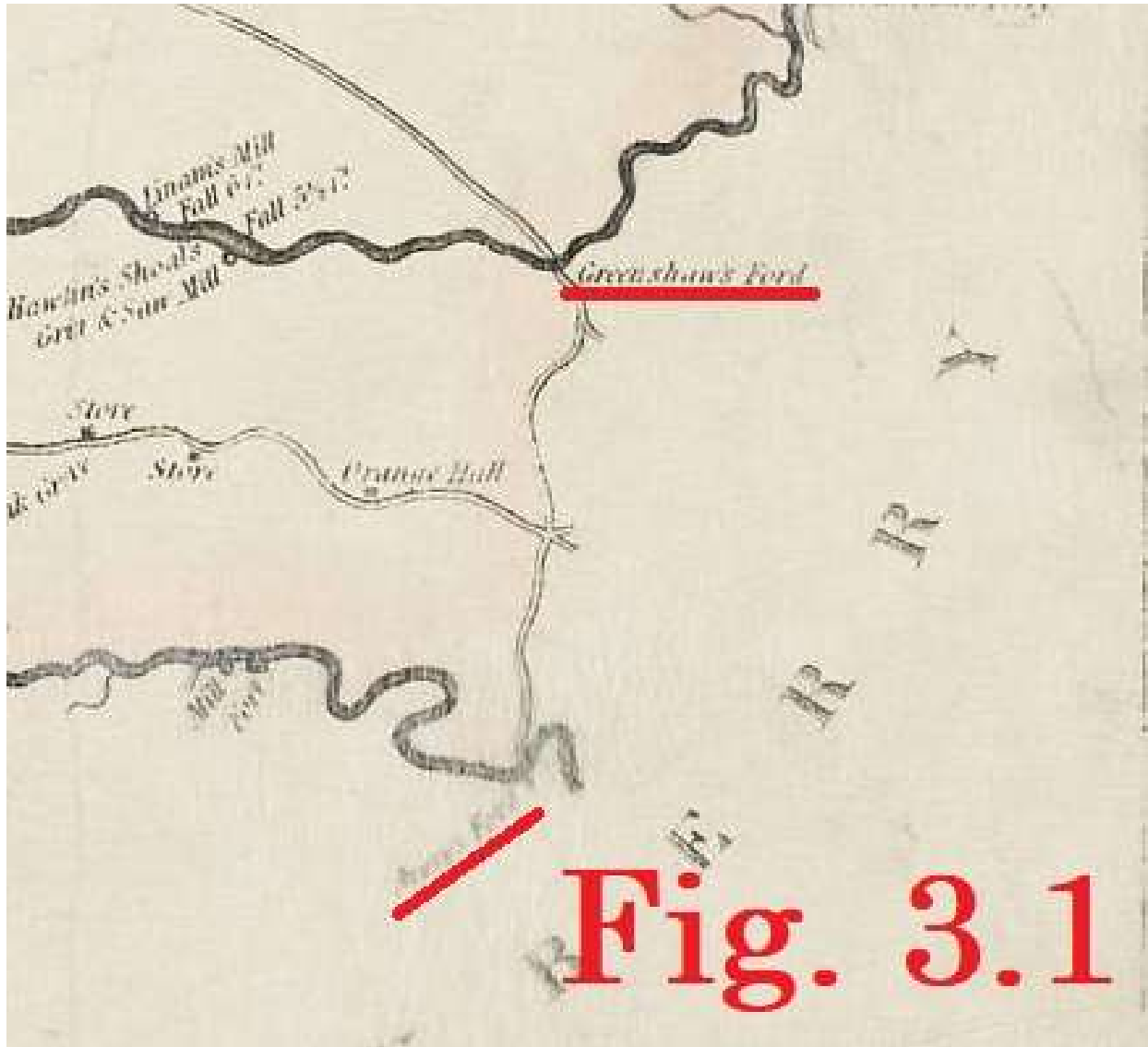
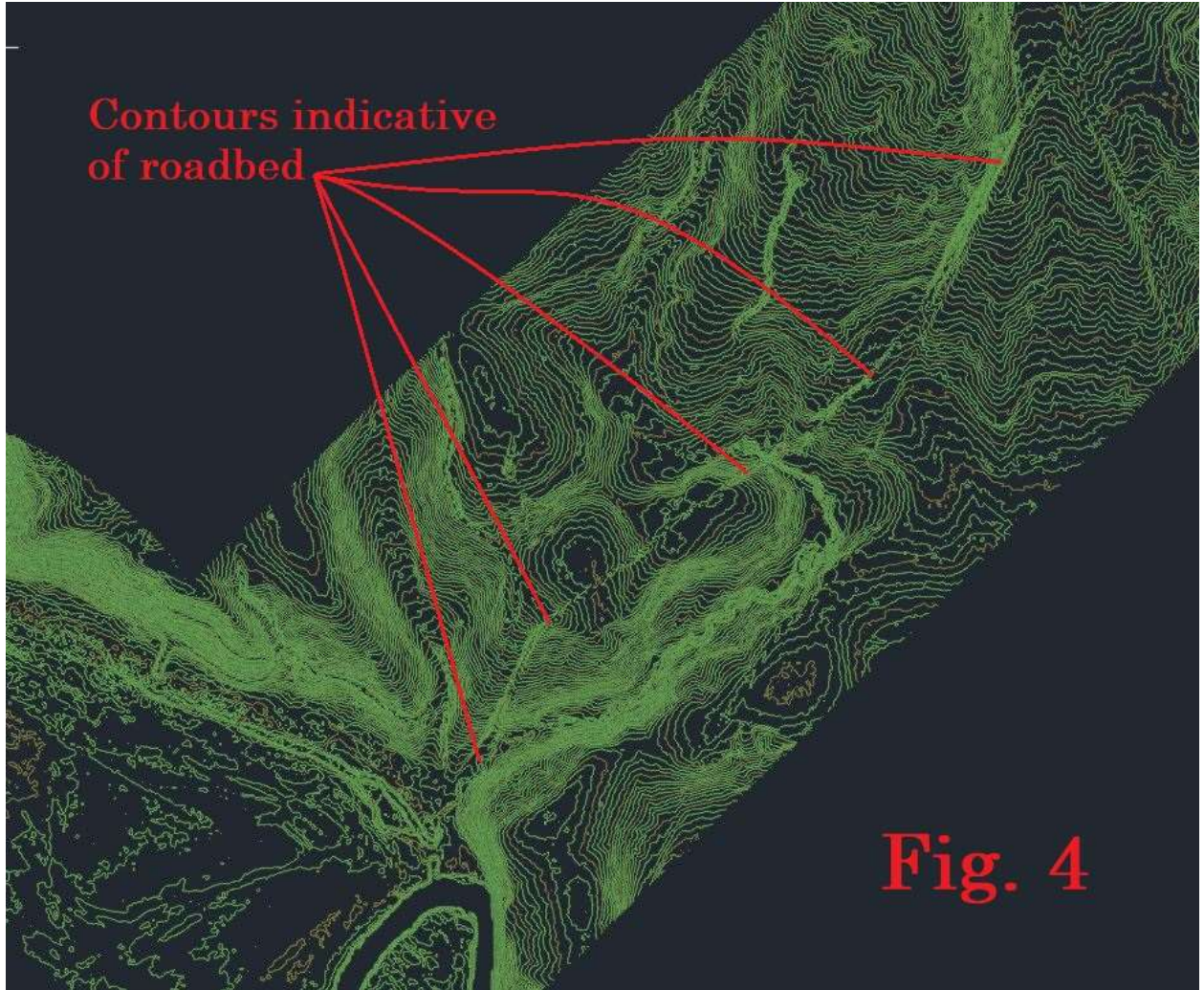


Fig. 2.1

DRAFT





LAND GRANT MAPS

These Land Grant Maps cover parts of Chester, Fairfield, Greenville, Laurens, Newberry, Spartanburg and Union Counties in South Carolina.

