South Carolina

Laurens-Newberry County Boundary
Enoree River to Lake Greenwood

Report of Survey – 2022

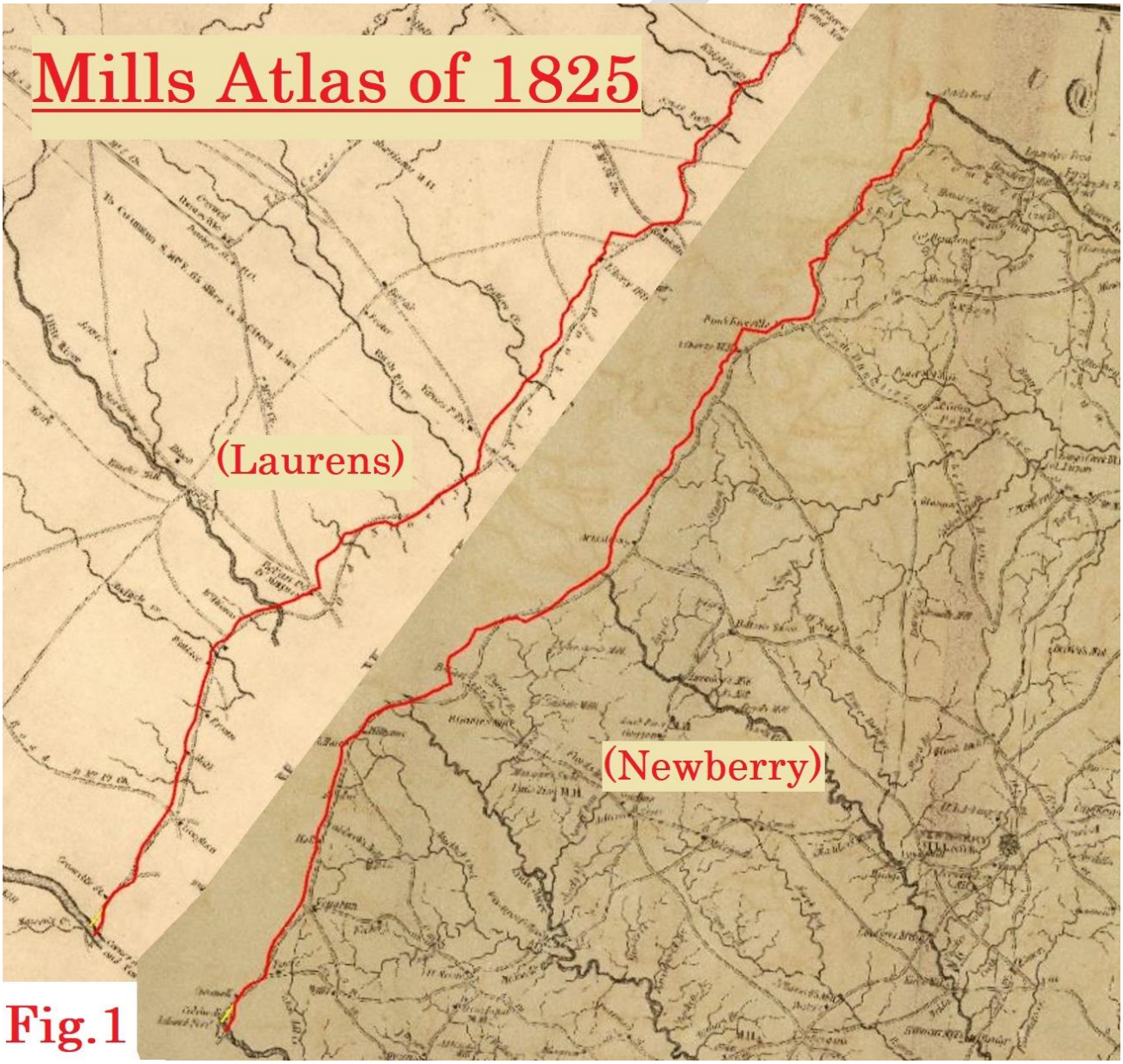

Fig.1

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❖ Preface

In 1785 the South Carolina legislature acted to divide the Ninety-Six District into six counties with "the old road" from Island Ford on the Saluda River to "Odel's ford" on the Enoree River being the dividing line between the new counties of Laurens and Newberry. It is notable that even when enacted in 1785, Act 1263 creating the counties describes the boundary as "the *old* road." The Newberry District map from the Mills Atlas of 1825 (Fig. 3) depicts the boundary with Laurens County as a road running from Island Ford to "Odels Ford". Island Ford is now under Lake Greenwood and lies just northeast of the town of Ninety Six. Ninety Six was settled in the early 1700s and was designated the seat of the Ninety-Six District in 1769. It's reasonable to assume that the "old" road in question ran across Island Ford to the town of Ninety Six, and in fact the Mills Atlas Map of 1825 for Laurens District (Fig. 4) designates at least part of the boundary as the "Old Ninety Six Road" (and it also adds to the variety of the naming conventions at the Enoree River by labeling the crossing as "Odell's Ford"). Leaving aside the question of whether the designation of the boundary as being an "old" road may, or may not, imply that in 1785 there was a new road between the two fords, the above information indicates there was a road which existed well before 1785 running from the town of Ninety

Six, across Island Ford at the Saluda River, northeast towards Odel's Ford on the Enoree. This road was the boundary between the two counties designated by Act 1263 of the South Carolina legislature, and the location of the center of this road as it existed in 1785, with all its twists and turns, is still the correct and proper boundary line between Laurens and Newberry counties today.

❖ 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. In this legislation the description for Laurens County starts on the Saluda River at Island Ford and then proceeds to, and then down, the Enoree River stating "…thence to Odel's ford, and thence along the old road to the beginning…" Newberry (Newbury) County is described in part as "…beginning at Island Ford on Saluda river, thence along the old road to Odel's ford, on Enoree River…"

The next description of the counties is in General Statutes of 1882 where Laurens County is described as being bordered "…on the southeast by Newberry County, from which it is divided by the old road leading from Odel's Ford, on the Enoree River, to Island Ford, on the Saluda River." In the same statute Newberry County is described "…bounded as follows: On the northwest by Laurens County, from which it is divided by a line, beginning at the Island Ford, on Saluda River, and running thence along the old road to Odel's Ford, on Enoree River…"

Starting in 1902 the county boundaries are described in several successive codes of law without change. The most recent, 1976 Code of Laws, §4-3-350, describes Laurens County as bounded "…on the southeast by Newberry County from which it is divided by the old road leading from Odel's Ford on the Enoree River, to Island Ford on the Saluda River." Similarly, §4-3-410 describes Newberry County as bounded "…on the northwest by Laurens County from which it is separated by a line beginning at Island Ford on Saluda River and running thence along the old road to O'Dell's Ford on Enoree River…"

This review of legislative descriptions shows that for 235 years the boundary between Laurens and Newberry counties has been, without change or modification, the "old" road from Island Ford to Odel's Ford (or Odels, Odell's, and O'Dell's Ford, depending on the source), a road which is frequently referred to on maps and in other documents for a substantial part of its length as the Old Ninety Six Road, or variations on that name.

❖ 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.

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 96 Road between Island Ford on the Saluda River and Odel's (or O'dell's) Ford on the Enoree River CESI conducted intensive research at the South Carolina Department of Archives and History both online and in the Archive, in the comprehensive real estate files of the US Forest Service Enoree Ranger District Office, 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 1825 Mills Atlas Maps for Laurens and Newberry counties (Figs. 3 and 4), and additionally doing some initial review of abstracts available at the US Forest Service

Enoree Ranger District Office (example shown in Fig. 5), we identified a target area for our search (Fig. 6). 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. 7. Reviewing the LIDAR topography, we noted at numerous places along the thirty-two miles between the two fords what appeared to be an old roadbed, as indicated by contours that were configured and aligned appropriately. This gave us initial locations to examine in the field.

For a previous project for the line between Newberry and Union counties CESI had visited the Union County Museum and made photographs of their copy of the South Carolina Land Grant Map Index (Fig. 8). This resource gave us a good starting point to begin to research original grants online and then in the Archive.

During our initial site reconnaissance, 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 northern half of the project area (from the Enoree River down to Kinards). The abstracts greatly supplemented the information on original grants in the area, and many of the US Forest Service acquisition survey maps from the 1930s onward provided a specific, surveyed location for the Old 96 Road tied to property boundaries. Once our field work began the information on these maps helped guide our survey crews to the location of the old roadbed, or allowed us to

accurately reconstruct its location if it had subsequently been obliterated.

Early in our work on this project, we began to assume that the "old road" called for in the statutes was the Old 96 Road for the entire distance from Island Ford to Odel's Ford. But additional information shared by Mr. David Lake offered compelling evidence that the Old 96 Road was NOT the old roadbed which turned north at the intersection east of the Brickhouse, but in fact, the Old 96 Road was the old roadbed that continued northeast towards Whitmire. The "old road" extending north from that point, then, is simply the old road to Odel's Ford, but it is the "old road" called for in statute dividing the two counties.

Based on information from the Grant Index and US Forest Service abstracts we obtained grants in the project area from South Carolina Department of Archives and History both online and in person. Surprisingly, of the 85± original grants that CESI obtained for the northern third of the project (from the Enoree River down to I-26), few showed a road, few of those designated a road the 96 Road, and for most of those few we were not able to determine their geographic location. An example of a grant that does not show a road is the John Odell grant from 1784. Fig. 9 shows the outline of that grant on the grant index and Fig. 10 is the grant, with no road shown on the plat. We can be sure the old Odel's Ford Road crosses this property, not only because of the location shown on the grant index, but because the grant calls for Odells Branch, and the location of Odells Branch (Fig. 11 and Fig. 12) allows us to confirm the location of this grant and that the old Odel's Ford Road crosses the grant on its way to the ford on the Enoree River.

South of I-26 our research was rewarded with a number of grants, both large and small, that showed the 96 Road, and we were able to place most of these grants on the ground. Many primarily provided historical confirmation that the roadbed we were locating was in the same geographical location as the roadbed at the time of the grant. However, some grants were particularly helpful in guiding us to where the obliterated roadbed should be placed, particularly the 1841 James C. Caldwell Grant at the Saluda River (Fig. 89) and the 1843 Drayton Nance grant at the Little River (Fig 66).

But, starting our survey work at the Enoree River on the north end of the project, and with essentially no useful evidence in the grants for the location of the old Odel's Ford Road or the Old 96 Road, CESI used, in the locations it could be found, physical evidence of the old roadbed on the ground, and connected those locations with the locations of the old Odel's Ford Road or the Old 96 Road noted in property maps and deeds. Sometimes maps and deeds would refer specifically to the Old 96 Road, sometimes they would show the road and state that it was the county line without giving it a name. Particularly useful in this northern third were the US Forest Service maps which were largely done in the 1930s and 1940s. While not of the great age of the grants, these surveys are up to 85 years old and provided information from a time when physical evidence and living memory concerning the location of, particularly the Old 96 Road, was fresher than it is today.

It is a mystery why there was not more evidence in the original grants north of I-26 of a road that was well established and which had, evidently, existed for long enough to be considered "old" in 1785. However, at least with regards to the 1784 John Odell grant shown in

Fig. 10, there is a plausible explanation of why the old road was not shown across a grant where it obviously existed. CESI encountered a situation several years ago while surveying the Chester-York county line where multiple grants that were obviously athwart the line were silent about the location of the line, even though the line had recently been surveyed and marked and would have been painfully obvious during the survey of the grant. South Carolina archivist Marion Chandler noted that during the period the grants were being issued a property owner would have to annually make a trip to the county seat to pay property tax. If the property was in two counties, that meant two trips, one to each county seat, to pay property tax. He felt that for that reason property owners and grant surveyors may have conspired to imply that the property only existed in one county. When John Odell acquired the grant in Fig. 10 in 1784 he may have been aware that the property would soon be split into two counties along the old road and may have opted to save himself the headache of having property in two counties by having the surveyor omit the road from the grant. It is merely speculation, but it might explain why such an obvious, and normally noted feature, is absent from this and other grants in this vicinity.

Also, in the third of the project north of I-26, in addition to the resources listed above, CESI used USGS Quad Maps and 1933 aerial photographs* as supporting evidence of road locations that may not be visible on the ground today. *(*Note: The aerial photographs were taken when the area was being acquired by the US Forest Service and were downloaded from the National Science Foundation Calhoun Critical Zone Observatory and contained the following citation: Brecheisen, Zachary S.; Cook, Charles W.; Harmon, M.A. (1933). "CZO*

Dataset: Calhoun Experimental Forest, SC – GIS/Map Data, Photographic Imagery (1933) – 1933 Aerial Imagery Composite." Retrieved 07 Feb 2020, From http://criticalzone.org/calhoun/data/dataset/4324/ *)*

Armed with this information we began locating the old Odel's Ford Road and the Old 96 Road in the field. As noted above, the process of assembling data for a long, linear project such as a county line in an accurate and meaningful way is to calculate the position of each point in the South Carolina State Plane Coordinate System. Along the project CESI field personnel would establish control pairs in open areas where they could be observed by GPS. Traverses would then be run between control pairs to locate property corners, road centerlines, and other features, allowing for accurate closures and coordinates in the state plane system.

❖ RESULTS

Our report on the final results starts at the Enoree River and follows the Laurens-Newberry county line southwest for thirty-two miles, ending in Lake Greenwood at the location of the old Island Ford bridge. For convenience each point along this thirty-two-mile section line is numbered and there are 397 line-segments. Due to the large number of line-segments we will not report each line's bearing and distance in this report, readers may refer to the final plat for that information. This report will refer to points by their number on the final plat (Figs. 2.1, 2.2, 2.3, 2.4, 2.5 and 2.6) and describe the information CESI used to determine that each point is in the centerline of the Old 96 Road.

As stated previously, all coordinates for this project are reported in the South Carolina State Plane Grid Coordinate System and the distances in this report and on the final plat are grid distances. At this location in South Carolina 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.

♦♦♦ Point 1 to Point 75 (Fig. 1.1 and Fig. 2.1)

The Laurens-Newberry county line first follows the old Odel's Ford Road starting at Odel's Ford on the Enoree River. Determining the location of Odel's Ford was a challenge. Grants in the area, such as John Odell's

1784 grant mentioned above, do not show the location of the road. A second visit to SC Archives and History to gather grants on the north side of the Enoree River yielded similar results. All of the grants along the river covering the area in question were obtained and some showed roads, but none were labeled, and none showed the location of a ford. Neither the Laurens nor Newberry Mills maps (Figs. 13 and 14) are helpful as both show the river as a northwest-to-southeast squiggle without any planimetric specificity that would provide graphical evidence of where along the river the ford was located. While there is physical evidence of the roadbed on the south side of the river, it ends at the old Odell homeplace a quarter-mile south of the river. From the homeplace to the river there is no visible roadbed. CESI personnel walked both sides of the river for the better part of a mile centered on the probable ford location without finding convincing evidence of a roadbed or a ford location on either side. On the north (Union County) side of the river there are several ridges with roads that may be from the era in question, but again there was no convincing evidence indicating which might be the road leading to the ford, and the evidence terminates far enough from the river that all are inconclusive as to where the ford was located.

However, additional research in Union County yielded a survey from 1922 by H.C. Wilburn of 4381.6 acres recorded at Map Book 1, Page 191 of property located in Laurens, Newbery, and Union counties (title block Fig. 15). The ford is enclosed within the boundaries of this map. Unfortunately, the map was so large that it was cut into pieces for placement in the map book and the cut, badly frayed with time, went exactly through the area of interest, obliterating whatever information was there. CESI first checked the Laurens and Newberry register of

deeds to see if copies of this map were recorded there, but none were found. A search of South Carolina Archives also yielded nothing. Continued research determined that Mr. Wilburn had been a surveyor for the North Carolina Park Commission and the Civilian Conservation Corps and had retired to Waynesville, NC. Research at the Waynesville Library turned up some of Mr. Wilburn's personal papers but no copy of the map in question. With no hope of a more legible copy CESI made a very careful study of the map in hand and discerned two notations showing a distance to a ferry, one pointing downstream from the upstream extent of the property (Fig. 16), and the other pointing upstream from the downstream extent of the property. The outside boundaries of this property still exist and are visible in GIS. Using the GIS location for the boundaries and measuring along the orthometric photo of the river CESI found that the two distances came within feet of each other. This exercise proved to our satisfaction that it gave us a reasonably accurate coordinate for the location of the "ferry" at the time of the 1922 survey. While there is no guarantee that the "ferry" was in the same location as the ford was in 1785, it is an indication of where the road terminated in 1922, and it is not implausible that the road location in 1922 was the same as in 1785. While not conclusive, this was the best evidence CESI could discover for the location of Odel's Ford. Supporting this location is the 1933 aerial photograph* showing a road from the old Odell house to this same general location (Fig. 17), and also in a more general way by the 1969 USGS Quad Map (Fig. 18).

Thus, on the best available evidence, we established Point 1 in the center of the Enoree River marking our calculated location for Odel's Ford. Points 2 through 6 are in the location shown for the old roadbed from the 1933 aerial photograph* (Fig. 19) with some of the points also

lying in parts of the extant old roadbed. Starting at Point 6 and continuing to Point 16 the line follows the existing centerline of Lakestone Drive (State Road S-36-369) with Points 9, 13, 14, and 15 being existing railroad spikes. Laurens County Map Book 52 Page 193 (Fig. 20) states that the "road is county line."

From Point 16 the line follows Lovers Lane (State Road S-36-451) with Points 17 to 21 located in the centerline as shown in a survey from 1954 located in the Laurens County registry at Map Book 10 Page 242 (Fig. 21).

Point 21 is at the intersection with the centerline of SC 72. From Point 21 the line leaves the existing road and follows the old roadbed of the old Odel's Ford Road with Points 22 through 27 in the old roadbed and Point 28 at the intersection of the old roadbed and the existing Little North Carolina Road, with Points 23 through 26 being US Forest Service corner monuments as shown on Fig. 22, which is a portion of the map of a purchase from Mary P. Fant dated July 1934.

From Point 28 the line follows the existing centerline of Little North Carolina Road until Point 54, which is south of the South Fork of Duncan's Creek, and is just south of the centerline of the CSX Railroad, with exception of Points 29 and 45, which are in the old roadbed and not the currently traveled roadbed. Figs. 23 and 24 are from two surveys from Newberry County, Map Book D16 Page 7 from 1952 and Map Book U Page 115 from 1965, showing that the road is the county boundary.

In considering where to go south of Point 54, our initial hypothesis was that Little North Carolina Road continued to be the roadbed of the old Odel's Ford Road, it was obviously an old, deeply incised, and long-used

road, and it continued climbing the back of the ridge up to SC 66, just like a colonial ridge road should do. However, despite these obvious attributes, continued research along its length turned up no old deeds or maps that supported that assumption. As we reviewed the LIDAR in the area we noticed an old roadbed intersection just north of SC 66 and west of Fendley Road (Fig. 7) with one old road paralleling SC 66 and the other running north paralleling Fendley Road. The existence of an old road running to the north was supported by US Forest Service acquisition surveys from 1934 showing an "old road" in this area (Fig. 5).