This book was purchased and donated back to the museum by Carol Warren



Fig. 5

UNION COUNTY
HISTORICAL FOUNDATION
Union, South Carolina

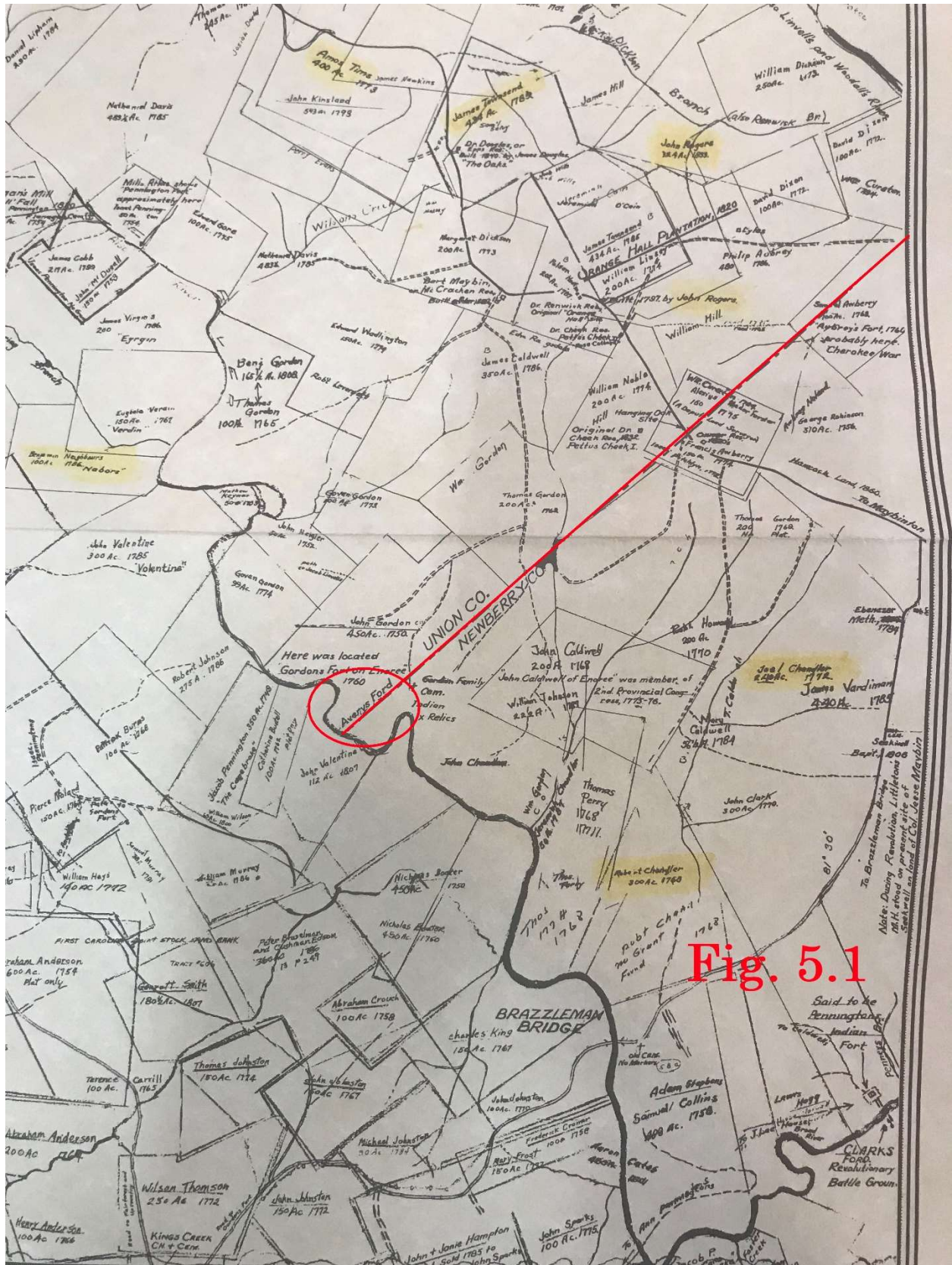


Fig. 5.1

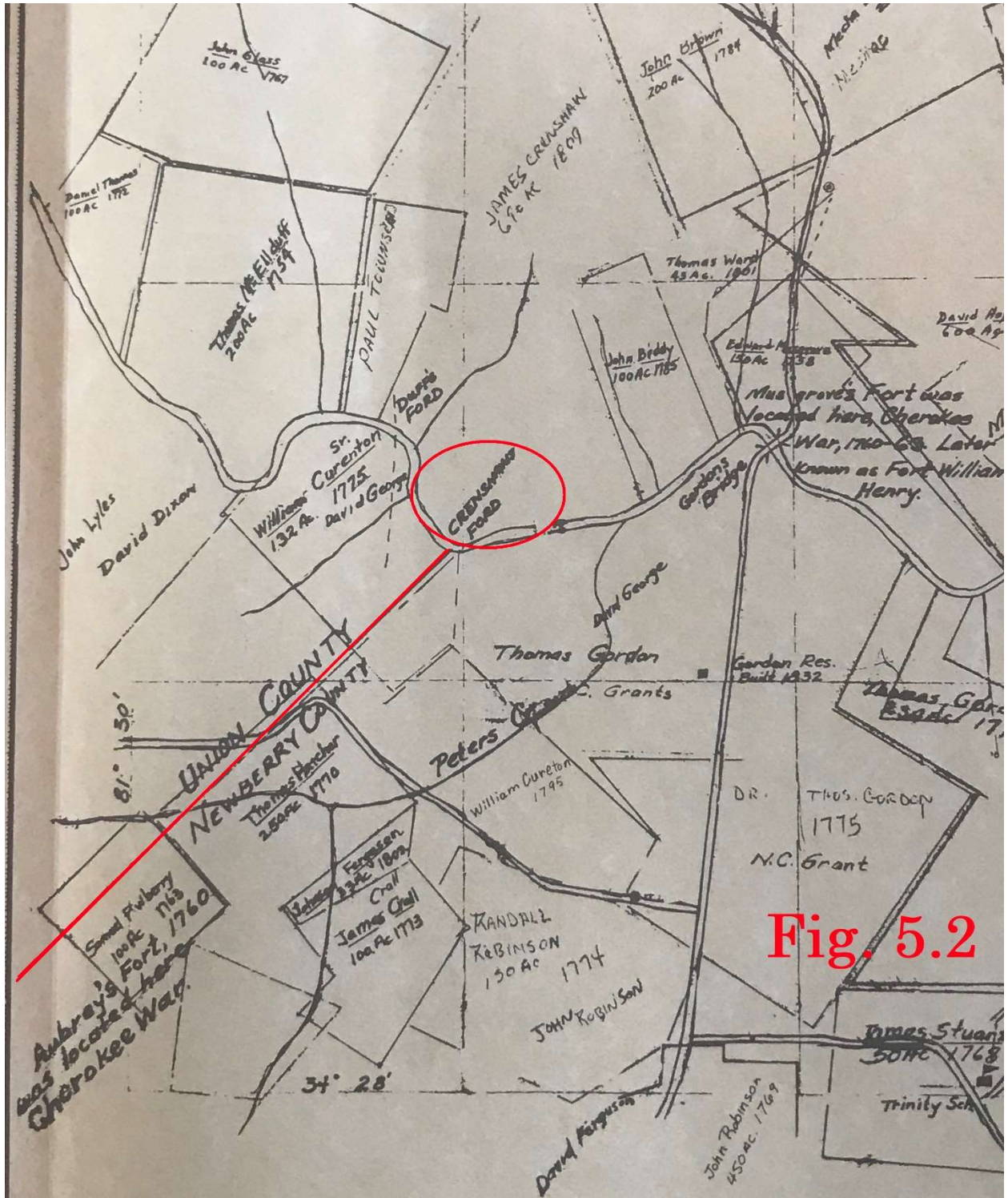
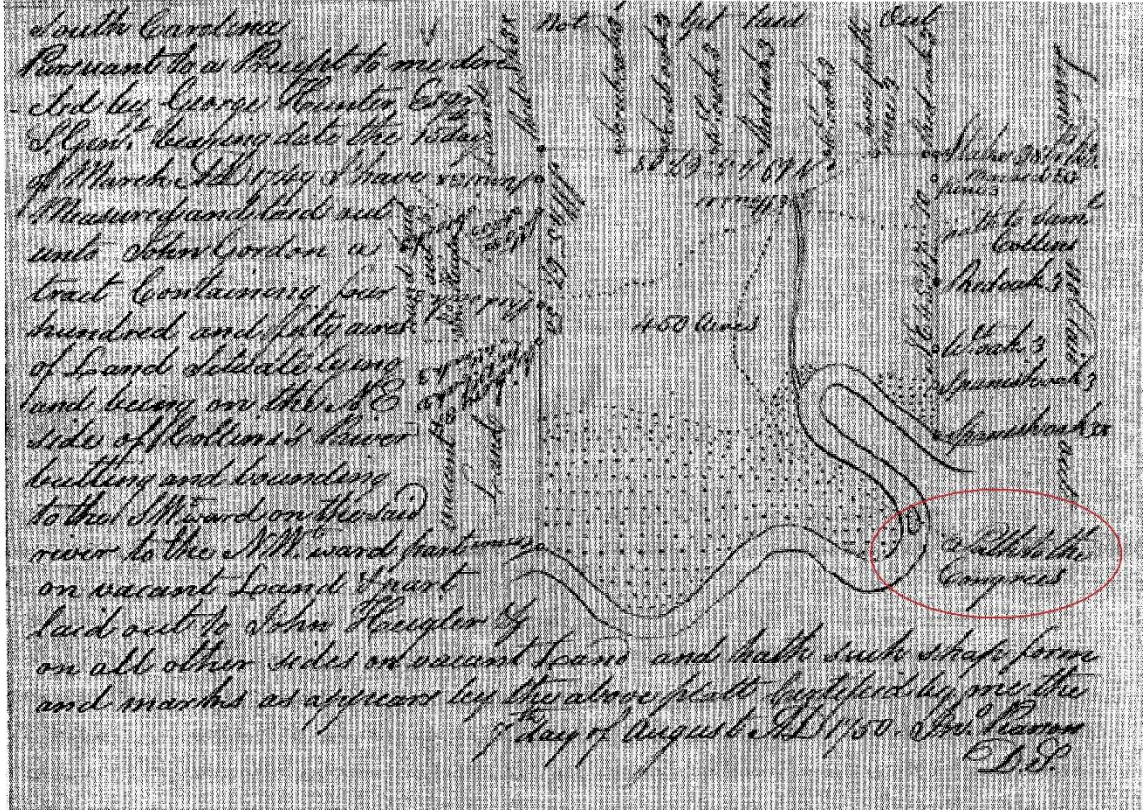