Prior research (US Forest Service surveys and SCDOT plans) had already confirmed that SC 66 proceeding southwest from the historic structure known locally as "The Brickhouse" was in essentially the same location as the Old 96 Road and CESI field personnel had already located some of the extant sections of old roadbed that were left intact and abandoned along the edges of the new right-of-way when SC 66 was built. In a moment of inspiration one of our staff rubber-sheeted the 1825 Laurens Mills Map onto our traverse, anchoring it at the Enoree River and on the section southwest of the "Brickhouse." The results were startling and can be seen in Fig. 25 and Fig. 26. The degree to which our field located Old 96 Road, and north of the intersection our locations for the old Odel's Ford Road, corresponded to both the graphic location and the planimetric configuration of the road on the Mills Map was amazing. Based on these results we are convinced that Fendley Road is largely in the same location as the old Odel's Ford Road, with three fragments of the original roadbed to one or the other side, and a long, 4500' section of extant roadbed on the southern end leading down to the intersection with the Old 96 Road as shown in Fig.

7, before arriving at SC 66. What was not clear is where the old Odel's Ford Road had run between the end of Fendley Road and Point 54. A thorough review of the deeds and survey maps provided no guidance. We reviewed the LIDAR topo for evidence of an old roadbed and walked the area attempting to find evidence that LIDAR did not pick up, but to no avail. The best evidence we are left with is the 1825 Mills Map, which shows no significant variation in alignment at this point. In fact, the last tangent section of existing Fendley Road points directly at Point 54, so our conclusion, absent evidence to the contrary, was to go point-to-point. So, from Point 54 the line is a straight line to Point 55, the last 1200' of which is over existing Fendley Road, and from there to Point 79 all points are in Fendley Road or immediately beside it in old roadbed fragments.

♦♦♦ Point 76 to Point 142 (Fig. 1.1 and Fig. 2.2)

Points 80 through 86 are in the extant roadbed of the old Odel's Ford Road, with Point 86 in the intersection of the old Odel's Ford Road with the Old 96 Road. From Point 86 to 87 the line follows the extant roadbed of the Old 96 Road (Fig. 7). This location for the county line is also supported by a 1919 survey shown in Fig. 27. From Point 87 to Point 99 South Carolina Highway 66 lays largely on top of the roadbed of the Old 96 Road, having obliterated it in many locations, leaving occasionally fragments on both the north and south sides of SC 66, as shown on the construction plans for SC 66 shown in Figs. 28 and 29. US Forest Service surveys from the 1930s also show sections of the Old 96 Road paralleling the paved road that preceded SC 66. Examples can be seen in Figs. 30 and 31. And, in addition to fragments of old roadbed

and calls from historic boundary surveys, in two areas the Old 96 Road has been located in recent decades and monumented, as shown in Figs. 32 and 33.

Between Points 99 and 102 there is, except for a short section northwest of Point 102, no evidence of the Old 96 Road in the field. Careful review of the aerial topography and extensive inspection in the field failed to find anything that looked remotely like an old roadbed. The two counties use the western property line of David and Dana Adams property (Newberry Parcel 163-1) as the GIS boundary between the two counties (Fig. 34). Adjoining neighbor Harold Rogers (Newberry Parcel 163-2) told CESI field personnel that he believes Adams' west boundary line was the correct location for the county line. Although this property line is new, created by a subdivision in 1994 (Newberry County Map Book B99 – Page 3), there is some support for it being near, or coincident, with the Old 96 Road. Fig. 35 shows a 1909 survey of the property adjoining Mr. Adams and Mr. Rogers on the south and shows the Old 96 Road crossing the property and ending about where Point 102 is located. There is well defined existing roadbed across the majority of this property that matches the location shown on the survey. This property was acquired by the US Forest Service in the mid-1930s and in the abstract for this property the Forest Service has shown how the Old 96 Road extends to north on to the property currently owned by Rogers and Adams (Fig. 36 and Fig. 37). Fig. 36 shows the 96 Road crossing the property south of Adams and Rogers and then extending the roadway north onto their property, and Fig. 37 shows an enlargement of the roadway extending to the north. With no physical evidence of the Old 96 Road in the field north of Point 102, with no description of the location of the Old 96 Road in any of the

deeds or plats from Laurens and Newberry counties, with the US Forest Service map in Figs. 36 and 37 graphically showing the Old 96 Road generally in the location of Adams' west boundary line, and with the GIS systems of both counties using Adams' west boundary line as the county line, CESI felt this was best evidence available for the correct location of the county line. As shown in Fig. 38, the county line extends from Point 99 to Point 100, which is at the intersection of Adams' west boundary line and the centerline of SC 66. From Point 100 the county line continues along Adam's west boundary line to Point 101, which is at the intersection of the extension of the last intact section of the Old 96 Road extant roadbed with Adams' west boundary line, and then continues from there to Point 102, which is in the center of the Old 96 Road roadbed. Fig. 38 shows how this relates graphically to the Old 96 Road as shown on the Forest Service map.

From Point 102 to Point 127 the county line follows, for the greatest part, the extant roadbed of the Old 96 Road. In most places it is very obvious, in many places it is the boundary between adjoining properties, and along this section is attested to by numerous surveys and maps, some dating back over a century. Both Figs. 35 and 36 show that Points 107 to 115 run in the "old" Old 96 Road (Fig. 35 declares it to be the "old" road in 1909, over a century ago). Figs. 39 and 40 show an enlargement of these areas.

After the "old" and "new" roadbeds merge back into one, it continues southwest ending at Point 120, a concrete monument in the old roadbed marking the north edge of the right-of-way for I-26. The old roadbed has been obliterated by the construction of the interstate but picks up again at the interstate right-of-way monument on the south side of I-26, Point 121, and from there the old roadbed continues to

Point 127. Fig. 41 shows the location of Point 125, noting that it is in the Old 96 Road and on the Laurens-Newberry County line. From Point 125 to Point 127 the old roadbed is deeply incised and obvious, as it is for most all of the distance from Headley's Creek.

Even though from Point 127 to Point 132 the old roadbed is intermittent it continues to be the Old 96 Road as shown in Fig. 42.

The deeply incised old roadbed returns at Point 133, which is Corner 1 of US Forest Service Tract 100, and that roadbed (which continues to be extant with a few missing segments) is noted in the Forest Service maps up to Point 159 as being both the Old 96 Road and the county line, a typical example being shown in Fig. 43.

♦♦♦ Point 143 to Point 196 (Fig. 1.1 and Fig. 2.3)

Starting between Point 152 and Point 153 and continuing beyond Point 176 the extant roadbed enters onto the first grant that provides contemporary historic support for it as the Old 96 Road, the 1000-acre grant made in 1771 to James Ravenel, shown in Fig. 44 and Fig. 44.1, and for the southern three-fourths of that length a 1792 grant to James Kincaid shown in Fig. 45 and Fig. 45.1, with Ravenel's labeling it the "*Road from Broad River to 96*" and Kincaid "*Road to Ninety Six*." South of Point 159 the location is also supported by Laurens County School District Maps from 1916 and shown in Fig. 46.

Point 160 to Point 166 are in or adjacent to the current gravel road, named County Line Road, and are surveyed locations for the Old 96 Road based on Laurens County MB 34 Page 262 from 1960 as shown in Fig 47.

From Point 167 to Point 175 (Point 175 is located just north of US 76 in Kinards, SC) the line continues to be in, or just adjacent, to the roadbed of County Line Road, as per the surveyed and monumented right-of-way lines depicted in a 1957 survey recorded at Laurens MB 11 Page 161, and Newberry MB O Page 23, and shown in Fig. 48.

From Point 175 to Point 186 the line follows the Old 96 Road as depicted on Newberry MB I Page 69 from 1936, shown in Fig. 49, with Points 176 to 178 and Point 185 falling in the roadway of SC Hwy 560 and Points 179 to 184 falling in the old roadbed, the old roadbed also being surveyed and depicted on Laurens MB 35 Page 222 and Laurens MB A312 Page 7. Point 186 is a 2-1/2" Iron Pipe in the old roadbed and Point 187 is a calculated point in the old roadbed from information depicted in Laurens MB 35 Page 216 and, shown in Fig. 50.

Crossing the Bush River, the line from Point 188 to Point 195 continues to be in or adjacent to SC Hwy 560 as depicted on Newberry MB D Page 103 from 1902, shown in Fig. 51, as well as historically shown in an 1837 survey for the Estate of Dr. Charles F. Gary (Fig. 52 and Fig. 53), with corroborating alignment information from Laurens County MB 4 Page 29, surveyed in 1944, down to Bush River Road as shown in Fig. 54, and from Bush River Road to Carson's Creek from Laurens MB 42 Page 187 as shown in Fig. 55.

♦♦♦ Point 196 to Point 295 (Fig. 1.1 and Fig. 2.4)

Points 196 to 198 continue to fall in or adjacent the pavement of SC Hwy 560 with the line from Point 198 to Point 199 leaving the road to follow the old roadbed to the centerline of Carsons Creek.

From Point 199 to Point 208 the line follows the extant old roadbed back up to SC Hwy 560 and from there to Point 219 runs in or adjacent to the pavement as recorded in Newberry MB P Page 162 surveyed in 1959 and as shown in Fig. 57, with supplementary location information provided by a survey from 1969 recorded in Laurens MB 24 Page 72 and shown in Fig. 56, and from a 1997 survey recorded in Laurens MB A164 Page 9 and shown in Fig. 58, and also a 2007 survey recorded in Laurens MB A557 Page 6, shown in Fig. 59. The alignment from the Bush River across both Gary grants to Point 214 is shown in one comprehensive composite on Fig. 60.

Point 220 is in the extant old roadbed south of SC Hwy 560 and as the line follows the old roadbed it crosses back north of SC Hwy 560 between Points 223 and 224, then back south of SC Hwy 560 between Points 226 and 227, and crosses once again north of SC Hwy 560 between Points 228 and 229, to Point 233, as recorded in Newberry MB 1 Page 550 shown in Fig. 61, and as recorded in Laurens MB 31 Page 88 shown in Fig. 62.

From Point 233 the line crosses to the south side of SC Hwy 560 to Point 234, a point at the northern end of the extant old roadbed, from which point the line follows the extant old roadbed to Point 236.

Point 236, the last extant old roadbed location, is about two hundred feet east of SC Hwy 56. The next section of old roadbed is over a half-mile farther south and over 1000' west of SC Hwy 56, and is on what was once Belfast Plantation, which is now South Carolina Department of Natural Resources' Belfast Wildlife Management Area. Belfast WMA is over 4600 acres of former timber land dedicated to hunting, shooting, wildlife observation, and for an activities and events center

uses the former plantation house, built in 1786 by Colonel John Simpson (Fig. 63.2). CESI was unable to locate any grants at SC Dept. of Archives and History to Col. Simpson for this property, in fact no grants could be located in this area that would help inform the planimetric shape of the Old 96 Road south of Point 236. Neither was CESI able to find recorded maps in Laurens or Newberry counties for this segment. Eventually CESI recovered a map done in 1970 for Champion Paper, Inc. that shed some light on the area in question (Fig. 63). This map showed points in a boundary line west of SC Hwy 56 and the accompanying line table (Fig. 63.1) noted these points as "*I.P in abandoned road,*" indicating where the old roadbed had once been located between SC Hwy 56 and where it is still extant to the west. CESI located existing property corners from this survey in the extant old roadbed to the west, and was able to accurately reestablish the location of the missing corners and obliterated old roadbed. Point 237 was established by this method. The line from Point 236 to Point 237 is a straight line, 2435.66' in length, crossing from the east side of SC Hwy 56 at the north end, to the west side at the south end. While it is unusual for an old road such as the Old 96 Road to have such a long, uniformly straight section, it is not unheard of. And, adding to our confidence that this location and orientation was the correct one, is our comparison of this alignment with the Belfast plantation house which, as mentioned before, was built in 1786 - its construction contemporaneous with the Old 96 Road at the time it was designated as the boundary between the two counties. As can be seen in Fig. 64, the front of the Belfast plantation house, while skewed with the current highway, sits perfectly parallel with the line between Point 236 and Point 237, indicating this is

the alignment that the Old 96 Road had at the time the house was laid out for construction.

Points 238 and 239 are calculated points for the old roadbed but starting at Point 240 the extant old roadbed begins, along with existing property corners, and these continue to Point 243. Point 244 to Point 248 are all points in the extant old roadbed, with Point 249 along the extension of old roadbed from Point 248 to the centerline of Little River. This extant old roadbed is confirmed to be the Old 96 Road by an 1839 grant to John K. Griffin as shown in Fig. 65 and Fig. 65.1.

Points 250 to Point 295 continue to be in the roadbed of the Old 96 Road as shown in an 1843 grant to Drayton Nance (Fig.66 and Fig. 66.1), and as shown on an 1842 grant to James Griffin Williams (Fig. 67 and Fig. 67.1), along with specific metes and bounds information from a 1962 survey recorded in Newberry at MB S Page 14 (Fig. 68), along with a 2012 survey recorded in Newberry at MB C280 Page 10 (Fig. 69) and a 2011 survey recorded in Newberry at MB C254 Page 1 (Fig. 70).

♦♦♦ Point 296 to Point 346 (Fig. 1.1 and Fig. 2.5)

From Point 296 to Point 306 the line runs in Poplar Spring Road, or beside it at the locations that the current road does not run in the old roadbed, as shown on a detail from a survey recorded in 2006 in Laurens at MB A520 Page 7 (Fig. 71), a survey from 1969 recorded in Laurens at MB 24 Page 292 (Fig. 72), and a 1981 survey recorded in Laurens at MB 43 Page 228 (Fig. 73).

Points 306 to 327 all lie in the extant old roadbed, with Point 306 to Point 323 lying across an 1822 grant to Henry R. Hall as shown in Fig. 74

and Fig. 74.1, and with Points 306 to 311 located as per 1988 survey recorded in Newberry at MB AQ2 Page 44 (Fig. 75), and Points 312 to 327 conforming with a 1989 survey recorded in Laurens at MB 56 Page 281, as shown in Fig. 76.

From Point 327 to Point 335 the line runs along and adjacent to Poplar Spring Road as shown in a 1970 survey recorded in Laurens at MB 26 Page 158 (Fig. 77).

From Point 335 Poplar Spring Road continues to occupy the Old 96 Road roadbed but the two separate prior to reaching Point 336, from which point the extant old roadbed continues to Point 337 as shown on a 1972 survey recorded in Laurens at MB 31 Page 54 (Fig. 78).

From Point 337 the line follows the extant old roadbed, crossing Soule Chapel Church Road and SC Hwy 39, south to Point 351, as shown in a 1958 survey recorded in Newberry at MB P Page 134 (Fig. 79), and also a 2005 survey recorded in Laurens at MB A597 Page 6 (Fig. 80).

♦♦♦ Point 347 to Point 398 (Fig. 1.1 and Fig. 2.6)

From Point 351 to Point 373 the line continues to follow the extant old roadbed, crossing County Line Road (State Road S-36-452), and conforms to an unrecorded map of a 2007 survey for HMW Timberlands LLC performed by Glenn Associates (Fig. 81).

Point 374 is a point in the extant old roadbed.

Point 375 is an 1-1/4" iron pipe in the extant old roadbed and is the northern corner shown on an unrecorded plat from the files provided by SC Geodetic Survey of the records of Lake Greenwood and is titled

"*Copy of Plat and Survey made by R. A. Austin, Surveyor by request of Capt. Ben Mathews 28th Jany. 1896"* (Fig. 82). Points 375 to 388 are in the extant old roadbed and conform to the information shown in Fig. 82, as well as information shown on a 1997 survey recorded in Laurens at MB A194 Page 2 (Fig. 83), with Point 375 being the eastern corner of Fig. 83. Point 389 is in County Line Road (State Road S-36-452) where the alignment of the old roadbed crosses and is a point common to both Fig. 82 and Fig. 83, being the southern corner of the latter. South of County Line Road (State Road S-36-452) the extant old roadbed resumes and continues, conforming to the information in Fig. 82. to Point 395, which is a 1-1/2" pipe, and is located at the westernmost corner of Fig. 82. An old roadbed is extant, continuing southwest from Point 395, but subsequent research revealed that past Point 395 in that direction it was no longer the roadbed of the Old 96 Road.

Proceeding to the Saluda River from Point 395 required a process of historical excavation to locate the historical path of the road at the time of the enactment of Act No. 1263 in 1785, the legislation which designated the "old road" between "Odel's ford" and Island Ford as the line between Laurens and Newberry counties. As noted, Point 395 is an existing 1-1/2" iron pipe property corner that lies in the extant old roadbed, and from that point an old roadbed continues, with an approximate 10° westerly deflection, in a southwesterly direction for another 1000' before being obliterated by grading associated with the homes built in recent decades around Lake Greenwood. Our initial assumption was that this roadbed was the Old 96 Road proceeding down to Island Ford. To determine where the terminus of this road would be once it reached the river we referred to an aerial photograph of unknown provenance provided by South Carolina Geodetic Survey

(from information from the construction of Lake Greenwood) that showed the river, road, and bridge still intact sometime in the 1930s. Visible in this photo (Fig. 84) is the still extant bridge over the Saluda River, portions of what appear to be the current location of County Line Road (State Road S-36-452), evidence beside County Line Road of the old roadbed, and evidence of the old roadbed and the road then in use coming down to the bridge. While this photo provided us evidence that the old roadbed extant southwest of Point 395 did indeed once continue down to the river and cross in the location of the bridge, this single photo did not provide enough information for us to anchor it geographically or scale it in a way that would allow us to develop with any confidence a coordinate for the bridge location, or the bends in the road leading to it, which all lie now under Lake Greenwood. More aerial photographs of the area were needed in order to match features in the photographs with existing features, providing scale and orientation that would allow us to determine coordinates for the location of features now underwater. Subsequently, South Carolina Geodetic Survey obtained a series of 1939 aerial photographs originally procured by USDA's Agricultural Adjustment Administration, Southern Division, for Greenwood County. CESI was able combine those photographs into a montage large enough (Fig. 85) that road intersections that existed in the photographs, and which still exist today, could provide the proper scale and orientation. This allowed a graphical determination of coordinates for the location of the old roadbed, and former location of the bridge (the bridge having been removed and clearing for Lake Greenwood having occurred prior to these aerials being made in 1939), that is as accurate as is possible without underwater surveys. Based on the photographic evidence we

felt our proposed alignment (Fig. 86) for the roadbed from Point 395 down to Island Ford was as accurate as could be obtained from the data at hand, and to vet those locations we turned to our historic surveys for confirmation. The first was a 1923 survey of the property of Caroline M. Lewis (Fig. 87) which depicts a road completely across the 318-acre tract and which we were able to accurately position based on the location of the bridge and a stream boundary on the northwest side. Once overlaid in our system (Fig. 88) the distances, acreages, and location of the high-water mark digitized from orthophotos versus the 440-contour on the survey - all checked reasonably well – indicating that the Lewis survey was accurate. However, the road on the survey was not anywhere near the old roadbed shown in the 1939 aerial photograph, but instead made a straight line from the bridge location towards Point 395 and was almost exactly an extension of the alignment between Point 392 and Point 395. We were surprised at this and our initial conclusion was the Lewis survey road was a sketched and not a surveyed location, and that the alignment with the section of the Old 96 Road north of Point 395 was coincidence. We decided to look further back in time for other evidence of historic road location.

We had been fortunate in our research at SC Department of Archives and History to recover an 1841 grant to James C. Caldwell of 1183.875 acres at the Saluda River which is described in the grant as located in both Laurens and Newberry districts (Fig. 89). There is a road crossing the grant and it shows a substantial stretch of the river and an island in the river. Also helpful was that some of the grant lines are still property lines visible in current GIS. Using those we were able to place the grant in our system at the correct location and scale. The grant plat matched very well with the location of the river and the island as seen in the

1939 aerial, giving us confidence that we had the grant properly positioned. Once again, the road shown on this 1841 grant was not located where the old roadbed in the 1939 aerial was located, but instead ran substantially in the same location as in the 1923 Lewis survey (Fig 90).

With two attempts having failed to vet what appeared from the 1939 aerial (and an extant old roadbed leading southwest from Point 395) to be the historical road down to the river, we gave more study to that aerial. With careful examination we thought we could discern a feature in the location suggested by the 1923 and 1841 surveys that looked as if it could possibly be an old roadbed running essentially where the two surveys put their roads (Fig 91).

Based on these three converging lines of evidence, the 1923 Lewis survey, the 1841 Caldwell grant, and the faint evidence of an old roadbed from the 1939 aerial, we were forced to conclude that historically the road running down to the bridge location was not in the location we had originally suspected, but had in fact run from Point 395 along an alignment that was essentially an extension of the roadbed running from Point 392 to Point 395 (Fig. 92).

The final document in our effort to vet the location were the Mills Atlas Maps of 1820/1825. There are three that show Island Ford: Laurens, Newberry, and the county that existed south of Newberry in 1820/1825, Edgefield (Fig. 93, Fig. 94, Fig. 95). What is immediately apparent about these is that they *all* show *two* roads crossing the Saluda. Now the question became, which of those represents the bridge location that was there in 1939? In both 1841 and 1923 a road came down to the river at the bridge location. Comparing the

1820/1825 Mills Map for Laurens with the road alignments as shown on both those surveys, and factoring in the location of Mayson's Creek obtained from the 1939 aerial photograph, the evidence indicates that the bridge is the northwestern of the two roads crossing the Saluda (Fig. 96).

Now the question became, which of the two crossings is the correct location for the county line?

All the legislation from 1785 forward specifies that the road dividing Laurens and Newberry crosses the Saluda at Island Ford. In Caldwell's 1841 grant an island is shown in the river, and there is an island still in that same location in the 1939 aerial photograph. However, the bridge crossing the river is 1500' upstream of this island. Why would a ford be named "Island Ford" for an island so far downstream it's not discernable as an island? It makes far more sense that the southeastern crossing, which is near or at the island, is the one that was called Island Ford. It appears that the crossing at the bridge was in use by 1820 and continued to be used until the bridge was dismantled for the construction of Lake Greenwood - there is a continuity of record on that from 1820 forward. Thus, it appears that the earlier, original crossing was the southeastern one, the one that crosses at, or near, the island, the one which could properly be called "Island Ford," and therefore we concluded this southeastern crossing is the one specified by the 1785 legislation creating Laurens and Newberry counties.

An additional element supports the crossing at the island as being the one that is the true corner of the two counties.

The same act that created Laurens and Newberry counties also created, across the Saluda River from Newberry, Edgefield County, which is

described in Act No. 1263 as, "*one other county, adjoining the above* (Abbeville)*, and also bounded on Savannah river, known by the name of Edgefield*…," a not very helpful description. However, there is the map of Edgefield in the 1820/1825 Mills Atlas, a detail of which is shown in Fig. 95. The line between Edgefield and Abbeville as drawn intersects the Saluda River at the location of the bridge crossing, the northwestern crossing (Fig. 97). That line is labeled on the map as running N 40° E 19 (miles) 48 (chains). While the original 1785 legislation provides no metes description of Edgefield County, the 1881-1882 South Carolina General Statutes state, "*…thence (north 40° east) nineteen miles and thirty-eight chains, or until it intersects the Saluda River at a point one-fourth of a mile above Island Ford…*" Thus, according to the statutes of the State of South Carolina, Island Ford is actually a quarter-mile below the crossing at the bridge, making it adjacent the island. This statute is convincing evidence that Island Ford is the southeastern crossing, and thus is the path of the Old 96 Road named in statute as the boundary between Laurens and Newberry counties. Based on the distance of a quarter-mile specified in statute, CESI created a Point 398 in the center of the Saluda River at a distance of 1320' from the bridge location shown on the 1939 aerial photograph. Point 396 was then created on a line between the bridge and Point 395 at the scaled location of the intersection of the northwestern and southeastern roads on the Laurens Mills Map, and Point 397 was created based on the scaled location of the curve in the southeastern road segment. Fig. 98 shows the relationship of all these elements.

One final supporting element can be seen in a detail of this photograph (Fig. 99), a road on the west bank of the Saluda that in 1939 terminates at the location of our Point 398, a road which was probably a remanent

of the Old 96 Road rising up on the west side of the Saluda River from Island Ford.

❖ Final Thoughts

To reestablish the Laurens and Newberry county line requires determining the location of the road described in the 1785 statute as running from Odel's Ford on the Enoree River to Island Ford on the Saluda River, a road we call the old Odel's Ford Road from where it turns north east of the Brickhouse and the rest known locally as the Old 96 Road.

The correct location of this county boundary is where the centerline of the road existed at the time the enabling legislation was adopted in 1785. Roads, due to use, erosion, convenience, and safety, are sometimes relocated. It is still the same road, and it still connects Point A to Point B, but a part of its alignment has changed, and if that alignment served as a boundary, then the boundary continues to lie along the old alignment, the boundary does not change and move to the relocated portion. When such an alignment change happens, it is not uncommon for the old, unused, portion to become used for other purposes and over time evidence of the old roadbed may be erased by

those uses. Additionally, over time, some roads fall into disuse along all, or most of their length.

The arrival of the automobile changed the nature of what made one road more desirable than another and, with the increase in speed that the automobile had over walking or horse drawn transportation, alternate routes that were not the shortest point-to-point, but which were better suited to providing a smooth ride at the speed an automobile could attain, found greater favor. This seems to be the case for both the old Odel's Ford Road and the Old 96 Road. Pieces of each still exist in sections that are used by automobiles. And where they mark a property boundary they are still largely extant. But in some locations they have been obliterated by close to a century of use as pasture, crop, or timber land. We are fortunate along this project that so much of both roads continued to be used as road and boundary, it has preserved large sections that we have confidence as being the old Odel's Ford Road or the Old 96 Road and which we can then stitch together using the available record evidence.

But none of that answers the question, are these roads which we have been able to establish through physical remnants and documentation, in the same location as when they were established as the county boundary in 1785?

We, having given it a lot of thought, answer with a qualified, "Yes."

First, the roads that we have established are certainly very close to the 1785 location because what we have identified are part of an old road that starts at Odel's Ford on the Enoree River and extends to the

location of the old Island Ford on the Saluda River. We have looked at many deeds and maps recorded between 1785 and now and have seen no evidence of another old road nearby that would parallel the roads we have located, and which could possibly be the "old road" referred to in the enabling legislation. So, these roads lie at least very close to the 1785 alignment, and we see no physical or record evidence of other roads paralleling that alignment.

Second, in the part of the boundary that follows the Old 96 Road deeds and maps going back over one hundred years consistently refer to it as the 96 Road, and on one deed from 1909 the location of the "old" 96 road (the original location) and the "new" 96 Road (the relocated section) is shown. That gives us an indication that when portions were relocated it was noted in the public records.

And third, some sections of these old roads are property boundaries. Without researching to see when those tracts were created, it is probably safe to say that a road that has existed since well before 1785 has probably always, at numerous places along its length, been the boundary between property owners. And nothing would work to keep a road fixed in its place more effectively than being the defining marker of where the economic interests of two property owners intersect.

So, it is our conclusion, based on research, field work, and analysis, that the locations we are presenting for the old Odel's Ford Road and the Old 96 Road are, along its whole length, substantially where they were in 1785, and in most places, the same identical location.

❖ MONUMENTS

For preservation of the county boundary identified by this project monuments were established at approximately one-mile intervals through a combination of the witnessing of established property corners determined to be on the county boundary with Carsonite posts, setting #8 rebar with marked caps and witnessed by Carsonite posts, and mag nail and marked disks where county boundary corners needed to be located in pavement. These county boundary monuments are shown in Fig. 100 through Fig. 131.2.

❖ FIGURES

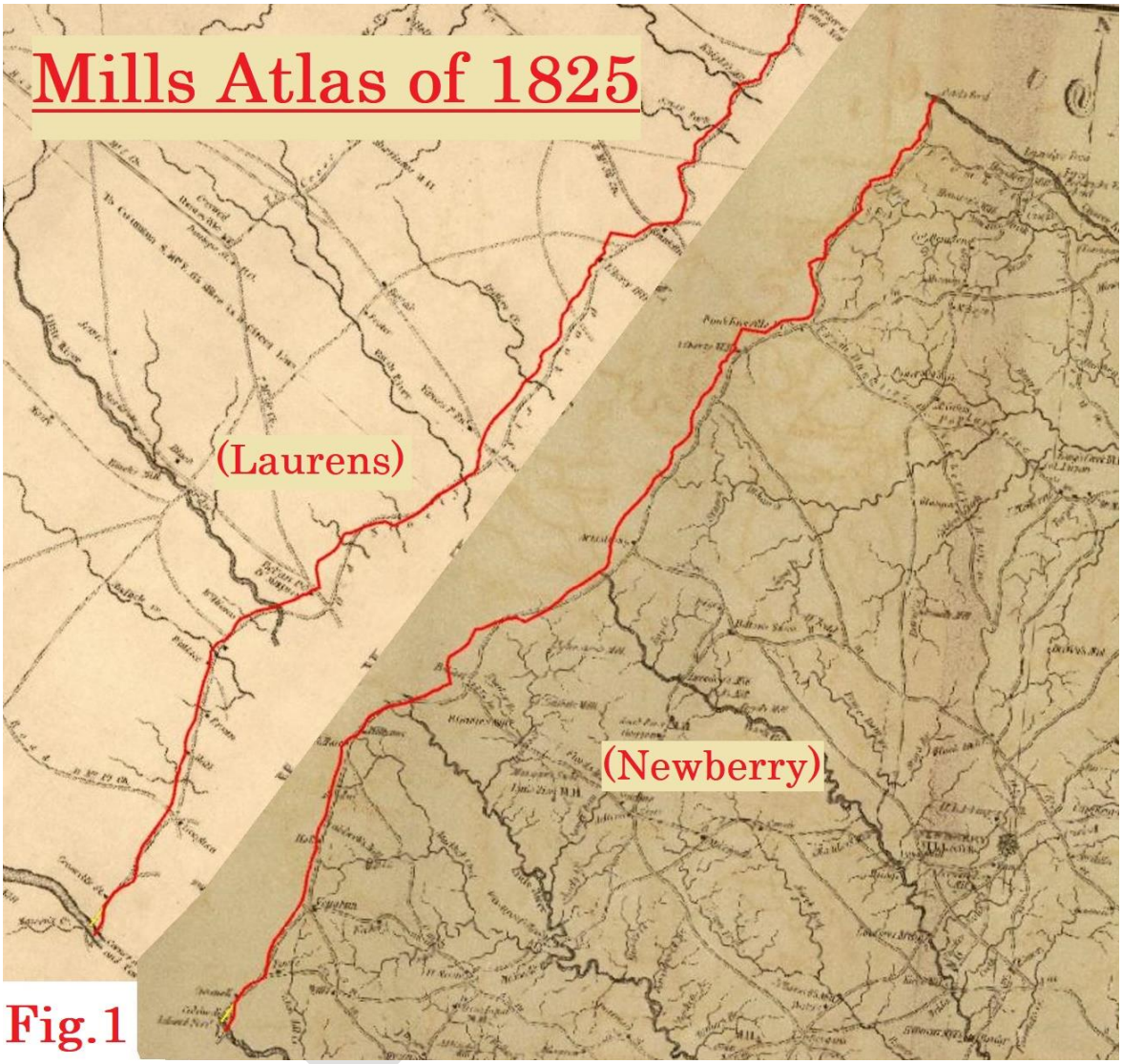


Fig.1

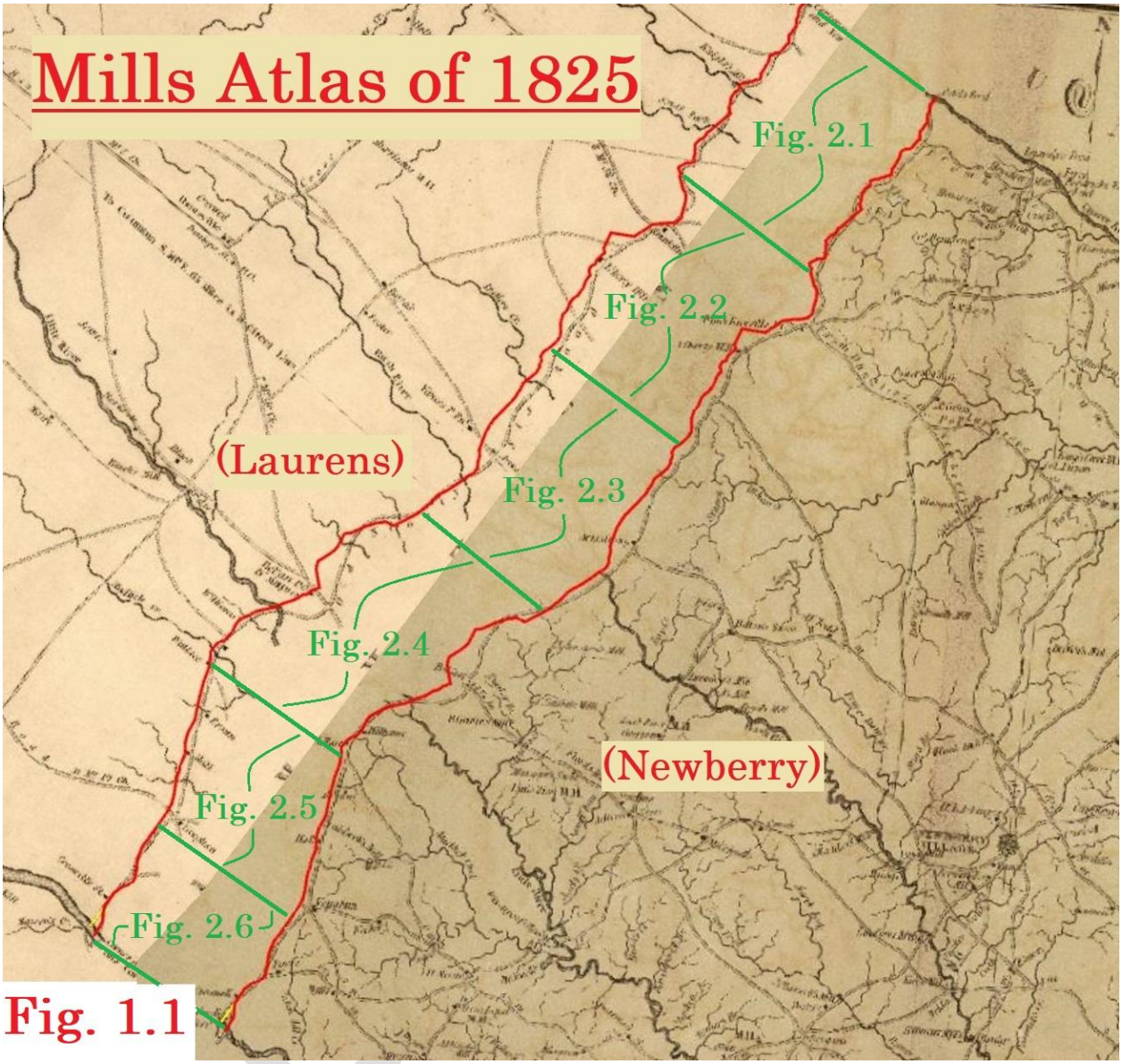

Mills Atlas of 1825
Fig. 2.1
Fig. 2.2
(Laurens)
Fig. 2.3
Fig. 2.4
(Newberry)
Fig. 2.5
Fig. 2.6