Fig. 5.2



GORDON, 3040

450 ac - 1750 **Fig. 6**

DEI



DR

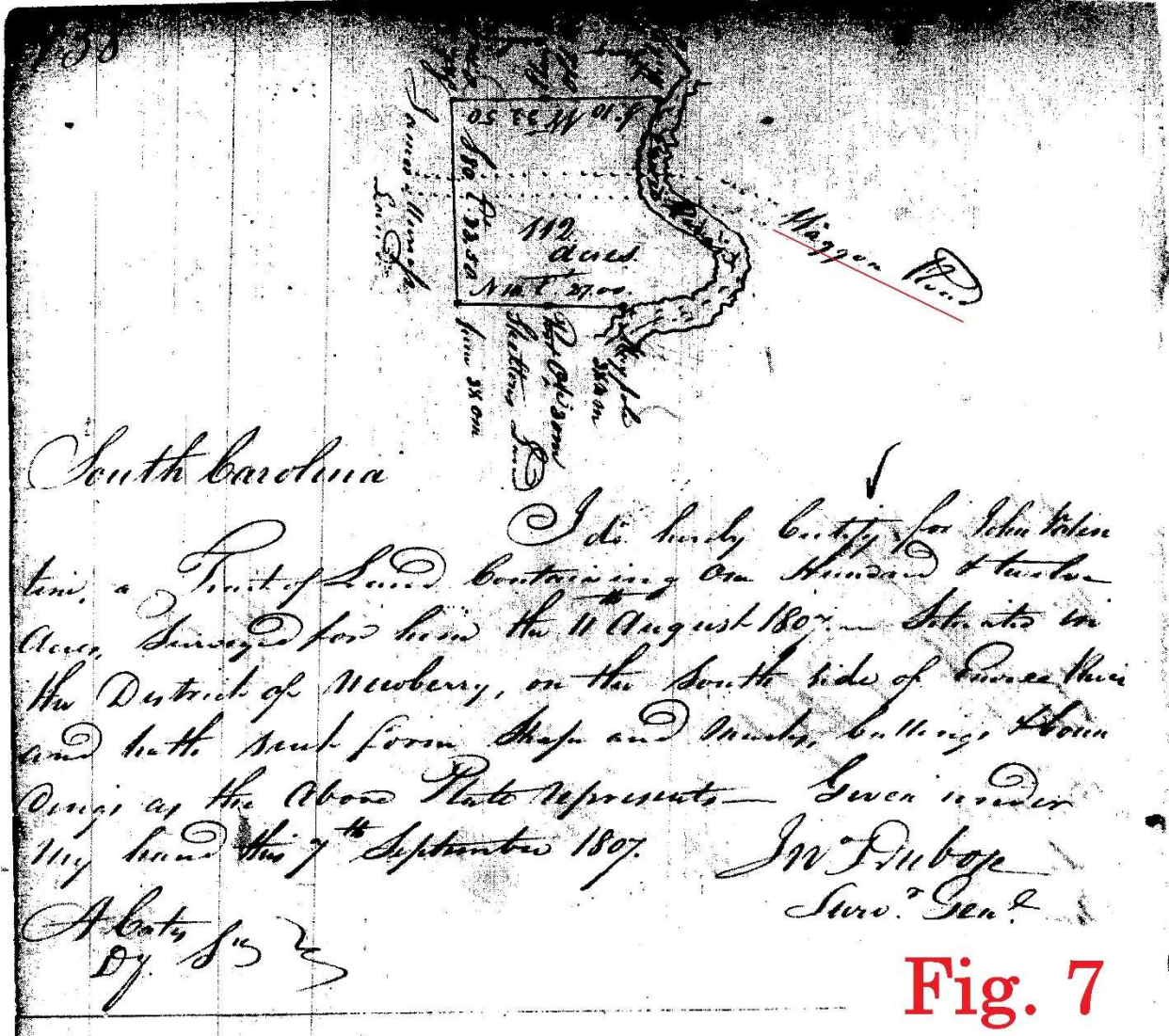


Fig. 7

COLEMAN, JAMES
1874-1875

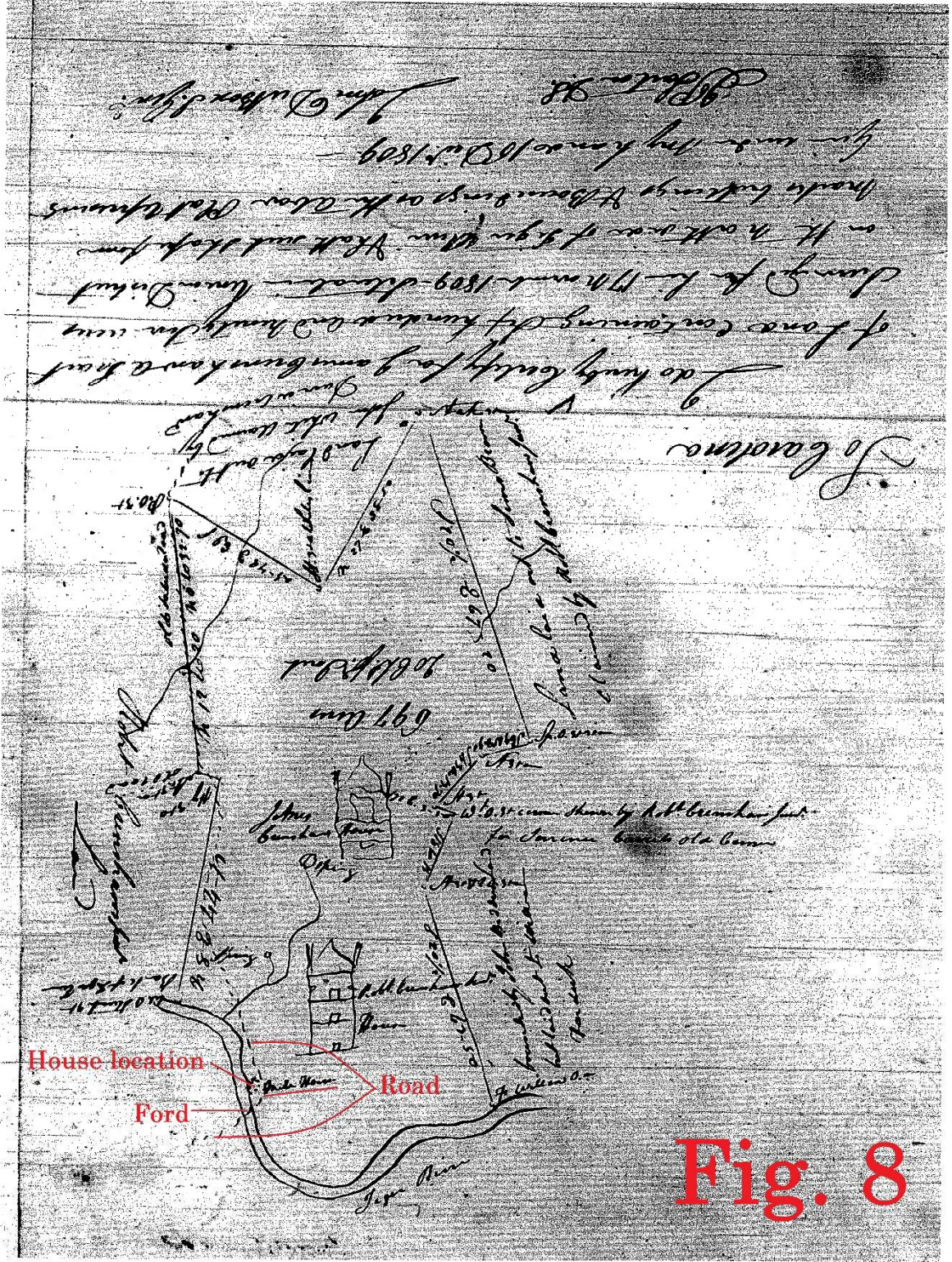
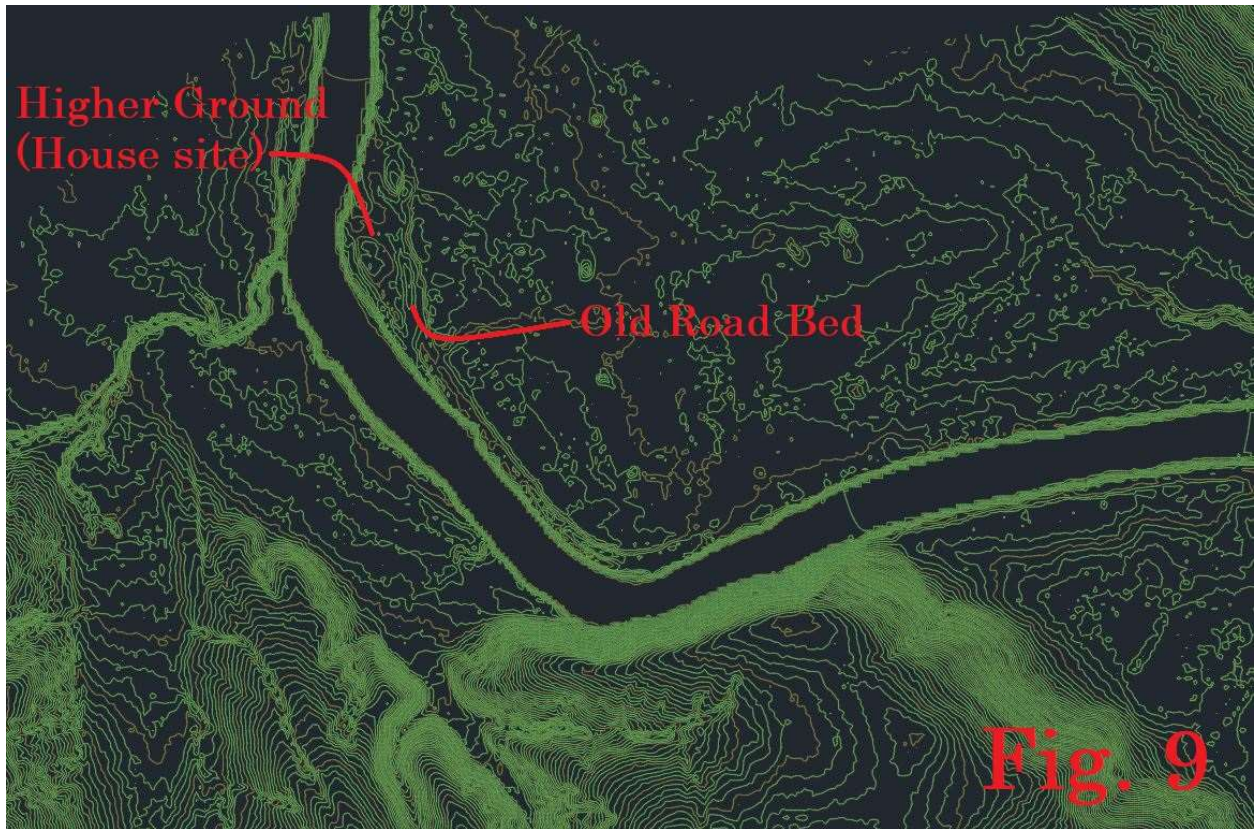