Fig. 1.1

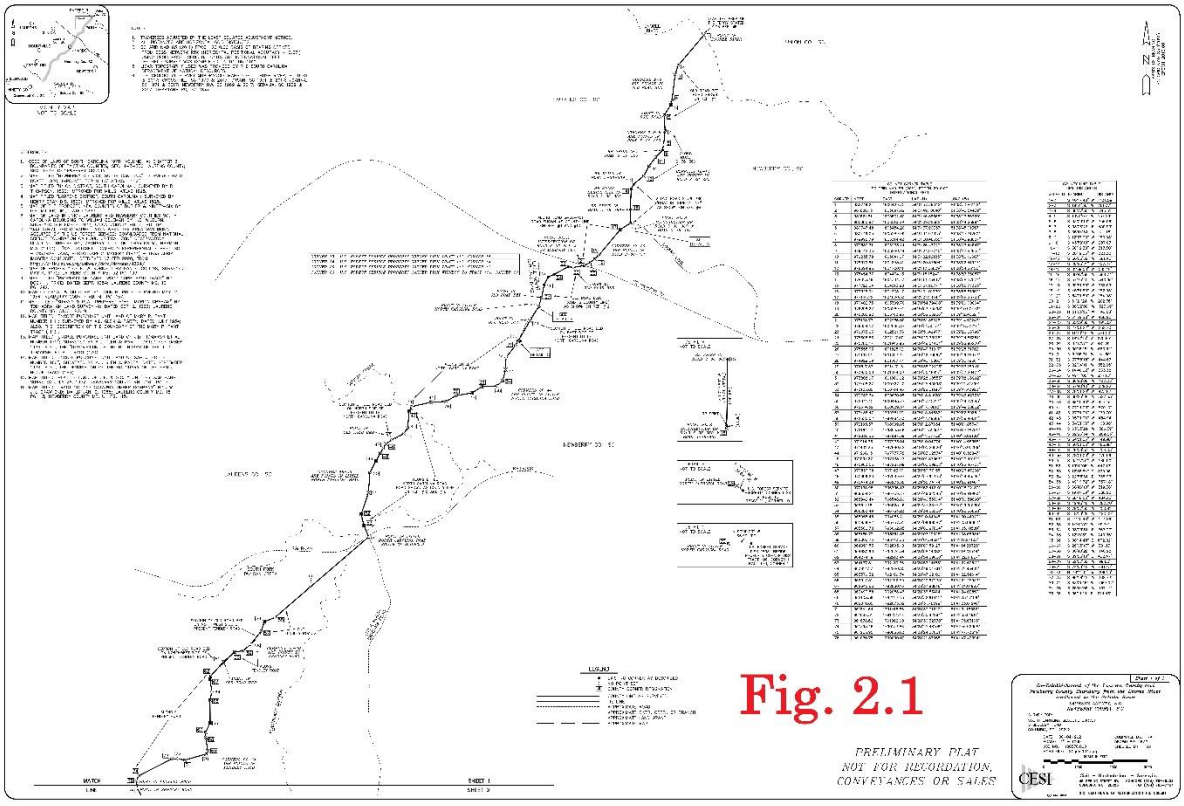
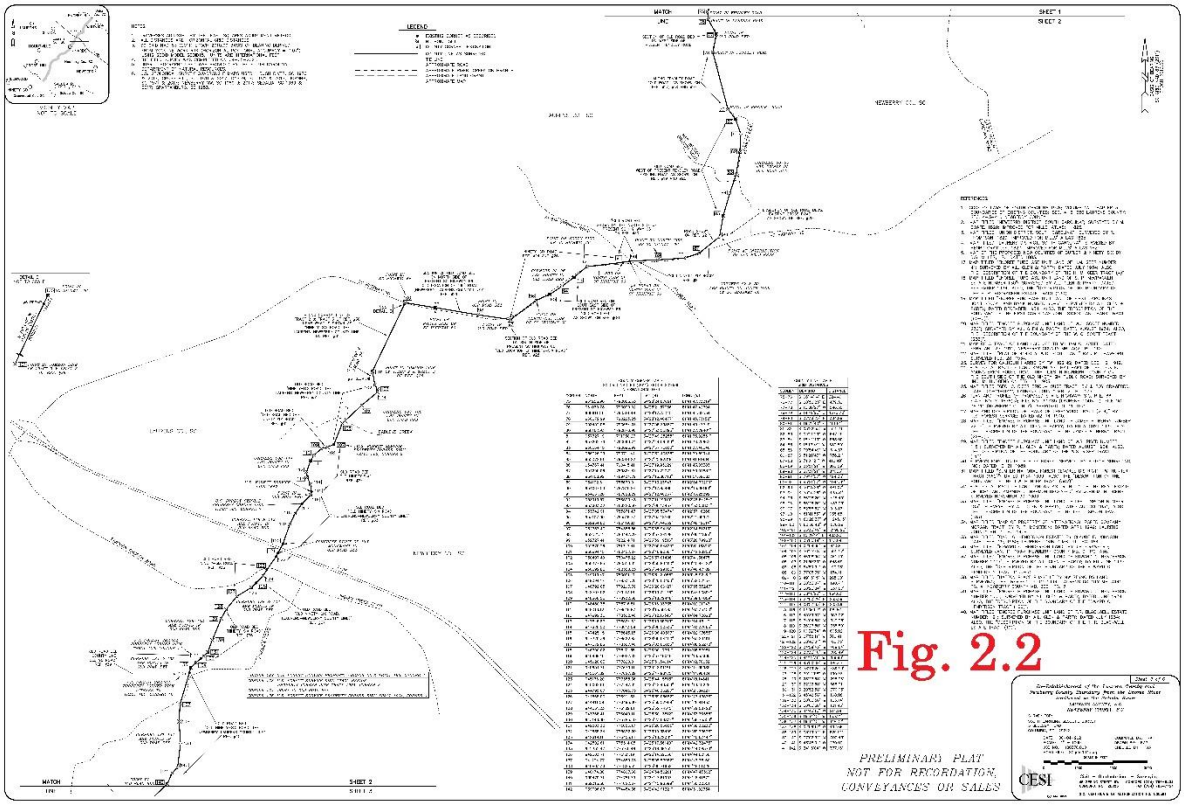

PRELIMINARY PLAT
NOT FOR RECORDATION,
CONVEYANCES OR SALES
CESI

Fig. 2.1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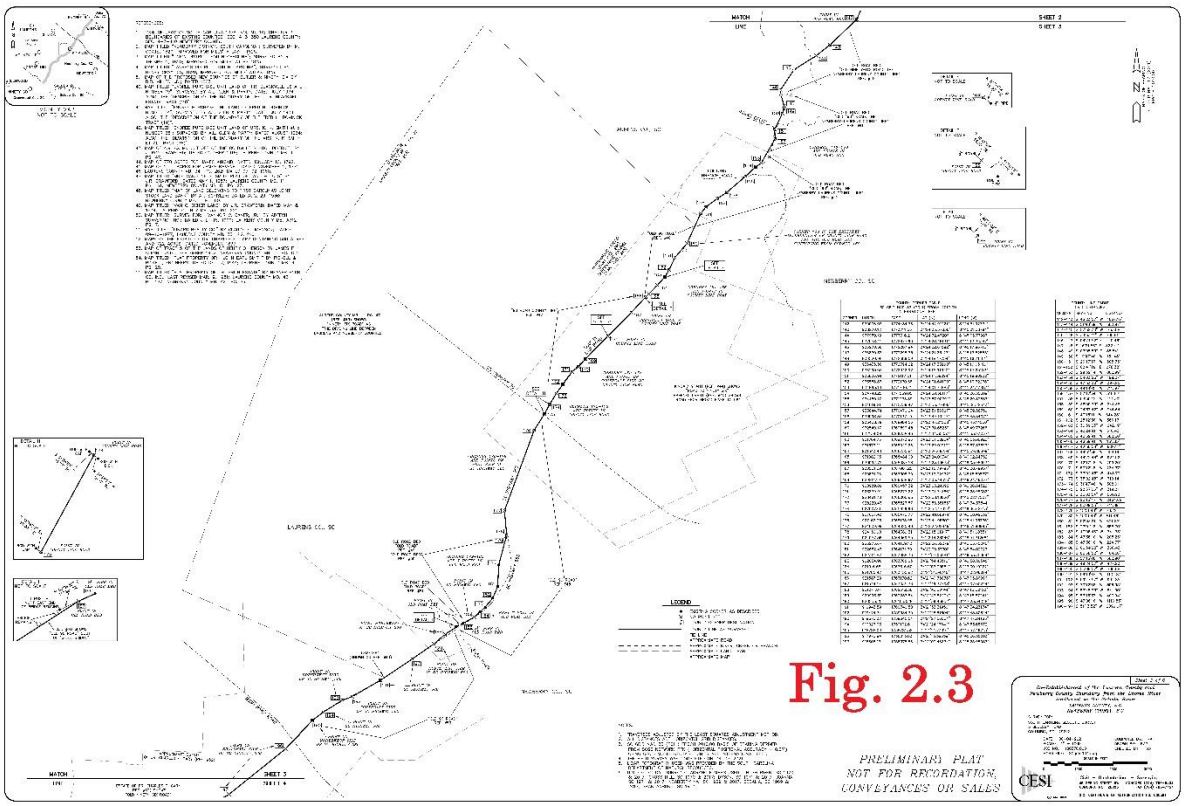
NOT FOR RECORDATION,
CONVEYANCES OR SALES
CESI

Fig. 2.2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NOT FOR RECORDATION,
CONVEYANCES OR SALES
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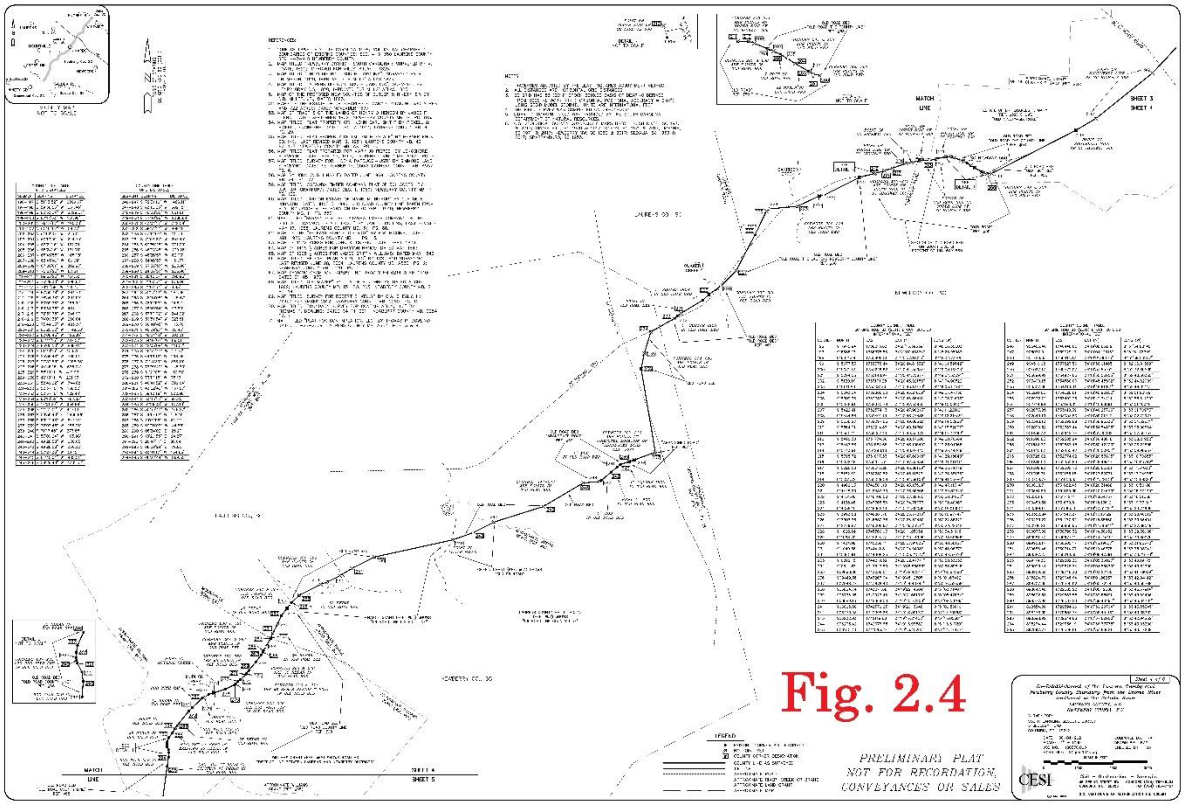
Fig. 2.3


PRELIMINARY PLAT
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CONVEYANCES OR SALES
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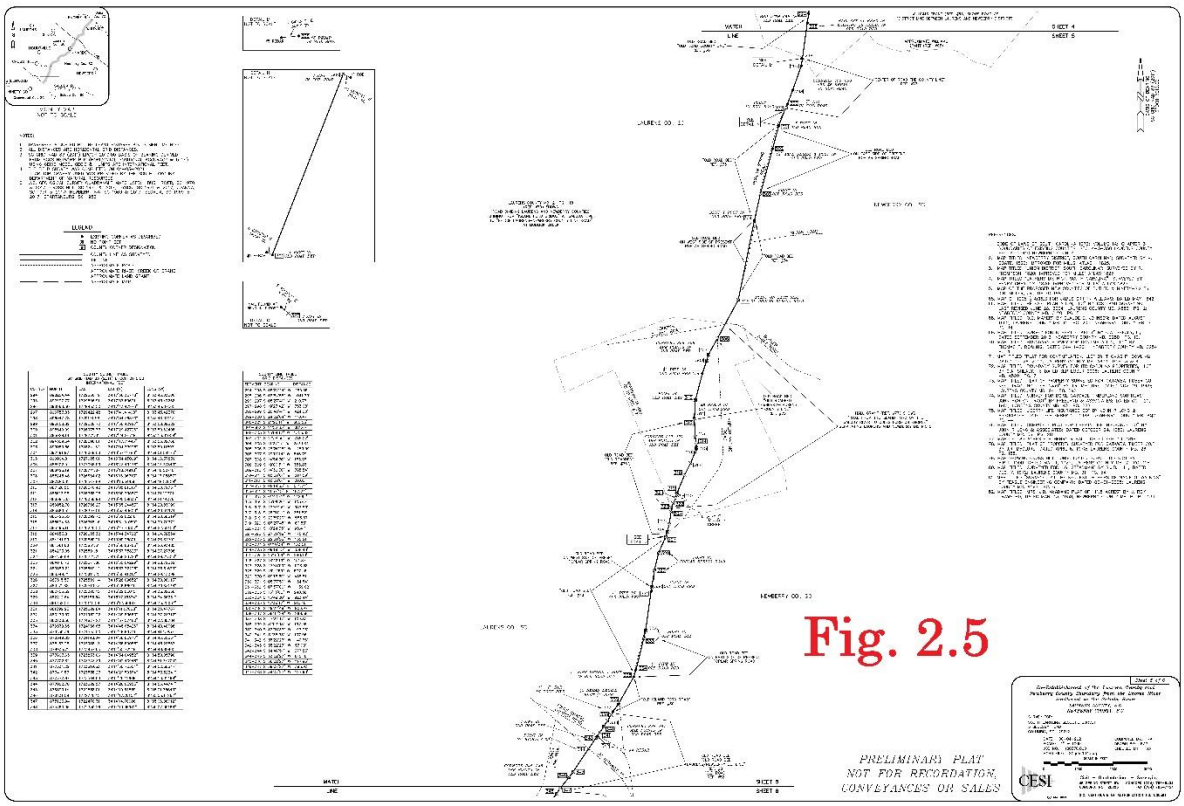
Fig. 2.4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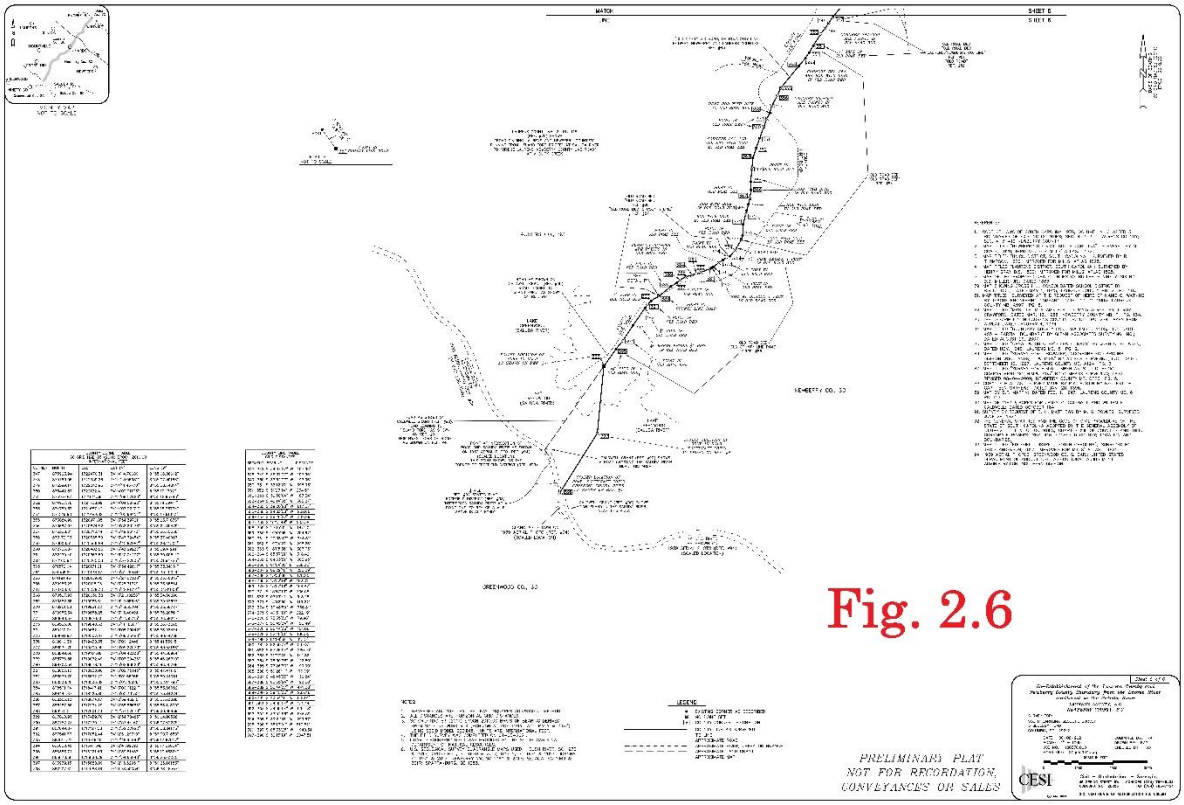
CONVEYANCES OR SALES
CESI

Fig. 2.5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NOT FOR RECORDATION,
CONVEYANCES OR SALES
CESI

Fig. 2.6

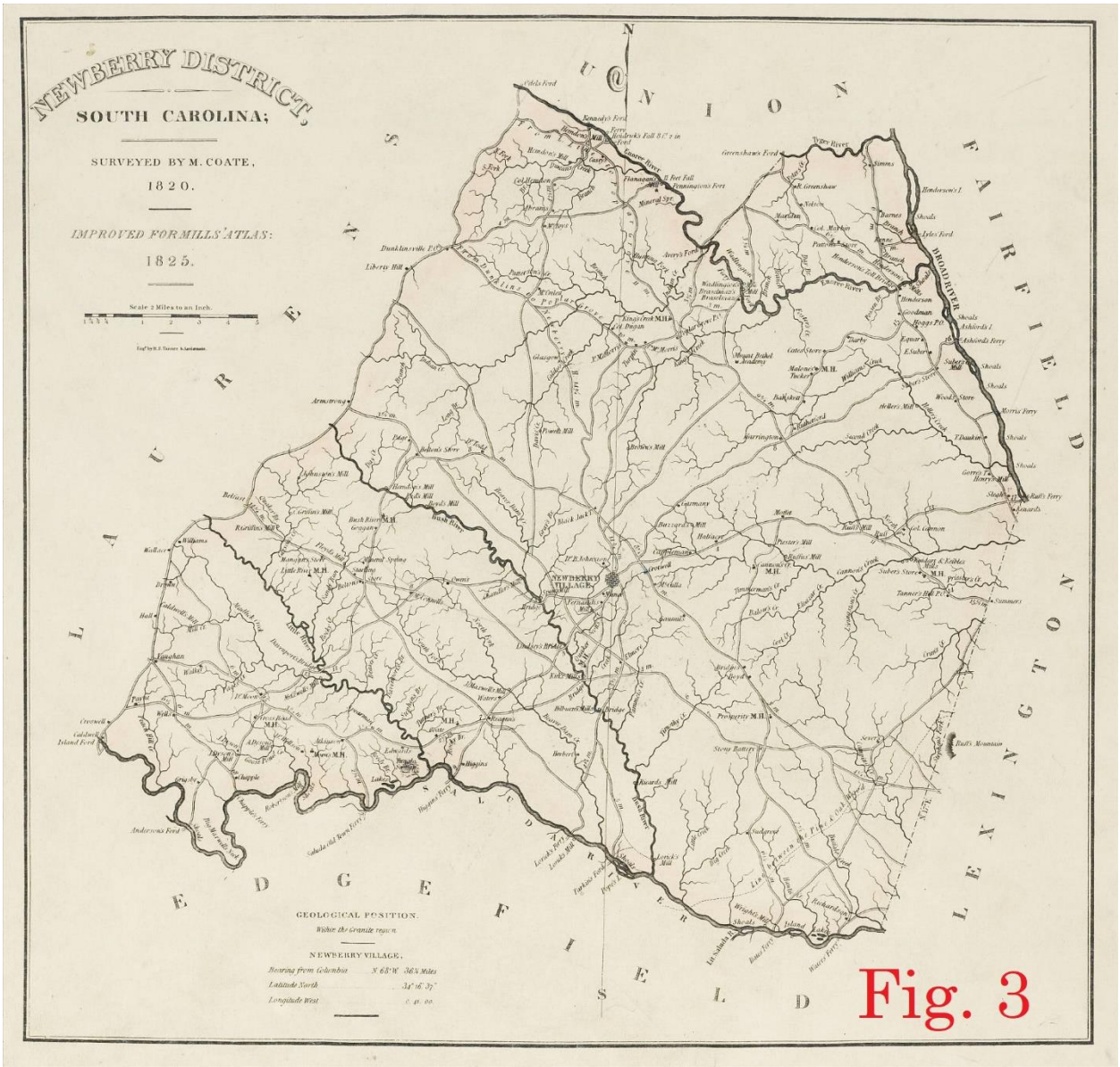
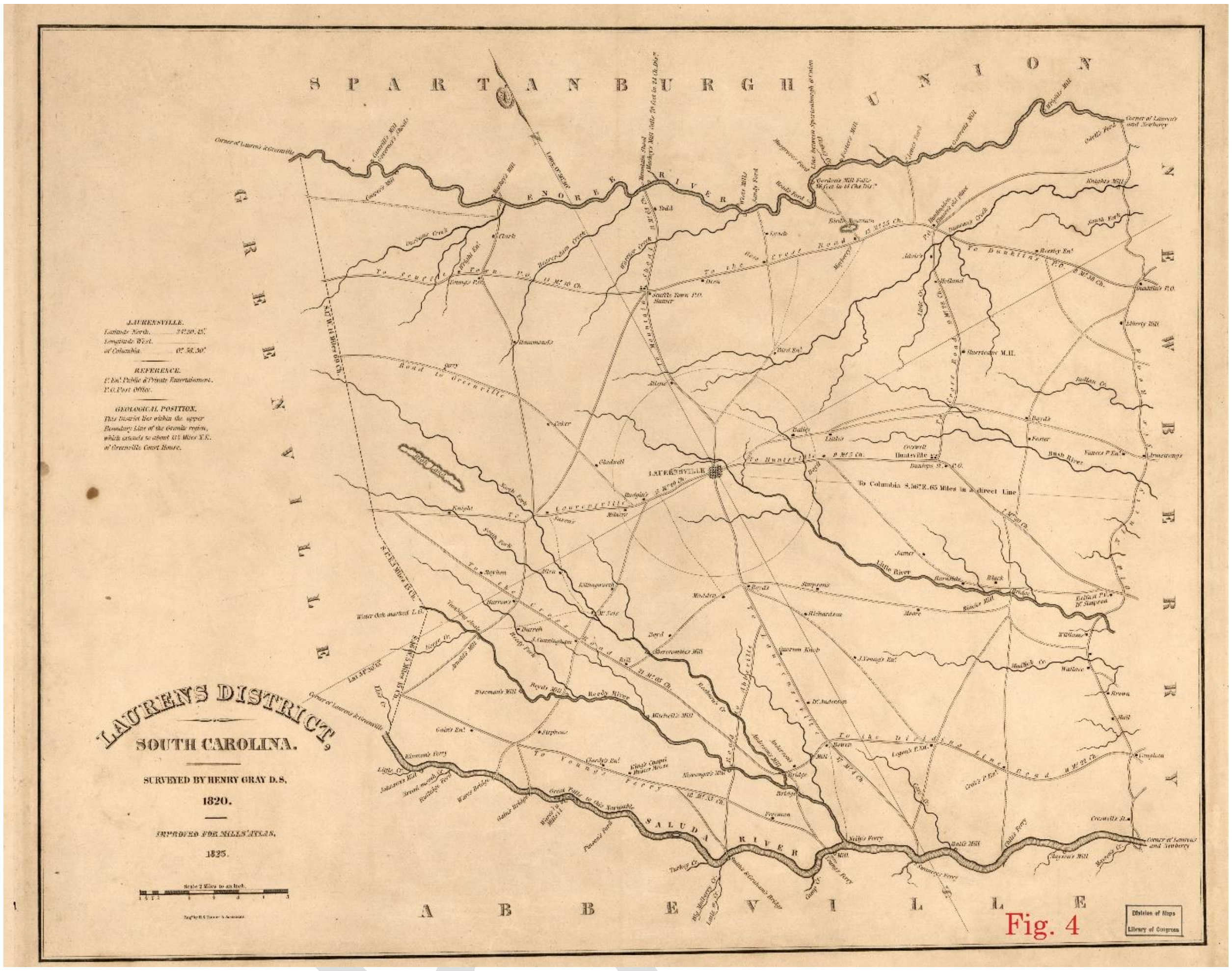

NEWBERRY DISTRICT,
SOUTH CAROLINA;
SURVEYED BY M. COATE,
1820.
IMPROVED FOR MILLS' ATLAS:
1825.
Scale 2 Miles to an Inch.
GEOLOGICAL POSITION.
White the Granite region.
NEWBERRY VILLAGE.
Bearing from Columbia N. 63° W. 36¼ Miles
Latitude North 34° 16. 37"
Longitude West 6. 41. 00.
N
UNION
FAIRFIELD
LEXINGTON
LIVINGSTON
EDGEFIELD
SALUDA R.
BROAD RIVER
NEWBERRY VILLAGE

Fig. 3


LAURENS DISTRICT,
SOUTH CAROLINA.
SURVEYED BY HENRY GRAY D.S.
1820.
IMPROVED FOR MILLS' ATLAS,
1825.
SPARTANBURGH
UNION
NEWBERRY
GREENVILLE
ABBEVILLE
ENOREE RIVER
SALUDA RIVER
LAURENSVILLE
To Columbia
Division of Maps
Library of Congress
Fig. 4

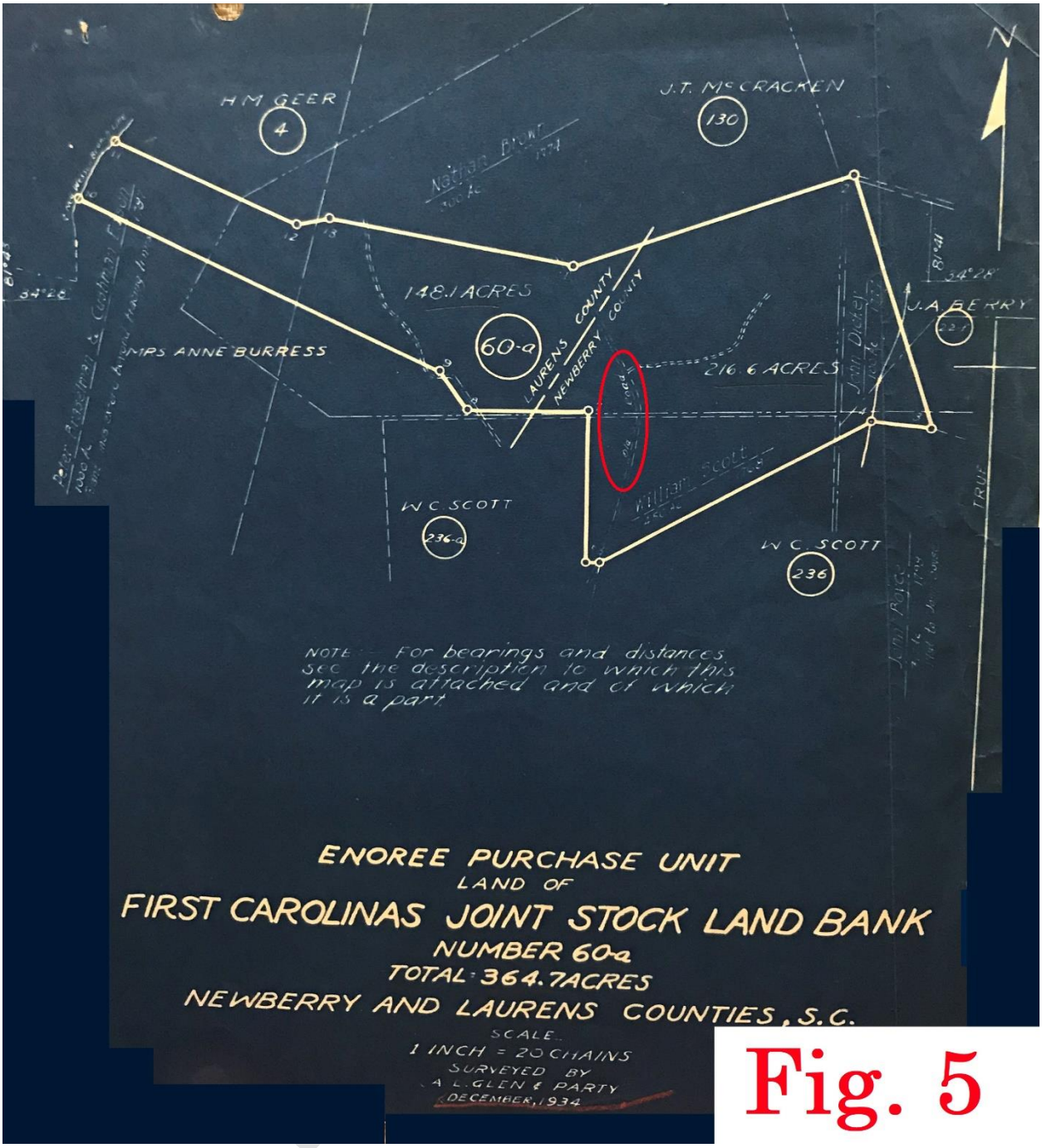

H M GEER
4
J.T. McCRACKEN
130
Nathan Brown
148.1 ACRES
60-a
LAURENS COUNTY
NEWBERRY COUNTY
216.6 ACRES
MRS ANNE BURRESS
J.A. BERRY
W C SCOTT
236-a
William Scott
W C SCOTT
236
N
TRUE
NOTE — For bearings and distances see the description to which this map is attached and of which it is a part
ENOREE PURCHASE UNIT
LAND OF
FIRST CAROLINAS JOINT STOCK LAND BANK
NUMBER 60-a
TOTAL: 364.7 ACRES
NEWBERRY AND LAURENS COUNTIES, S.C.
SCALE
1 INCH = 20 CHAINS
SURVEYED BY
A L. GLEN & PARTY
DECEMBER, 1934

Fig. 5

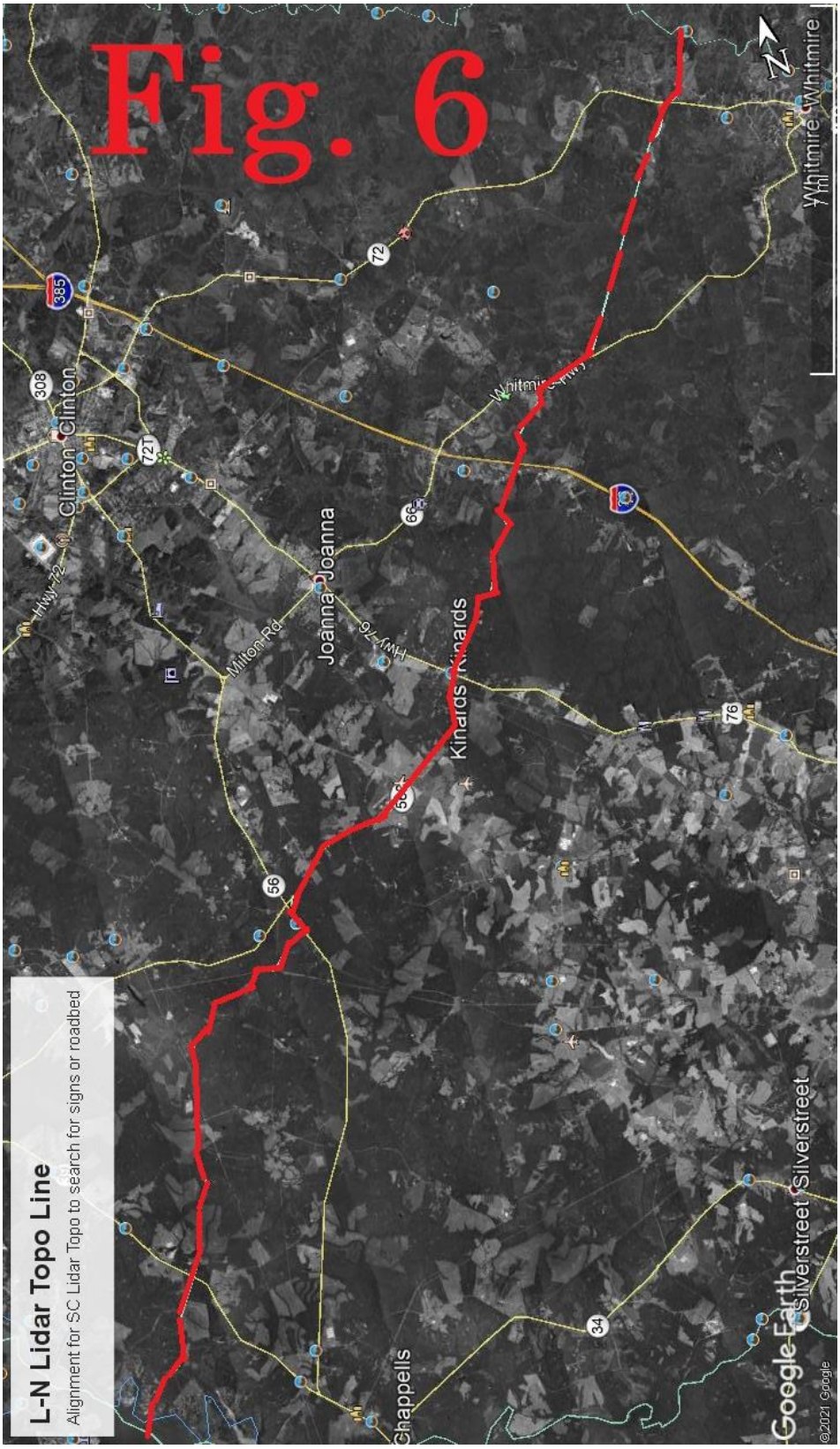
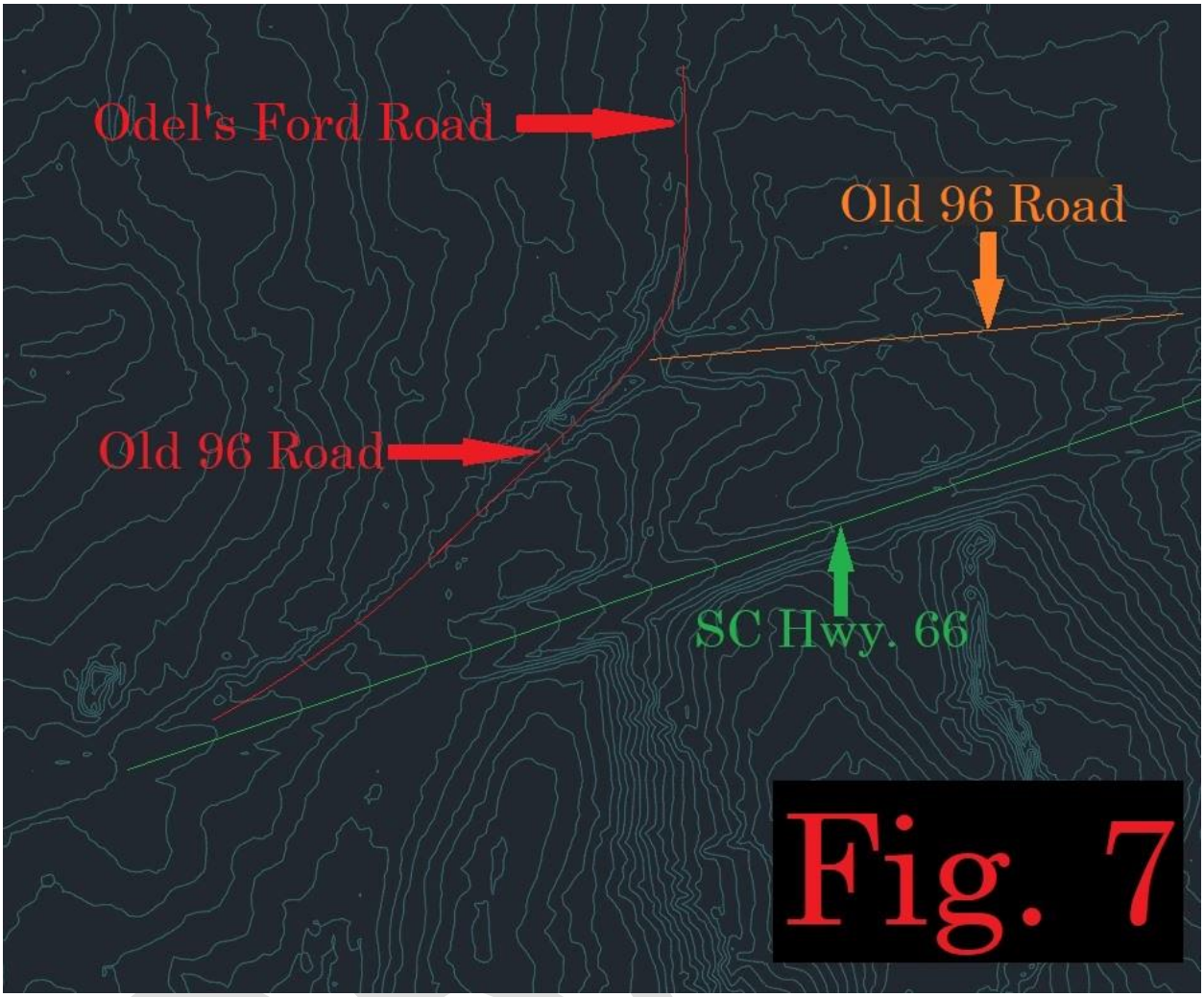
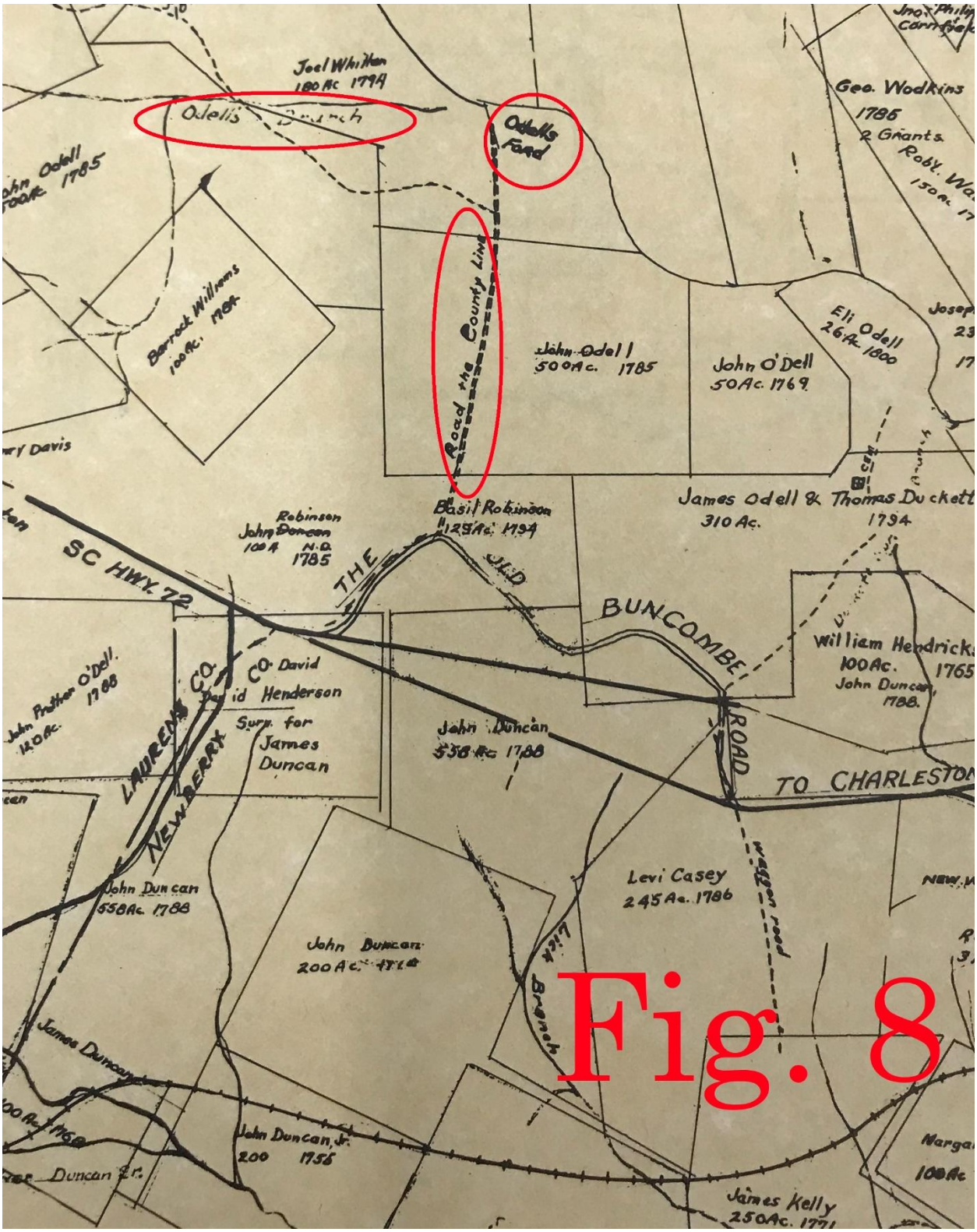
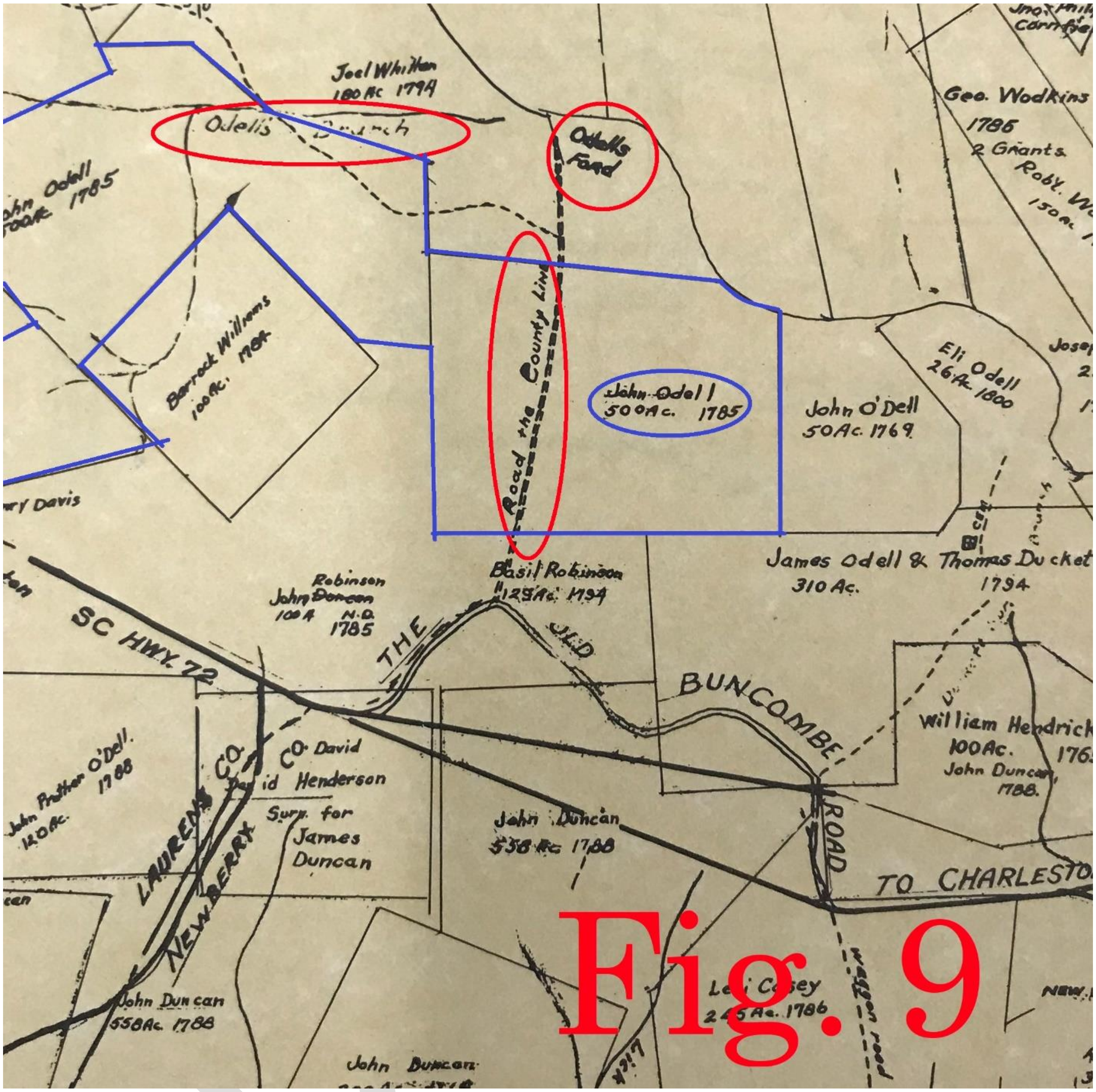