Fig. 8



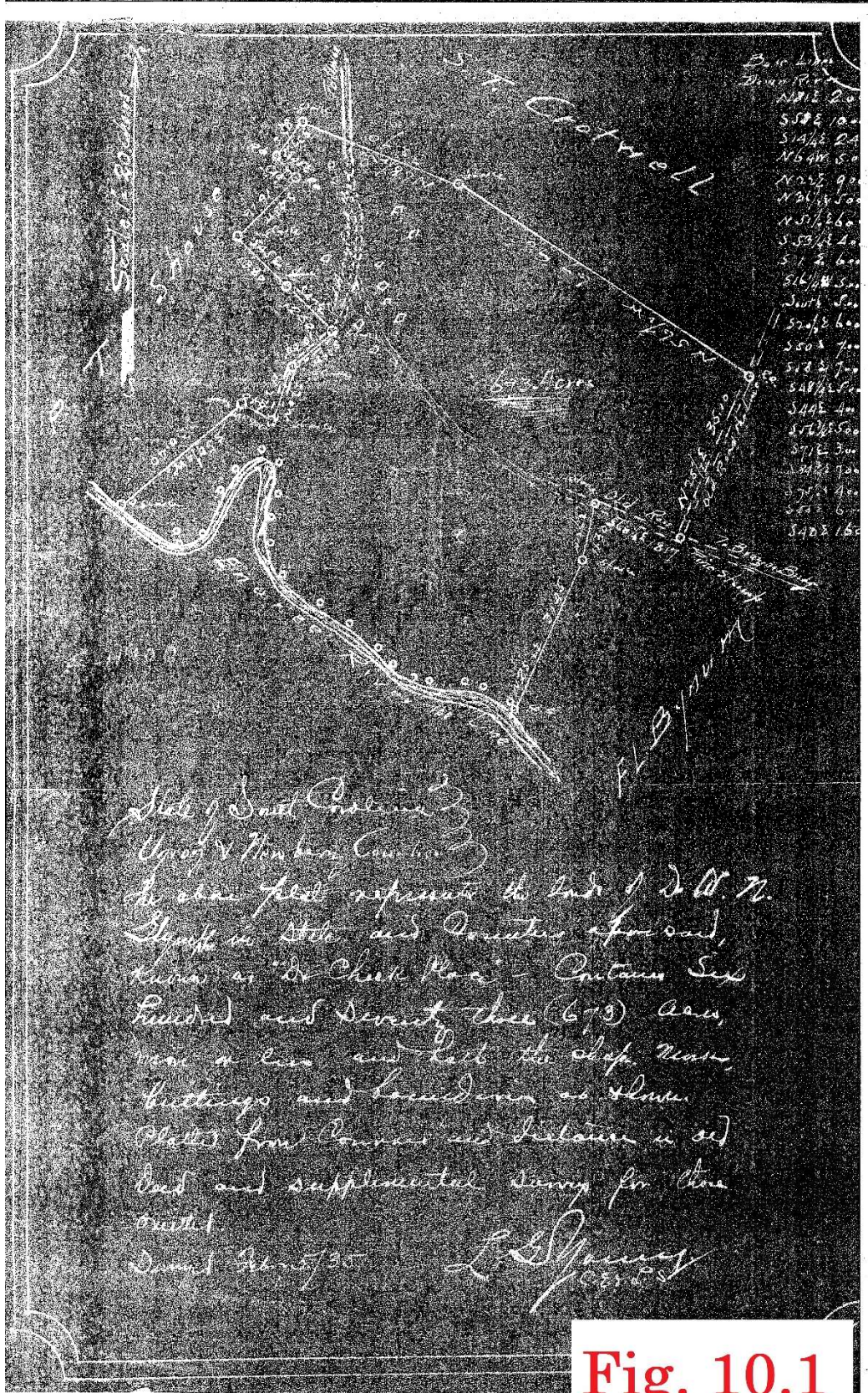


Fig. 10.1

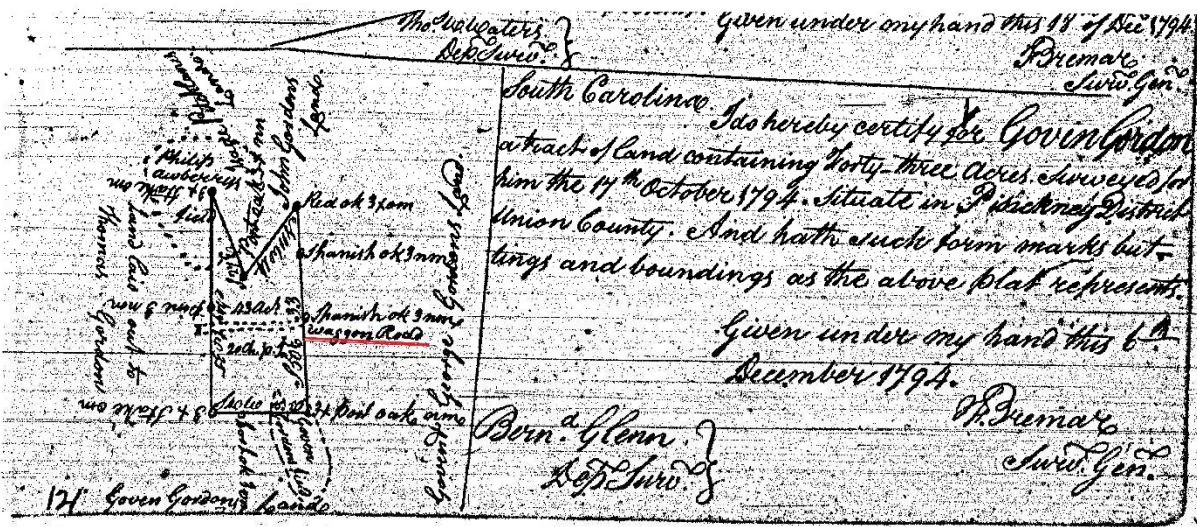
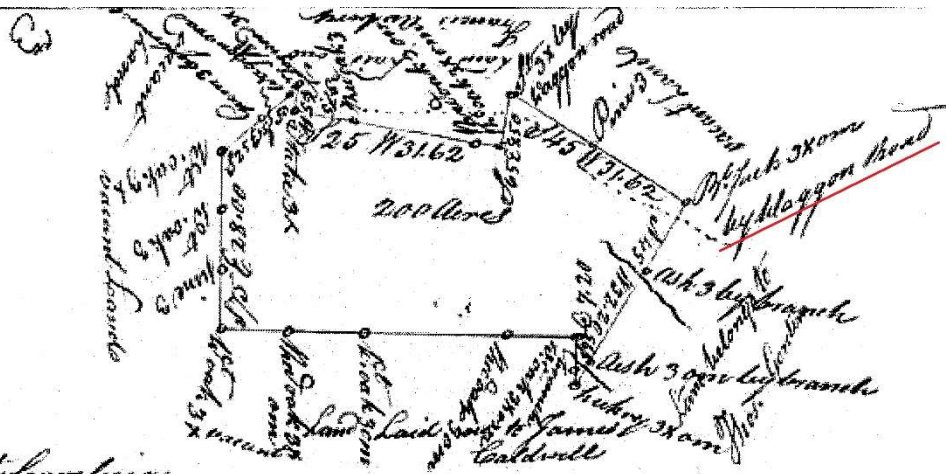


Fig. 13

DRAFT



South Carolina

Pursuant to a Warrant Directed under the hand and seal of
 Francis Bruman Sr Surveyor General dated the second day of May 1769
 I have admeasured and laid out unto John Towns a plantation
 or tract of land containing two hundred acres of vacant land in
 Marlbury County in the fork between Broad River and Saluda only 200 acres
 Situate between Enoree and Tyger rivers bounded southwesterly
 on land belonging to Thomas Gordon and southeasterly on land
 laid out to Francis Aubrey and northwesterly on land laid out
 to James Caldwell the other sides on vacant land and marshes
 Shape form and marks as the above plat represents testified
 under my hand this 23 day of May 1769 Enoch Pearson D.S.
 or Co 4th May 1773 for 1000th Mable)

Fig. 15



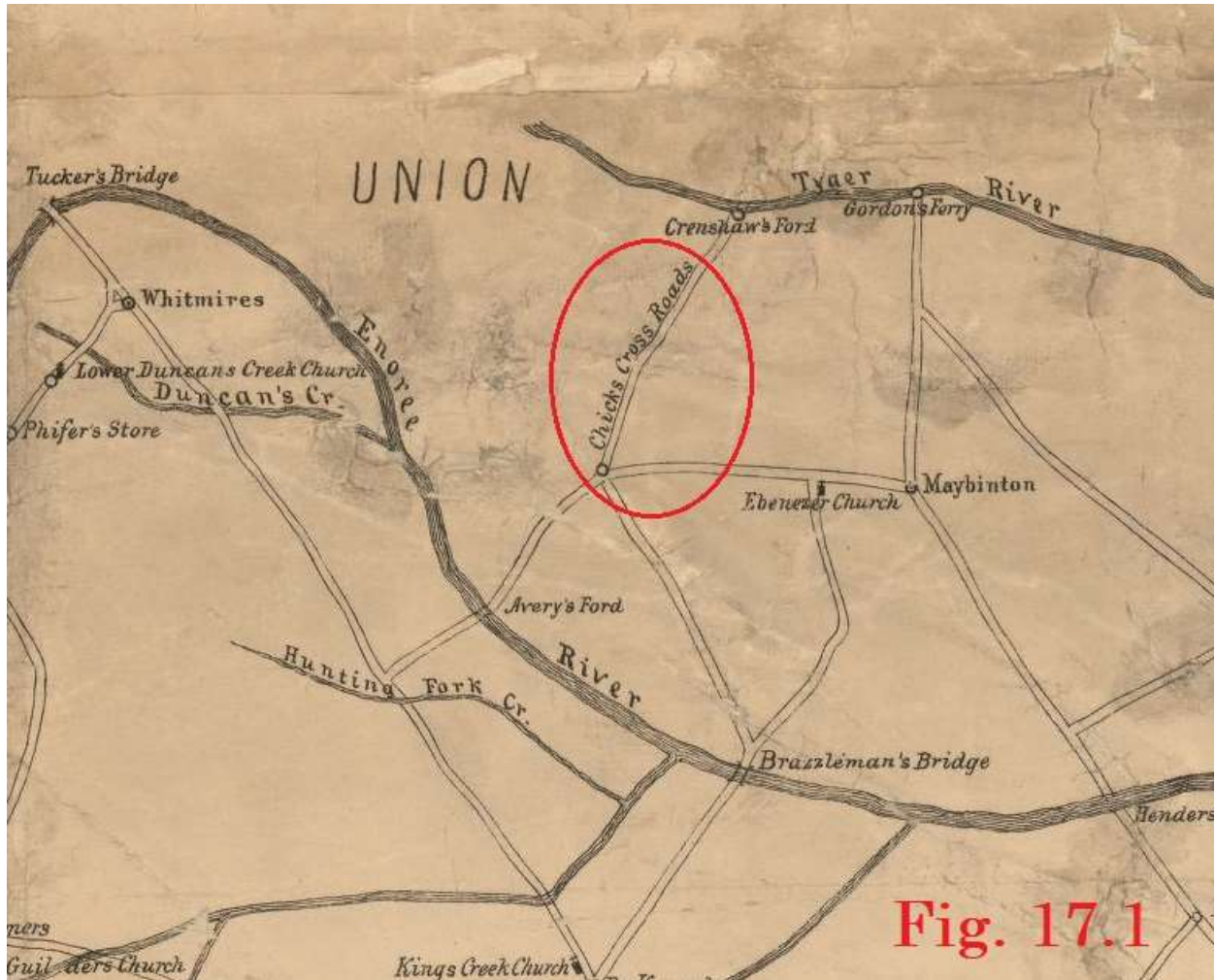


Fig. 17.1

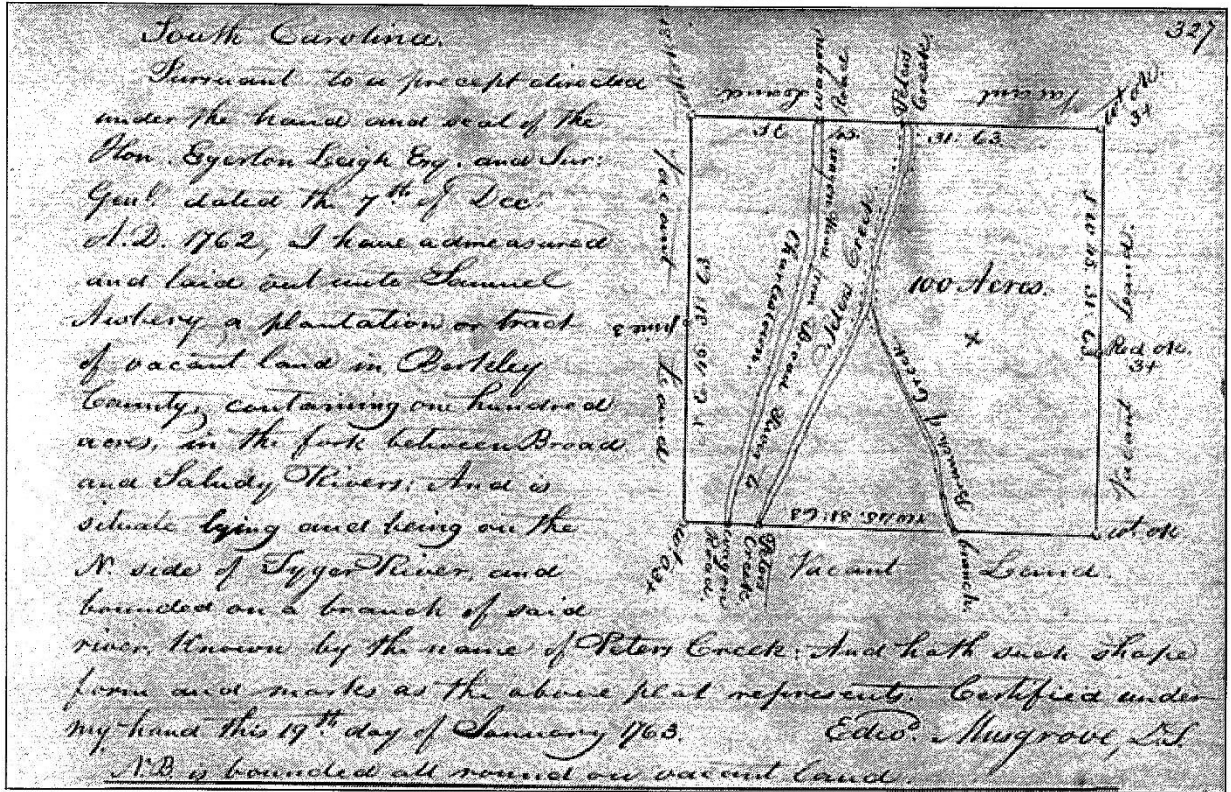
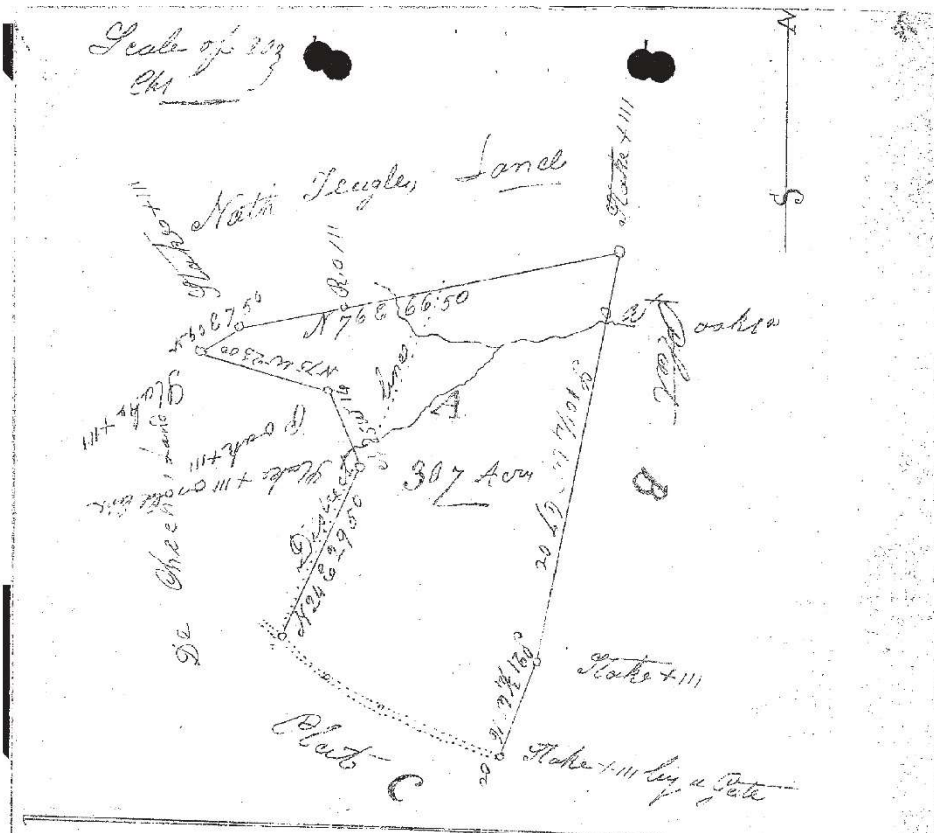