Fig. 6
L-N Lidar Topo Line
Alignment for SC Lidar Topo to search for signs or roadbed
Clinton
Joanna
Kinards
Whitmire
Chappells
Silverstreet
Google Earth
©2021 Google
N




Joel Whitten
180 Ac 1794
Odells
Odells Ford
Geo. Wodkins
1786
2 Grants
Barrock Williams
100 Ac. 1784
Road the County Line
John Odell
500 Ac. 1785
John O'Dell
50 Ac. 1769
Eli Odell
26 Ac. 1800
James Odell & Thomas Duckett
310 Ac.
1794
Basil Robinson
129 Ac. 1794
Robinson
John Duncan
100 A N.O.
1785
SC HWY 72
THE
OLD
BUNCOMBE
ROAD
TO CHARLESTON
William Hendricks
100 Ac. 1765
John Duncan
1788.
LAURENS CO.
NEWBERRY
CO.
David Henderson
Surv. for
James
Duncan
John Duncan
538 Ac 1788
John Duncan
558 Ac. 1788
Levi Casey
245 Ac. 1786
John Duncan
200 Ac.
Little Branch
wagon road
James Duncan
John Duncan Jr.
200
1756
James Kelly
250 Ac. 1771
Fig. 8


Joel Whitten
180 Ac 1794
Odell's Branch
Odells Ford
John Odell
500 Ac. 1785
Barrock Williams
100 Ac. 1784
Geo. Wodkins
1786
2 Grants
Road the County Line
John Odell
500 Ac. 1785
John O'Dell
50 Ac. 1769
Eli Odell
26 Ac. 1800
James Odell & Thomas Ducket
310 Ac.
1794
Basil Robinson
125 Ac. 1794
Robinson
John Duncan
1785
SC HWY. 72
THE OLD BUNCOMBE ROAD
William Hendrick
100 Ac.
John Duncan
1788.
John Prather O'Dell
120 Ac.
1788
LAURENS CO.
NEWBERRY CO.
David Henderson
Surv. for
James
Duncan
John Duncan
558 Ac. 1788
TO CHARLESTON
John Duncan
558 Ac. 1788
Levi Casey
245 Ac. 1786
Fig. 9

ODELL, JOHN 10/2/1784 500AC

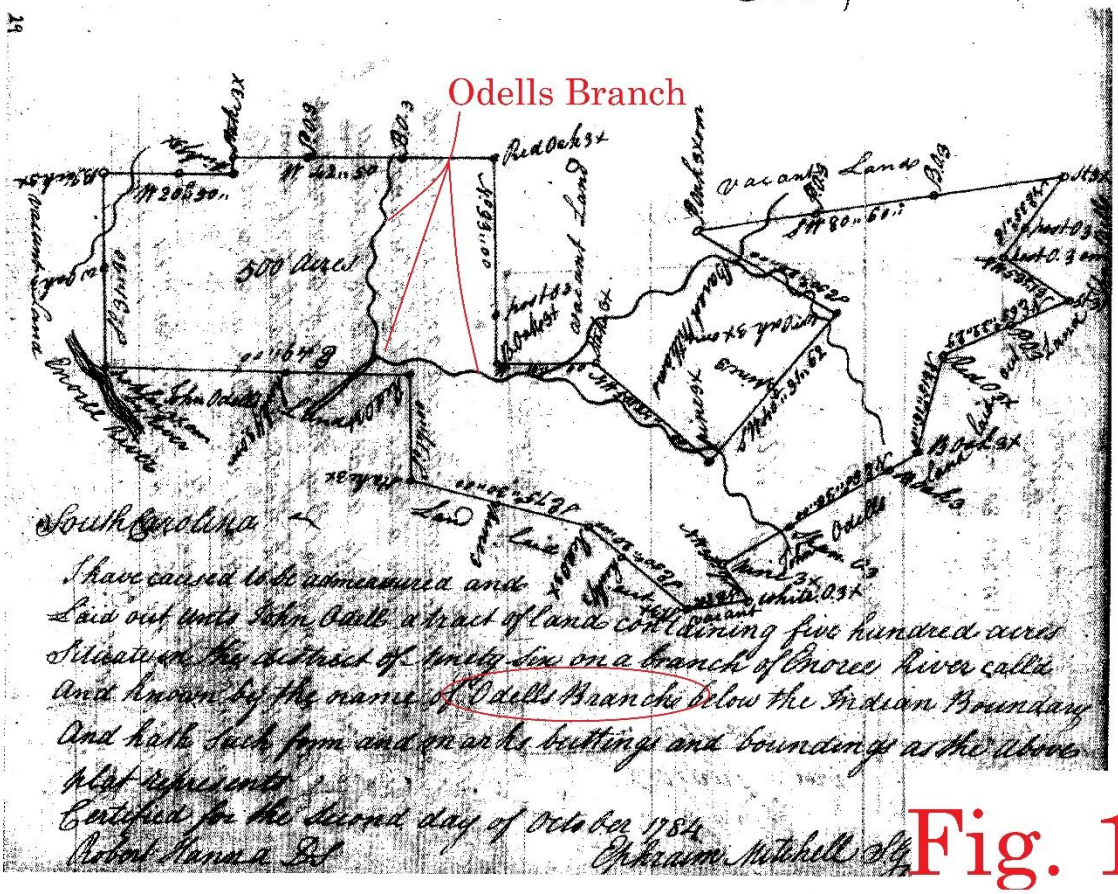


Fig. 10

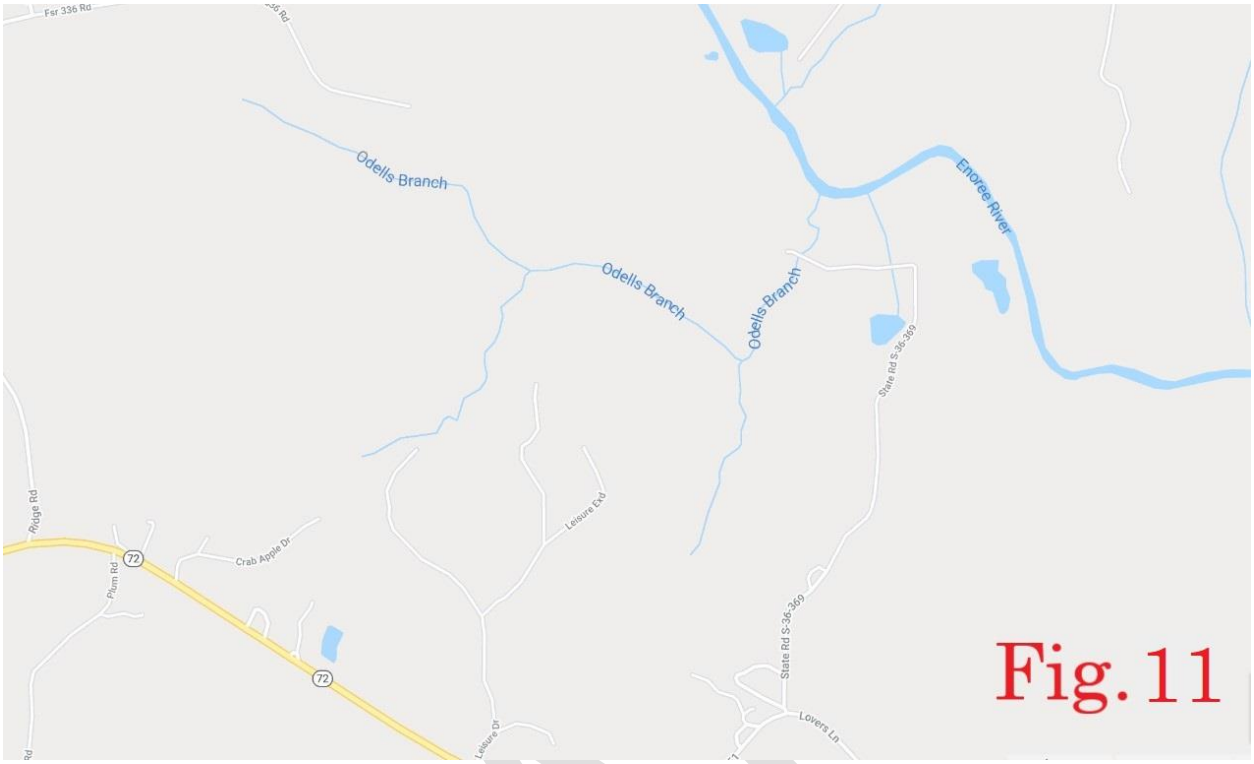

Odells Branch
Odells Branch
Odells Branch
Ocoee River
Ridge Rd
Plum Rd
72
Crab Apple Dr
Leisure Ext
State Rd S-36-369
Lovers Ln
Leisure Dr

Fig. 11


Odel's
Ford Rd.
(Approximate)