Fig. 17.2



SOUTH CAROLINA

Pursuant to the request of Jesse Maybin Benj S Ogletree and Davis Caldwell commissioners I have re-surveyed and admeasured the above plat containing three hundred and seven acres and known by the letter A situate in Newberry and Union Districts and hath such form and marks as the above plat represents it being a part of the land Georg-Clark was possessed of at the time of his death Surveyed December 1833.

RICH^d THOMSON

Certified a true copy: *W.W. Childs*

STATE OF SOUTH CAROLINA,
COUNTY OF NEWBERRY.

I, W.W. Childs, Ass't. Technician, U.S. Forest Service, do hereby certify that the above map is a true copy of a map found of record in the suit of Williamson T. Clark et al vs. S.L.H. Clark et al., in Clerk's Office for Newberry County.

W.W. Childs
W.W. Childs
Assistant Technician
U.S. Forest Service.

Fig. 18

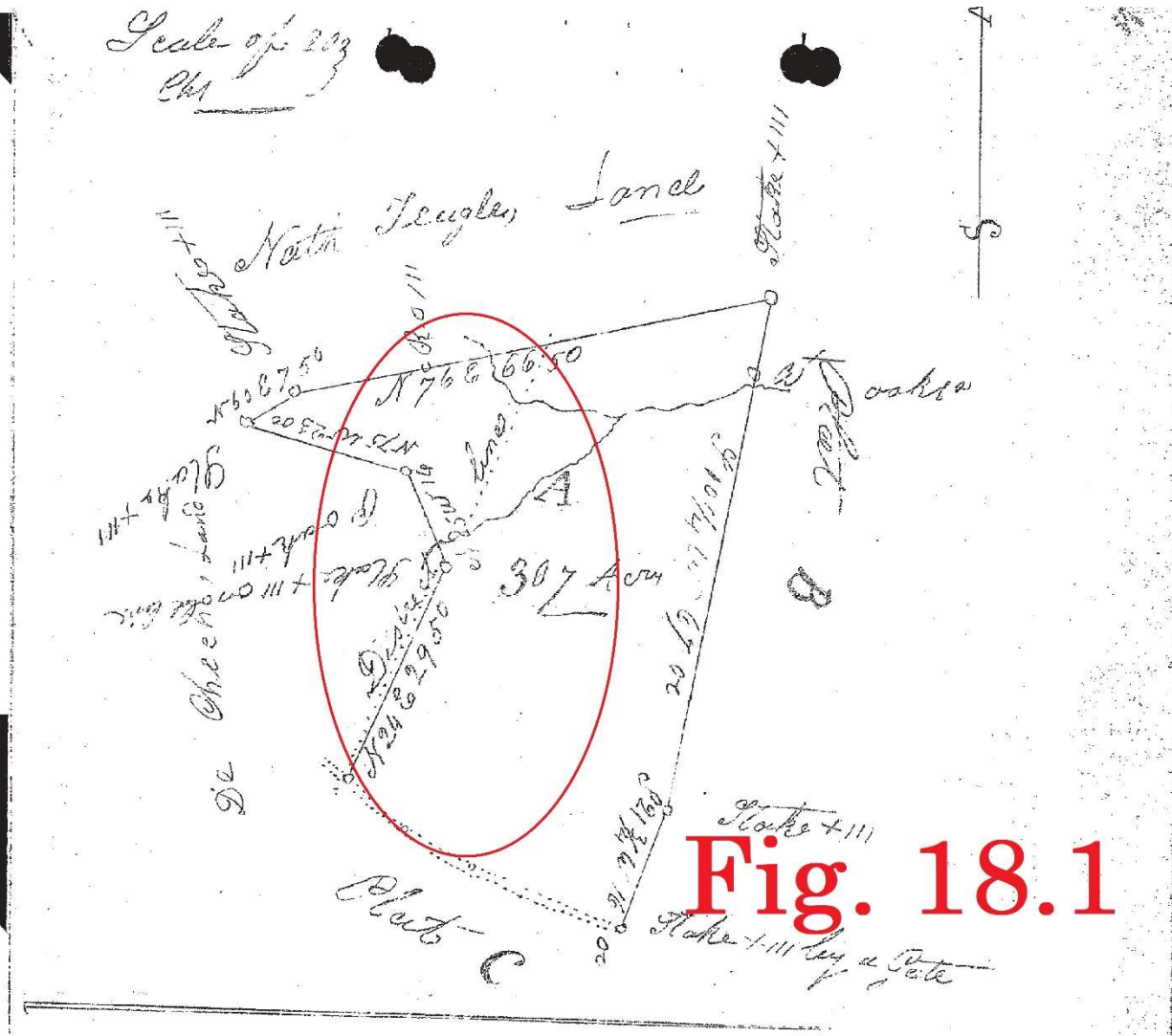
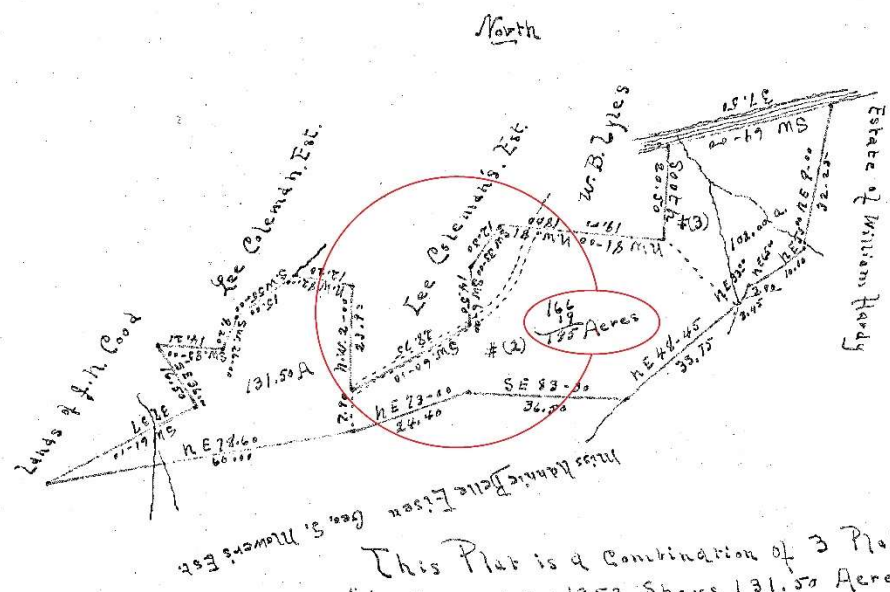


Fig. 18.1



This Plot is a combination of 3 Plots.
 #1 - Surveyed in 1853 Shows 131.50 Acres.
 #2 - Surveyed in 1899 Shows 18.50 Acres.
 #3 - Surveyed in 1875 Shows 102.00 Acres. } Total 172.00 Acres.

True Record This 2/1/34 H.K. Hoyt, Lee T.
 E.O. Counts Surveyor.
 Jan. 23, 1934.

Fig. 19



Date & Time: Tue, Nov 27, 2018, 12:43:42 EST
 Position: +034° 29' 14.02" / -081° 29' 19.52"
 Altitude: 377ft
 Datum: WGS-84
 Azimuth/Bearing: 026° N26E 0462mils (Magnetic)
 Elevation Angle: -10.1°
 Horizon Angle: +02.9°
 Zoom: 1X



Fig. 20

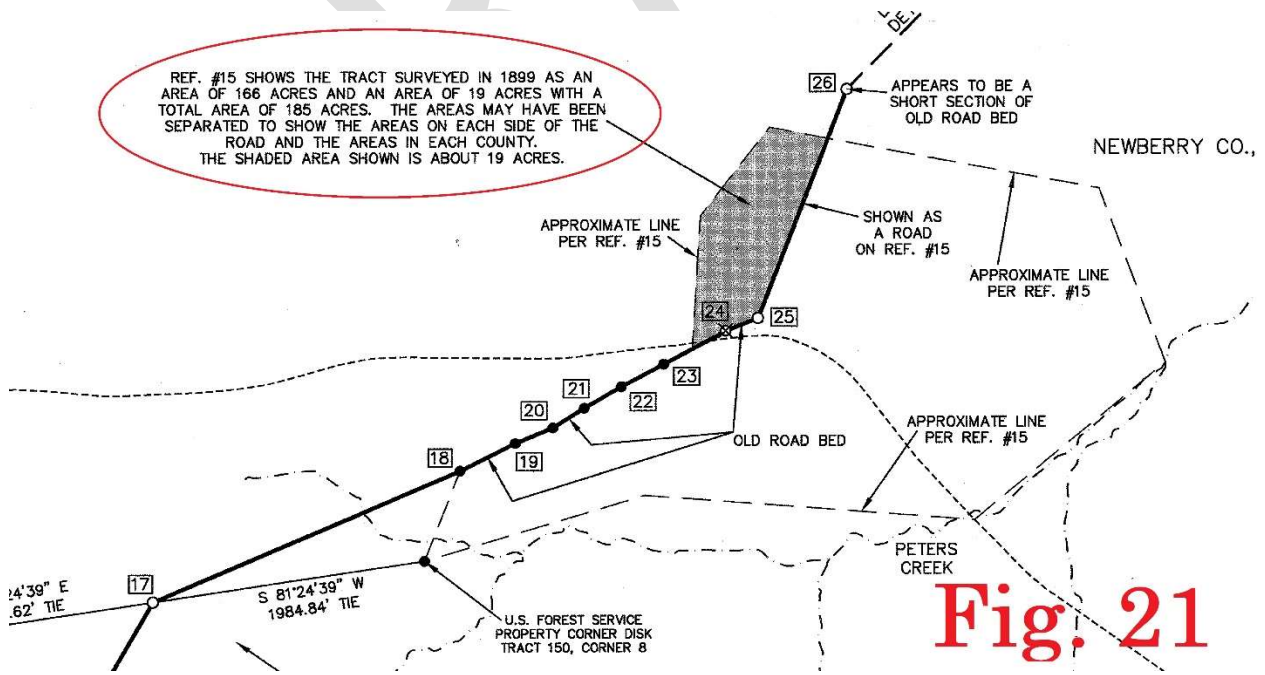


Fig. 21

Mon 2.1



Date & Time: Tue, Jul 30, 2019 12:06:02 EDT
Position: +034°26'51.36" / -081°32'8.95"
Altitude: 329ft
Datum: WGS-84
Azimuth/Bearing: 200° S20W 3556mils (Magnetic)
Elevation Angle: -88.1°
Horizon Angle: -89.1°
Zoom: 1X

Date & Time: Tue, Jul 30, 2019, 12:06:14 EDT
Position: +034°26'50.84" / -081°32'7.17"
Altitude: 309ft
Datum: WGS-84
Azimuth/Bearing: 100° S80E 1778mils (Magnetic)
Elevation Angle: -71.5°
Horizon Angle: -02.4°
Zoom: 1X



Mon 2

DR

Mon 3.1



Date & Time: Tue, Jul 30, 2019, 11:57:44 EDT
Position: +034°26'57.72" / -081°32'4.20"
Altitude: 335ft
Datum: WGS-84
Azimuth/Bearing: 014° N14E 0249mils (Magnetic)
Elevation Angle: -63.1°
Horizon Angle: +02.1°
Zoom: 1X



DRAFT

Mon 5.1



Date & Time: Tue, Jul 30, 2019, 11:20:01 EDT
Position: +034°27'6.94" / -081°31'50.03"
Altitude: 354ft
Datum: WGS-84
Azimuth/Bearing: 043° N43E 0764mils (Magnetic)
Elevation Angle: -89.3°
Horizon Angle: -88.8°
Zoom: 1X

Date & Time: Tue, Jul 30, 2019, 11:20:35 EDT
Position: +034°27'7.08" / -081°31'49.23"
Altitude: 354ft
Datum: WGS-84
Azimuth/Bearing: 327° N33W 5813mils (Magnetic)
Elevation Angle: -86.6°
Horizon Angle: -18.6°
Zoom: 1X



Mon 5

Mon 7.1



Date & Time: Tue, Jul 30, 2019, 11:07:09 EDT
Position: +034°23'9.65" / -081°28'39.66"
Altitude: 345ft
Datum: WGS-84
Azimuth/Bearing: 047° N47E 0836mils (Magnetic)
Elevation Angle: -84.8°
Horizon Angle: -87.8°
Zoom: 1X

Date & Time: Tue, Jul 30, 2019, 11:07:17 EDT
Position: +034°27'18.19" / -081°31'41.54"
Altitude: 385ft
Datum: WGS-84
Azimuth/Bearing: 323° N37W 5742mils (Magnetic)
Elevation Angle: -76.7°
Horizon Angle: +27.7°
Zoom: 1X



DRAFT

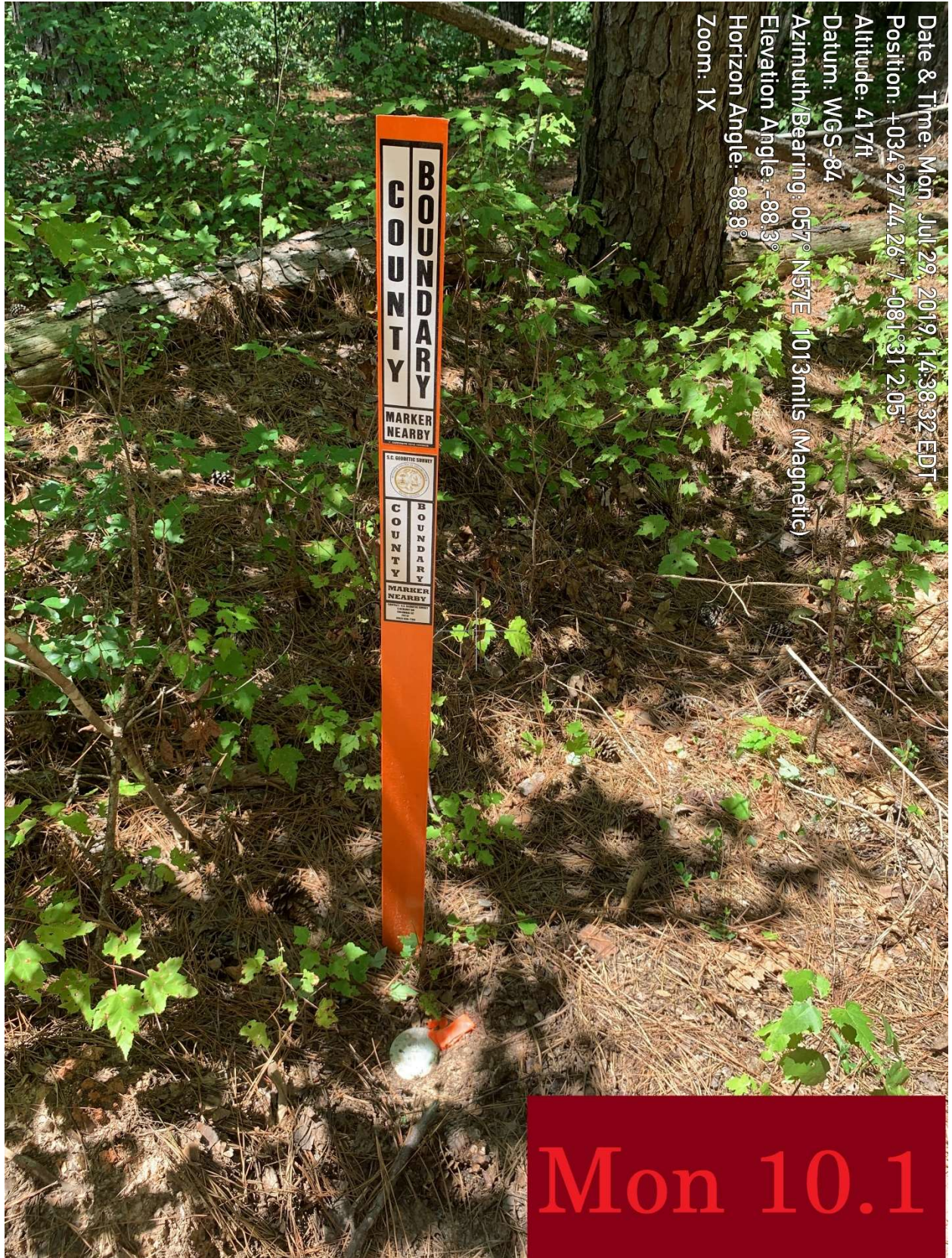
Mon 8.1



Date & Time: Tue, Jul 30, 2019, 10:27:03 EDT
Position: +034°27'27.65" / -081°31'23.14"
Altitude: 343ft
Datum: WGS-84
Azimuth/Bearing: 118° S62E 2098mils (Magnetic)
Elevation Angle: -80.9°
Horizon Angle: +26.5°
Zoom: 1X