Fig. 12

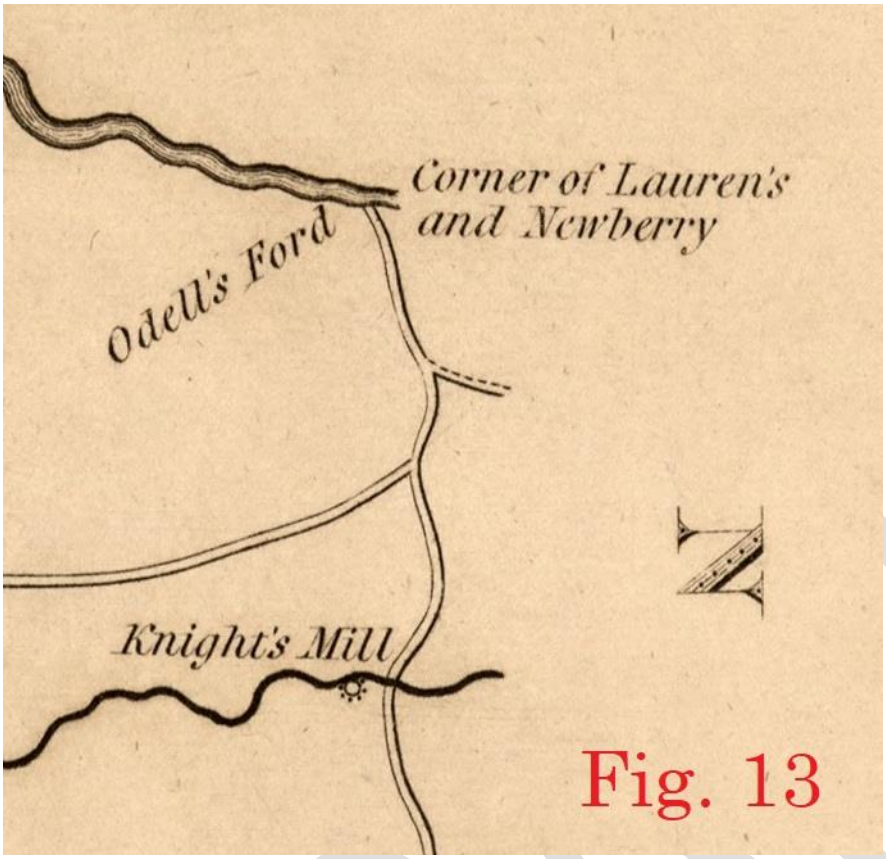

Corner of Lauren's
and Newberry
Odell's Ford
Knight's Mill

Fig. 13


Odels Ford

Fig. 14

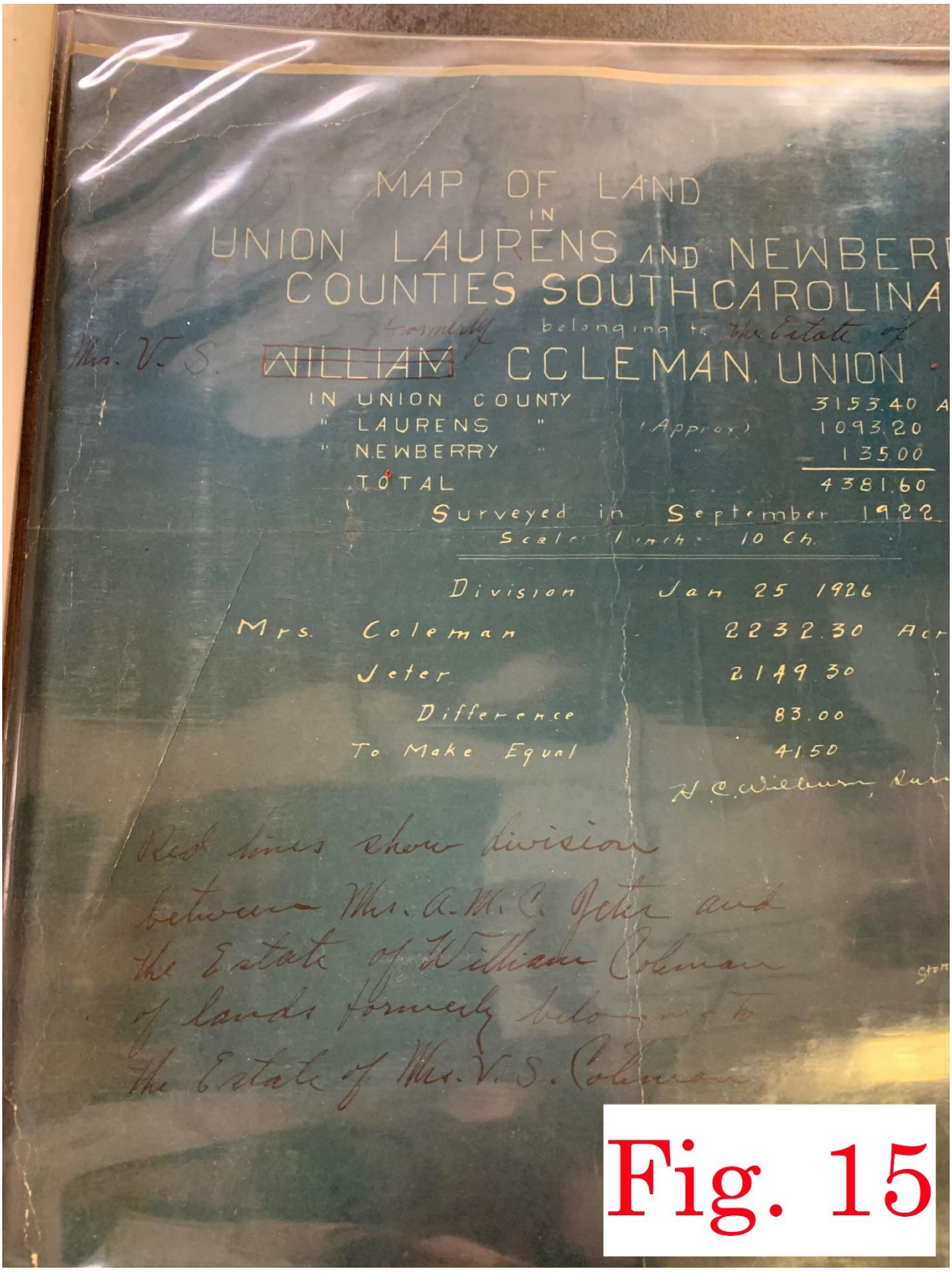
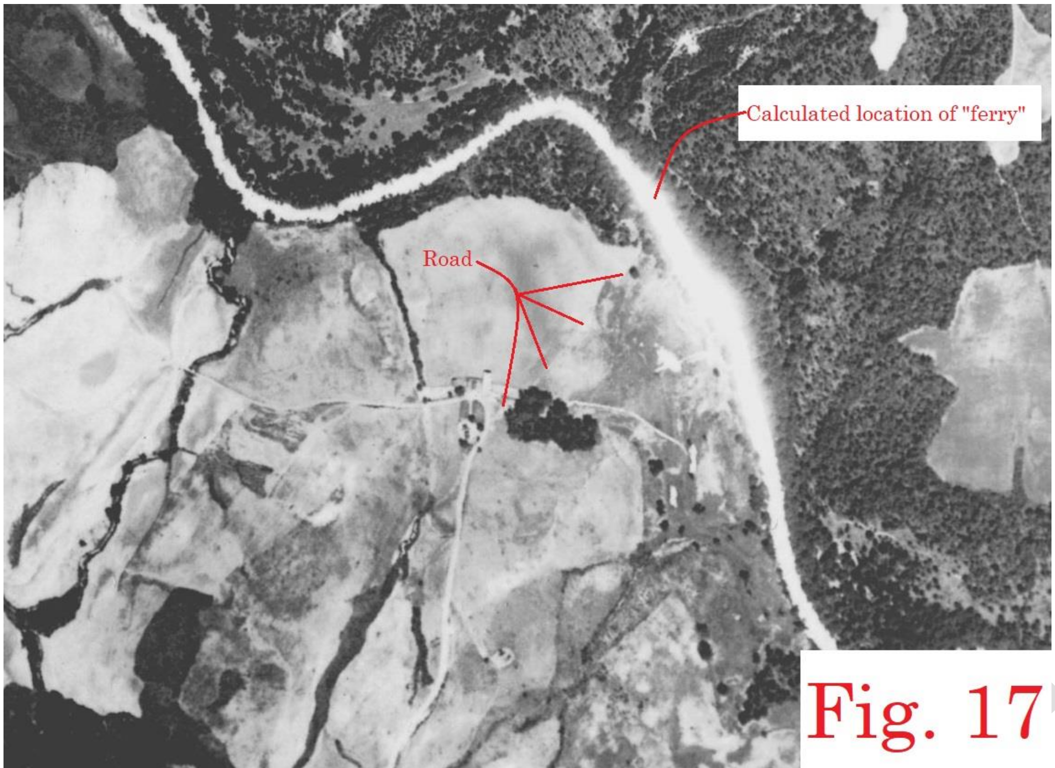
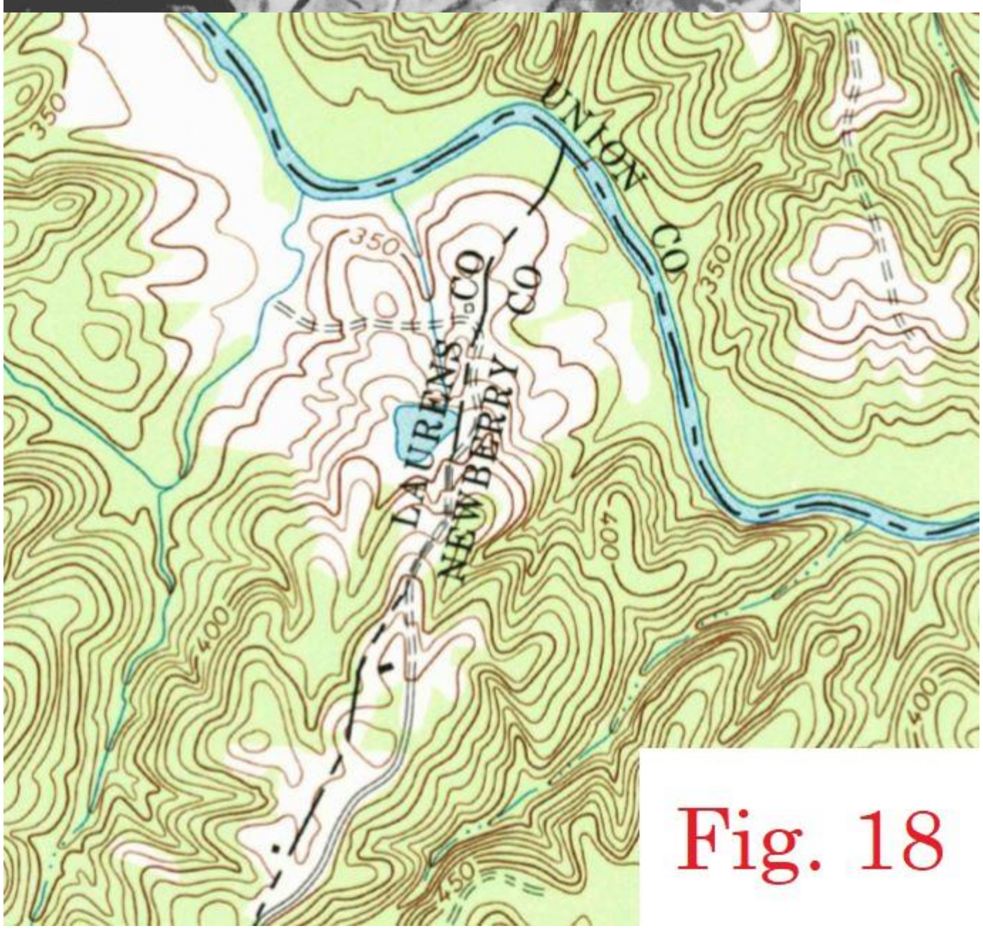

MAP OF LAND
IN
UNION LAURENS AND NEWBERR
COUNTIES SOUTH CAROLINA
belonging to the Estate of
Mrs. V. S. WILLIAM CCLEMAN, UNION
IN UNION COUNTY 3153.40 A
" LAURENS " (Approx.) 1093.20
" NEWBERRY " " 135.00
TOTAL 4381.60
Surveyed in September 1922
Scale 1 inch = 10 Ch.
Division Jan 25 1926
Mrs. Coleman 2232.30 Acr
Jeter 2149.30
Difference 83.00
To Make Equal 41.50
Red lines show division
between Mrs. A. M. C. Jeter and
the Estate of William Coleman
of lands formerly belonging to
the Estate of Mrs. V. S. Coleman

Fig. 15



Calculated location of "ferry"
Road

Fig. 17



UNION CO
LAURENS CO
NEWBERRY CO
350
350
350
400
400
400
450

Fig. 18

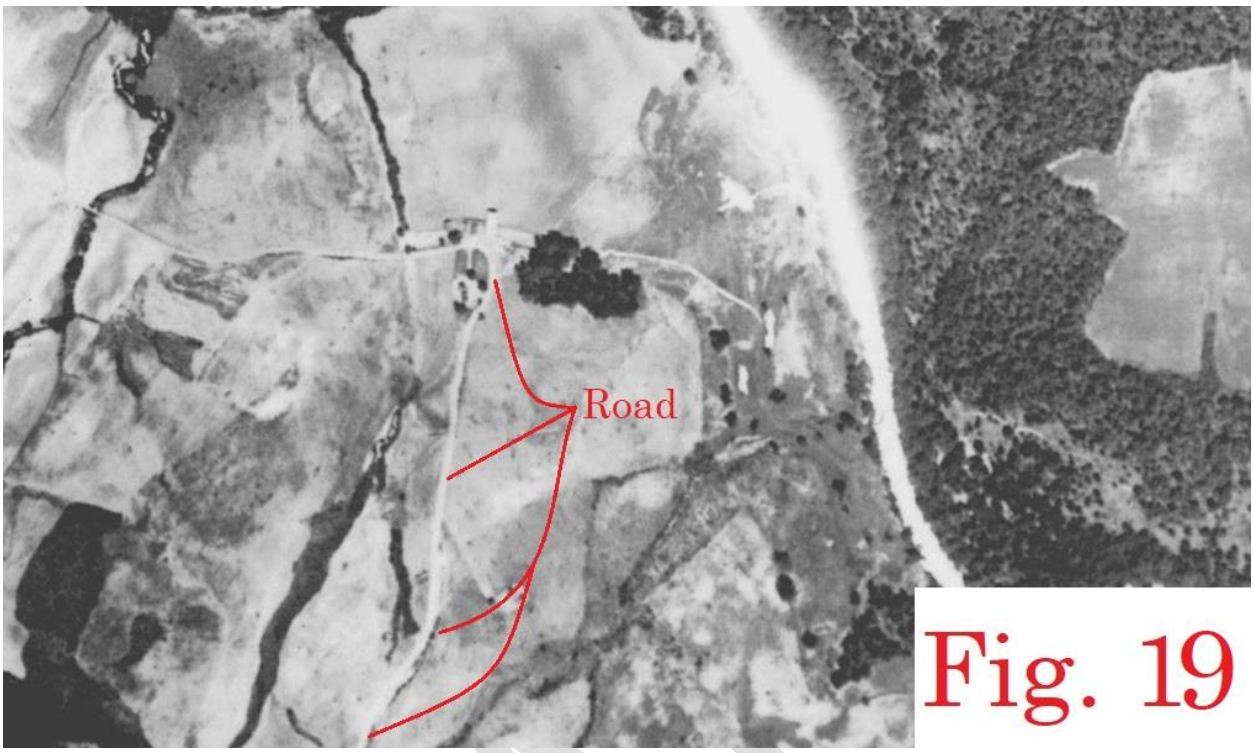


Fig. 19

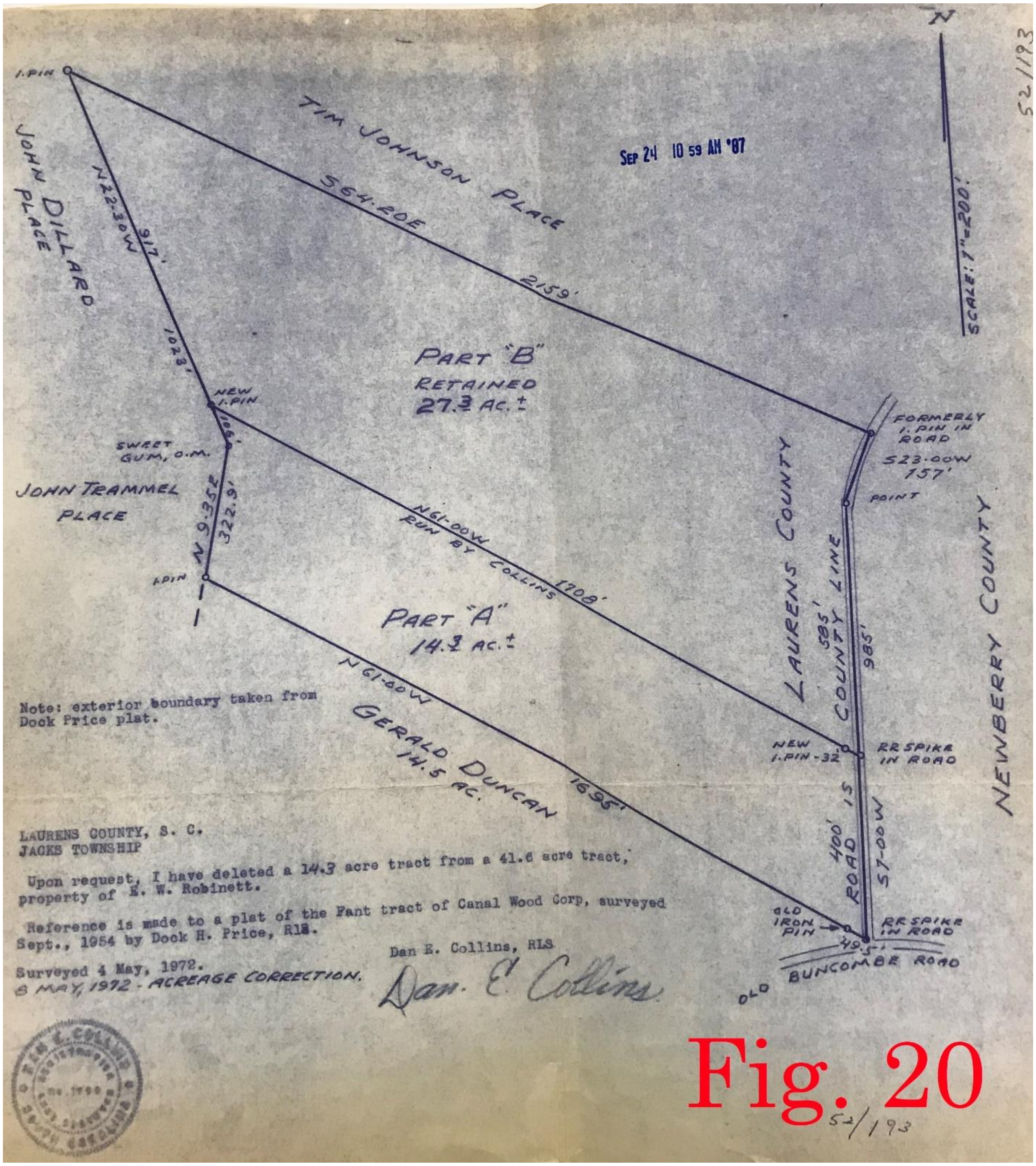

I. PIN
TIM JOHNSON PLACE
S64-20E
2159'
JOHN DILLARD PLACE
N22-30W
917'
1023'
Sep 24 10 59 AM '87
SCALE: 1"=200'
52/193
PART "B"
RETAINED
27.3 AC.±
NEW I. PIN
SWEET GUM, O.M.
JOHN TRAMMEL PLACE
N 9-35E
322.9'
I.PIN
N61-00W
RUN BY COLLINS
1708'
PART "A"
14.3 AC.±
FORMERLY I. PIN IN ROAD
S23-00W
157'
POINT
LAURENS COUNTY
585'
COUNTY LINE
985'
NEWBERRY COUNTY
NEW I.PIN-32
RR SPIKE IN ROAD
N61-00W
GERALD DUNCAN
14.5 AC.
1695'
400'
ROAD IS
S7-00W
OLD IRON PIN
RR SPIKE IN ROAD
49.5'
OLD BUNCOMBE ROAD
Note: exterior boundary taken from
Dock Price plat.
LAURENS COUNTY, S. C.
JACKS TOWNSHIP
Upon request, I have deleted a 14.3 acre tract from a 41.6 acre tract,
property of E. W. Robinett.
Reference is made to a plat of the Fant tract of Canal Wood Corp, surveyed
Sept., 1954 by Dock H. Price, RLS.
Surveyed 4 May, 1972.
8 MAY, 1972 - ACREAGE CORRECTION.
Dan E. Collins, RLS
Dan E. Collins
52/193

Fig. 20

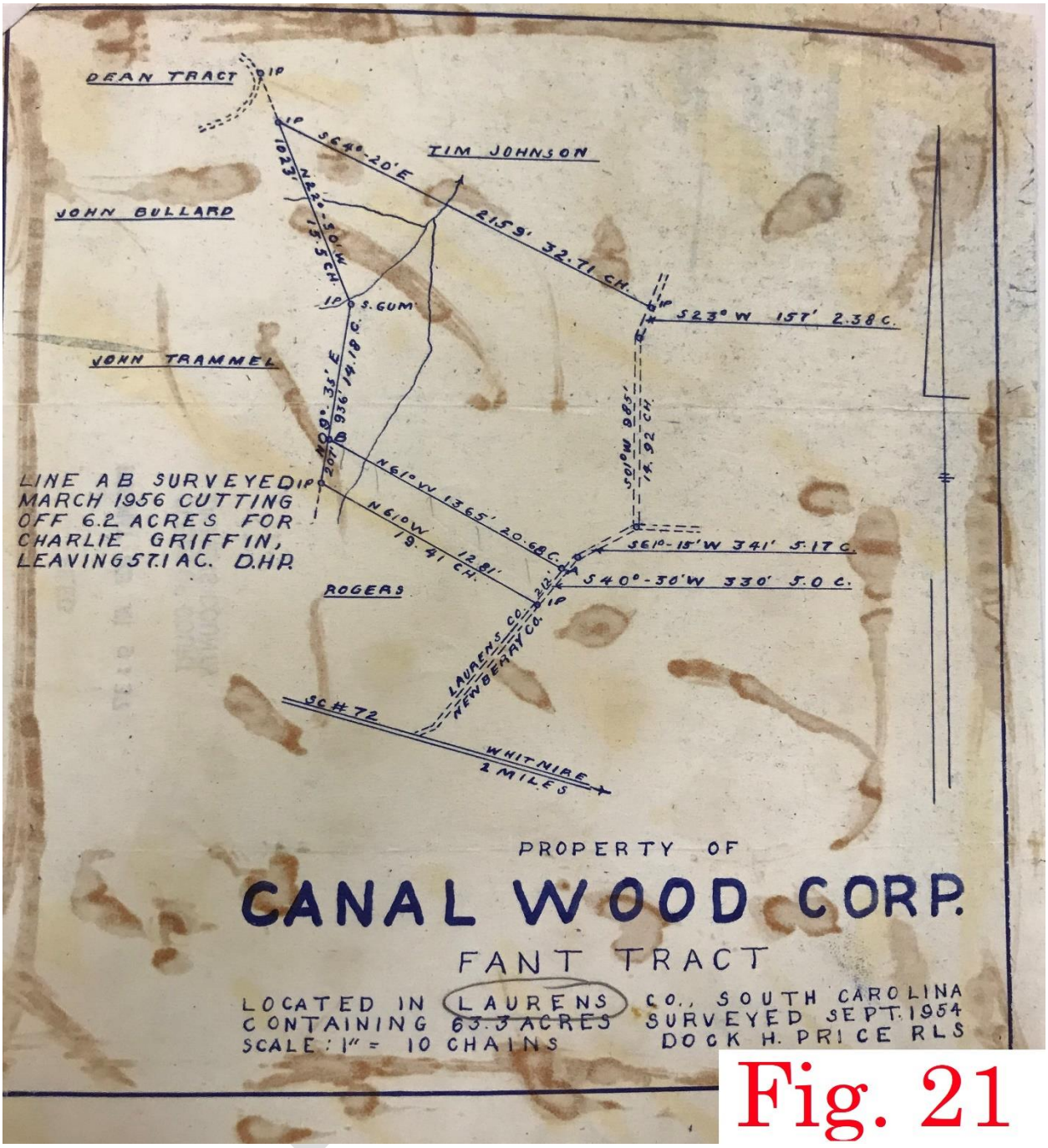

DEAN TRACT
IP
IP
S64°-20'E
TIM JOHNSON
1023'
N22°-50'W
13.5 CH.
JOHN BULLARD
2159' 32.71 CH.
IP
S23° W 157' 2.38 C.
IP
S. GUM
JOHN TRAMMEL
N00°-31'E
936' 14.18 C.
S01°W 985'
14.92 CH.
LINE AB SURVEYED
MARCH 1956 CUTTING
OFF 6.2 ACRES FOR
CHARLIE GRIFFIN,
LEAVINGST.1 AC. D.H.P.
IP
N61°W 1365' 20.68 C.
N61°W
19.41 CH.
12.81'
S61°-15'W 341' 5.17 C.
S40°-30'W 330' 5.0 C.
ROGERS
IP
LAURENS CO.
NEWBERRY CO.
SC #72
WHITMIRE
2 MILES
PROPERTY OF
CANAL WOOD CORP.
FANT TRACT
LOCATED IN LAURENS CO., SOUTH CAROLINA
CONTAINING 63.3 ACRES SURVEYED SEPT. 1954
SCALE: 1" = 10 CHAINS DOCK H. PRICE RLS