DRK



Date & Time: Mon, Jul 29, 2019, 14:38:32 EDT
Position: +034°27'44.26" / -081°31'2.05"
Altitude: 417ft
Datum: WGS-84
Azimuth/Bearing: 057° N57E 1013mils (Magnetic)
Elevation Angle: -88.3°
Horizon Angle: -88.8°
Zoom: 1X

Mon 10.1

Date & Time: Mon, Jul 29, 2019, 14:38:39 EDT
Position: +034°27'44.58" / -081°31'1.41"
Altitude: 416ft
Datum: WGS-84
Azimuth/Bearing: 328° N32W 5831mils (Magnetic)
Elevation Angle: -84.4°
Horizon Angle: +74.8°
Zoom: 1X



DR

Mon 13.1



Date & Time: Mon, Jul 29, 2019, 14:23:37 EDT
Position: +034° 27' 53.38" / -081° 30' 47.60"
Altitude: 443ft
Datum: WGS-84
Azimuth/Bearing: 251° S71W 4462mils (Magnetic)
Elevation Angle: 88.4°
Horizon Angle: -89.0°
Zoom: 1X

Date & Time: Mon, Jul 29, 2019, 14:24:07 EDT
Position: +034°27'53.30" / -081°30'47.82"
Altitude: 445ft
Datum: WGS-84
Azimuth/Bearing: 112° S68E 1991mils (Magnetic)
Elevation Angle: -75.2°
Horizon Angle: -27.0°
Zoom: 1X



DRK

Mon 16.1



Date & Time: Mon, Jul 29, 2019, 14:15:47 EDT
Position: +034°28'1.25" / -081°30'44.44"
Altitude: 704ft
Datum: WGS-84
Azimuth/Bearing: 164°S16E 2916mils (Magnetic)
Elevation Angle: -82.0°
Horizon Angle: -89.0°
Zoom: 1X

Date & Time: Mon Jul 29, 2019 14:15:58 EDT
Position: +034°28'1.75" / -081°30'43.86"
Altitude: 449ft
Datum: WGS-84
Azimuth/Bearing: 007° N07E 0124mils (Magnetic)
Elevation Angle: +07.9°
Horizon Angle: +04.8°
Zoom: 1X



DR

Mon 17.1



Date & Time: Mon, Jul 29, 2019, 13:33:09 EDT
Position: $-034^{\circ}28'37.53''$ / $-081^{\circ}30'19.83''$
Altitude: 454ft
Datum: WGS-84
Azimuth/Bearing: $045^{\circ}N45E$ 0800mils (Magnetic)
Elevation Angle: -87.3°
Horizon Angle: -88.9°
Zoom: 1X

Date & Time: Mon, Jul 29, 2019, 13:33:16 EDT
Position: +034°28'37.62" / -081°30'19.72"
Altitude: 453ft
Datum: WGS-84
Azimuth/Bearing: 336° N24W 5973mils (Magnetic)
Elevation Angle: -76.7°
Horizon Angle: +12.6°
Zoom: 1X



Mon 17

DR

Mon 18.1



Date & Time: Mon, Jul 29, 2019, 13:10:41 EDT
Position: +034° 28' 47.00" / -081° 29' 53.00"
Altitude: 275ft
Datum: WGS-84
Azimuth/Bearing: 149° S31E 2649mils (Magnetic)
Elevation Angle: -88.3°
Horizon Angle: -89.3°
Zoom: 1X

Date & Time: Mon Jul 29, 2019, 13:10:46 EDT
Position: +034°28'46.76" / -081°29'52.89"
Altitude: 379ft
Datum: WGS-84
Azimuth/Bearing: 053° N53E 0942mils (Magnetic)
Elevation Angle: -62.9°
Horizon Angle: -00.5°
Zoom: 1X



DRAFT

Mon 19.1



Date & Time: Mon, Jul 29, 2019, 13:07:49 EDT
Position: +034°28'48.92" / -081°29'48.16"
Altitude: 373ft
Datum: WGS-84
Azimuth/Bearing: 237° S57W 4213mils (Magnetic)
Elevation Angle: -71.7°
Horizon Angle: +06.0°
Zoom: 1X



DR

Mon 20

Date & Time: Mon, Jul 29, 2019, 13:04:58 EDT
Position: +034°28'51.39" / -081°29'42.37"
Altitude: 366ft
Datum: WGS-84
Azimuth/Bearing: 325° N35W 5778mils (Magnetic)
Elevation Angle: -89.4°
Horizon Angle: -89.4°
Zoom: 1X



Mon 21.1



Date & Time: Mon, Jul 29, 2019, 13:01:06 EDT
Position: +034°28'51.36" / -081°29'42.23"
Altitude: 362ft
Datum: WGS-84
Azimuth/Bearing: 345° N15W 6133mils (Magnetic)
Elevation Angle: -88.2°
Horizon Angle: -89.0°
Zoom: 1X

Date & Time: Mon, Jul 29, 2019, 13:01:12 EDT
Position: +034° 28' 51.34" / -081° 29' 42.34"
Altitude: 363ft
Datum: WGS-84
Azimuth/Bearing: 254° S74W 451.6mils (Magnetic)
Elevation Angle: -64.1°
Horizon Angle: +04.3°
Zoom: 1X



DRK

Mon 22.1



Date & Time: Mon, Jul 29, 2019, 12:58:32 EDT
Position: +034°28'53.07" / -081°29'38.99"
Altitude: 372ft
Datum: WGS-84
Azimuth/Bearing: 151° S29E 2684mils (Magnetic)
Elevation Angle: -86.3°
Horizon Angle: -88.3°
Zoom: 1X

Date & Time: Mon Jul 29, 2019 12:58:37 EDT
Position: +034° 28' 52.94" / -081° 29' 38.93"
Altitude: 374ft
Datum: WGS-84
Azimuth/Bearing: 055° N55E 0978mils (Magnetic)
Elevation Angle: -55.6°
Horizon Angle: +03.4°
Zoom: 1X



DRAFT

Mon 23.1



Date & Time: Mon, Jul 29, 2019, 12:50:19 EDT
Position: +034°28'54.69" / -081°29'35.34"
Altitude: 373ft
Datum: WGS-84
Azimuth/Bearing: 065° N65E 1156mils (Magnetic)
Elevation Angle: -89.3°
Horizon Angle: -89.5°
Zoom: 1X

Mon 23



Date & Time: Mon, Jul 29, 2019, 12:50:26 EDT

Position: +034°28'54.67" / -081°29'35.36"

Altitude: 375ft

Datum: WGS-84

Azimuth/Bearing: 065° N65E 1156mils (Magnetic)

Elevation Angle: -88.4°

Horizon Angle: -87.3°

Zoom: 1X

Mon 25.1



Date & Time: Mon, Jul 29, 2019, 12:22:09 EDT
Position: +034°28'58.08" / -081°29'27.51"
Altitude: 368ft
Datum: WGS-84
Azimuth/Bearing: 116° S64E 2062mils (Magnetic)
Elevation Angle: -87.7°
Horizon Angle: -88.5°
Zoom: 1X

Date & Time: Mon, Jul 29, 2019 12:22:17 EDT
Position: +034°28'57.97" / -081°29'27.40"
Altitude: 367ft
Datum: WGS-84
Azimuth/Bearing: 037° N37E 0658mits (Magnetic)
Elevation Angle: -66.5°
Horizon Angle: +00.7°
Zoom: 1X



Mon 25

Mon 26.1



Date & Time: Mon, Jul 29, 2019, 12:34:27 EDT

Position: +034°29'14.28" / -081°29'19.63"

Altitude: 387ft

Datum: WGS-84

Azimuth/Bearing: 043° N43E 0764mils (Magnetic)

Elevation Angle: -89.4°

Horizon Angle: -89.7°

Zoom: 1X

BOUNDARY

MARKER NEARBY



BOUNDARY

MARKER NEARBY

STATE OF GEORGIA

DEPARTMENT OF REVENUE

2019 JUL 29 12:34:27 EDT

387 FT

043° N43E 0764mils

-89.4°

-89.7°

1X

Mon, Jul 29, 2019, 12:34:27 EDT

387 FT

043° N43E 0764mils

-89.4°

-89.7°

1X

Mon, Jul 29, 2019, 12:34:27 EDT

387 FT

043° N43E 0764mils

-89.4°

-89.7°

1X

Mon, Jul 29, 2019, 12:34:27 EDT

387 FT

043° N43E 0764mils

-89.4°

-89.7°

1X

Date & Time: Mon Jul 29, 2019 12:34:36 EDT
Position: +034° 29' 14.53" N -081° 29' 19.57" W
Altitude: 382ft
Datum: WGS-84
Azimuth/Bearing: 318° N42W 5653mils (Magnetic)
Elevation Angle: -68.0°
Horizon Angle: +00.1°
Zoom: 1X



Mon 26

DR