Fig. 21

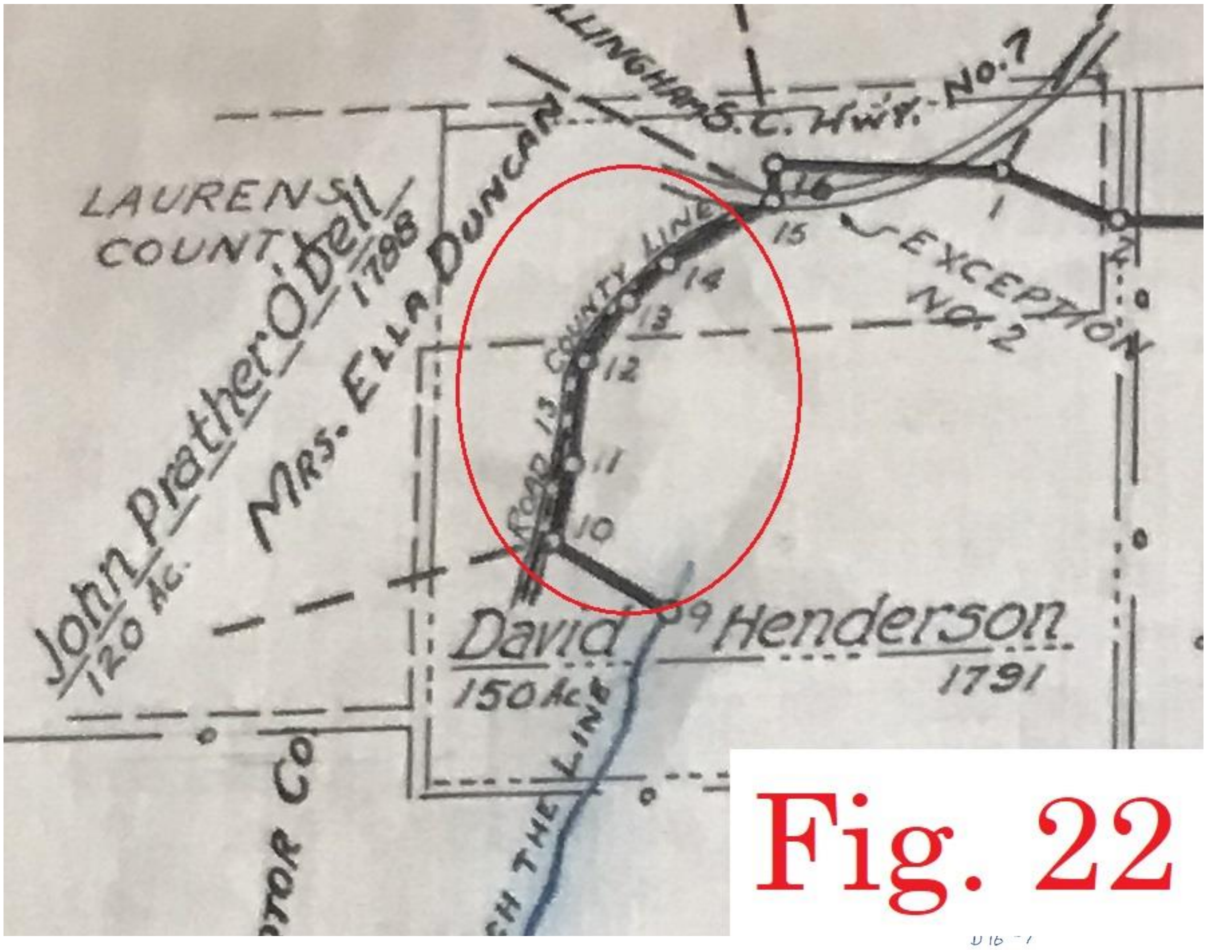

LAURENS COUNTY
John Prather O'Dell
120 Ac.
1788
MRS. ELLA DUNCAN
S.C. HWY. NO. 7
COUNTY LINE
ROAD 13
EXCEPTION NO. 2
David Henderson
150 Ac.
1791

Fig. 22

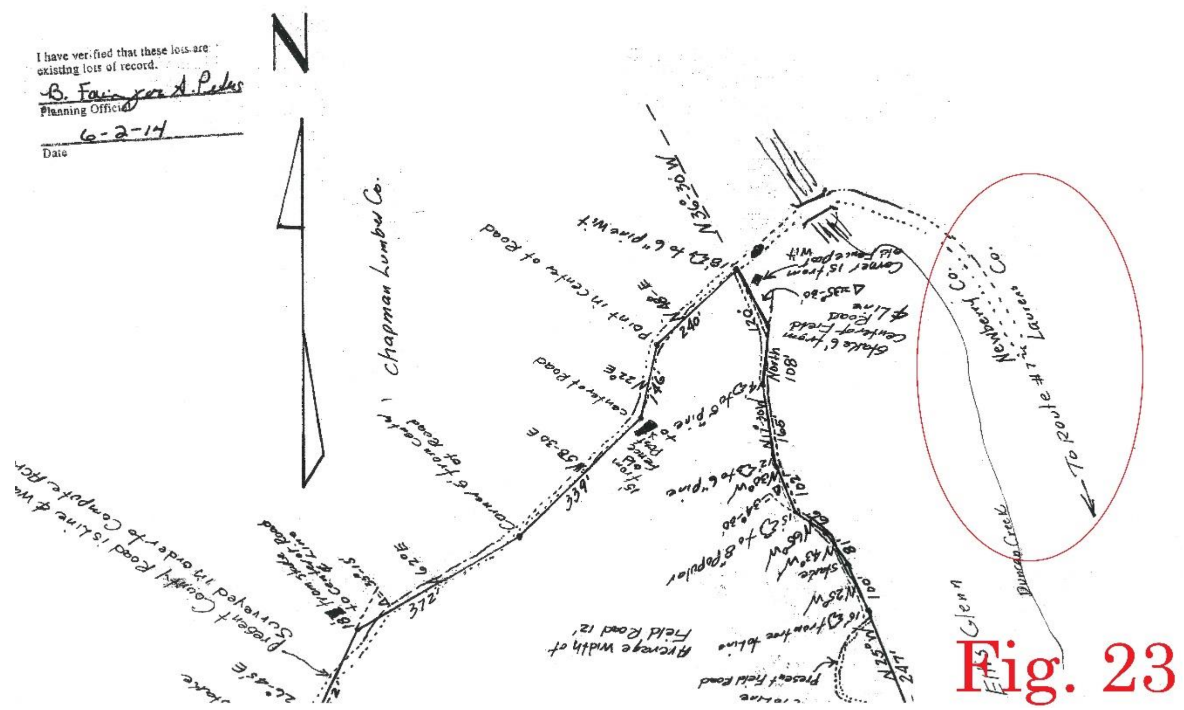

I have verified that these lots are existing lots of record.
Planning Official
6-2-14
Date
N
Chapman Lumber Co.
Point in Center of Road
Newberry Co.
Laurens Co.
Duncan Creek
Glenn

Fig. 23

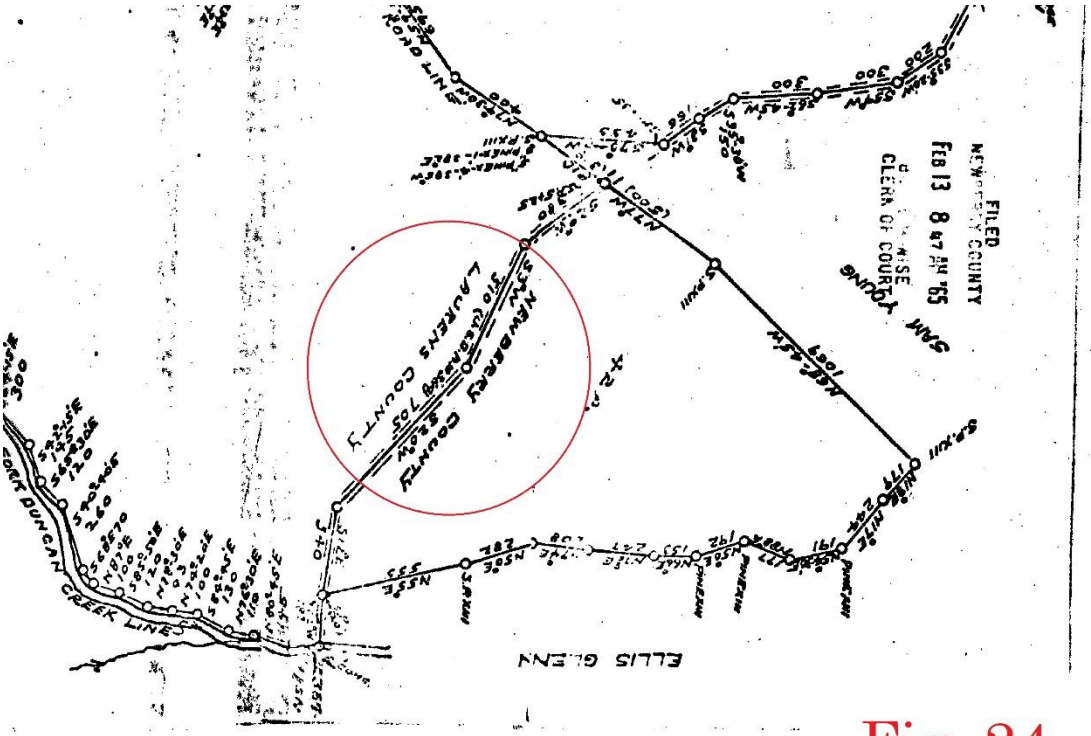
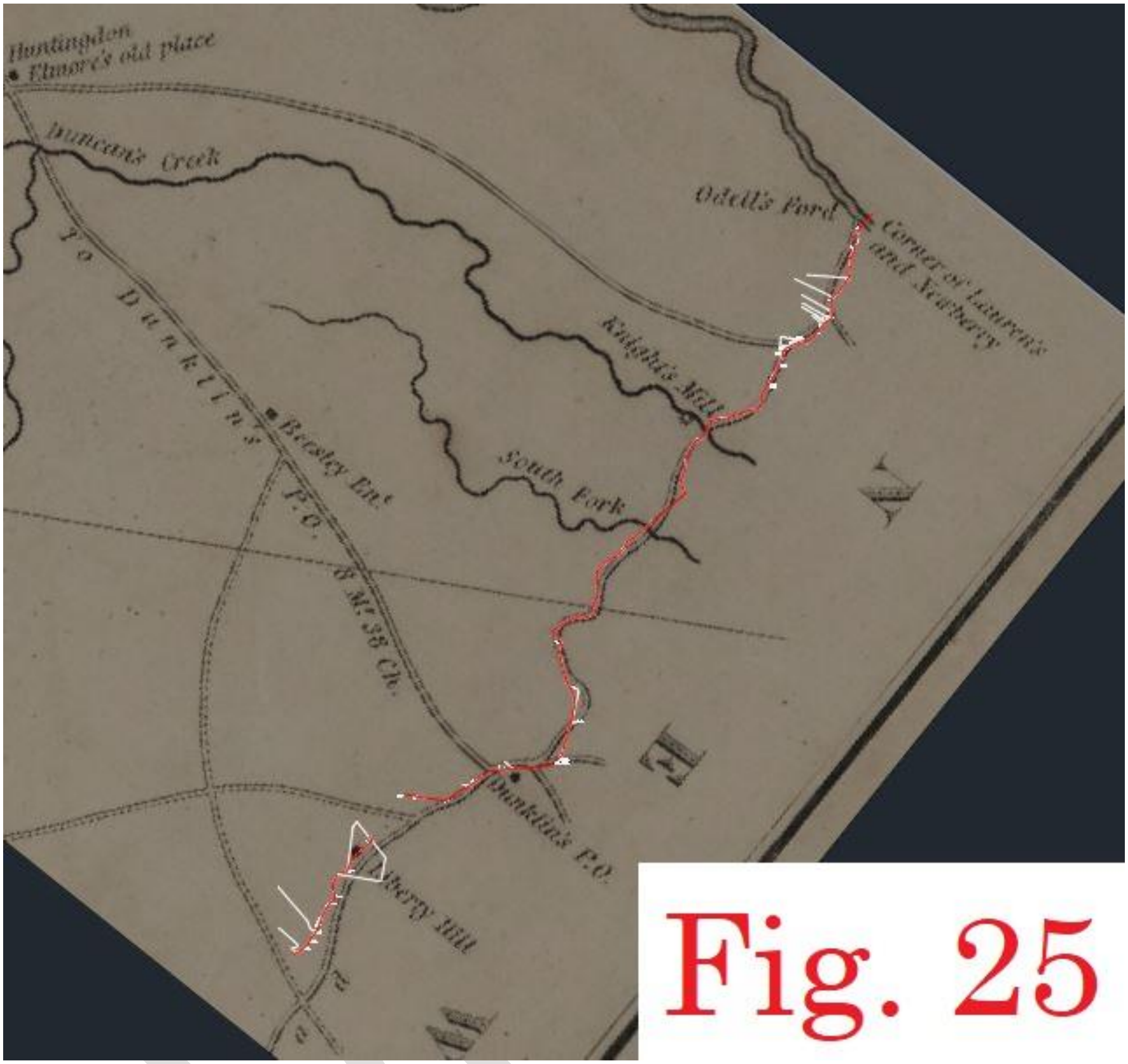

FILED
FEB 13 8 47 AM '65
CLERK OF COURT
ELLIS GLENN
NEWBERRY COUNTY
S.C.
LAURENS COUNTY S.C.
CORK DUNCAN CREEK LINE

Fig. 24


Huntingdon
Elmore's old place
Duncan's Creek
Odell's Ford
Corner of Laurens and Newberry
Knight's Mill
South Fork
Beesley En.t
P.O.
To Dunklin's
8 M.s 38 Ch.
Dunklin's P.O.
Liberty Hill
Fig. 25

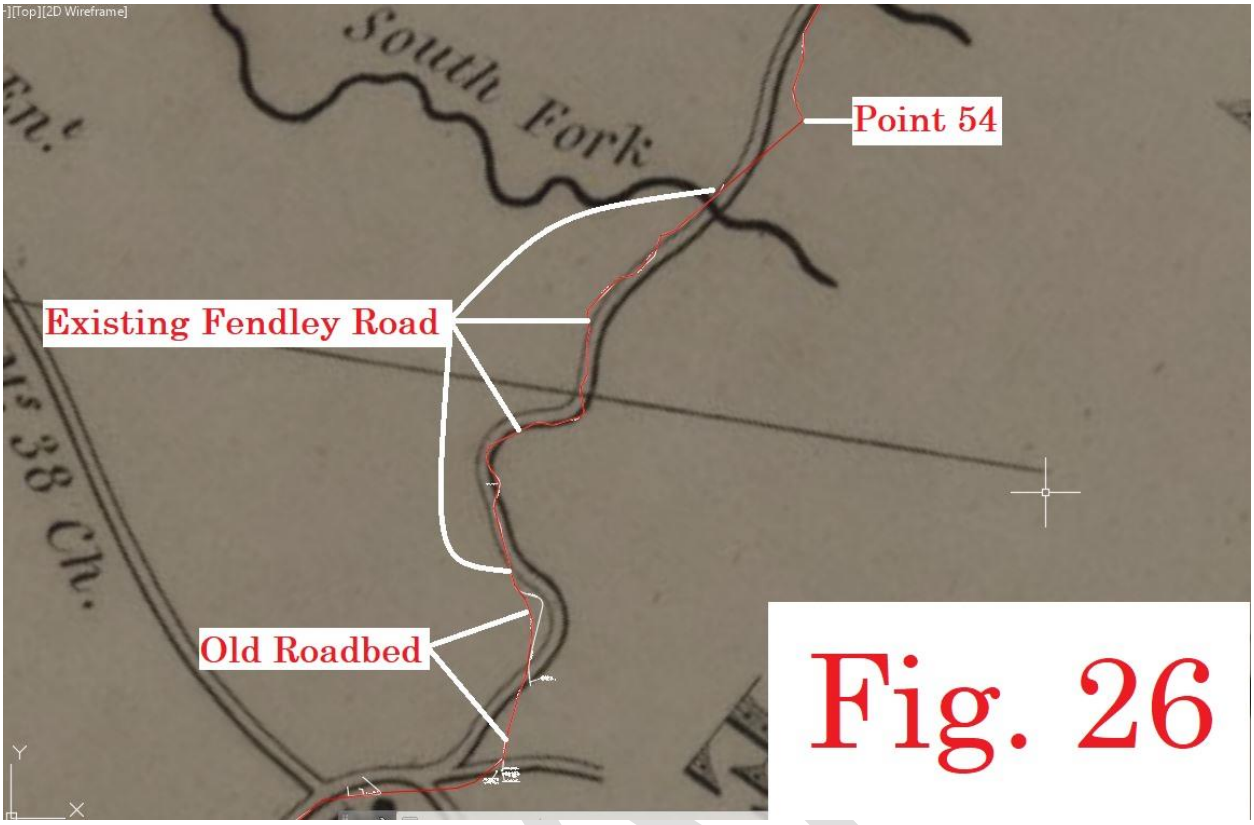


Fig. 26

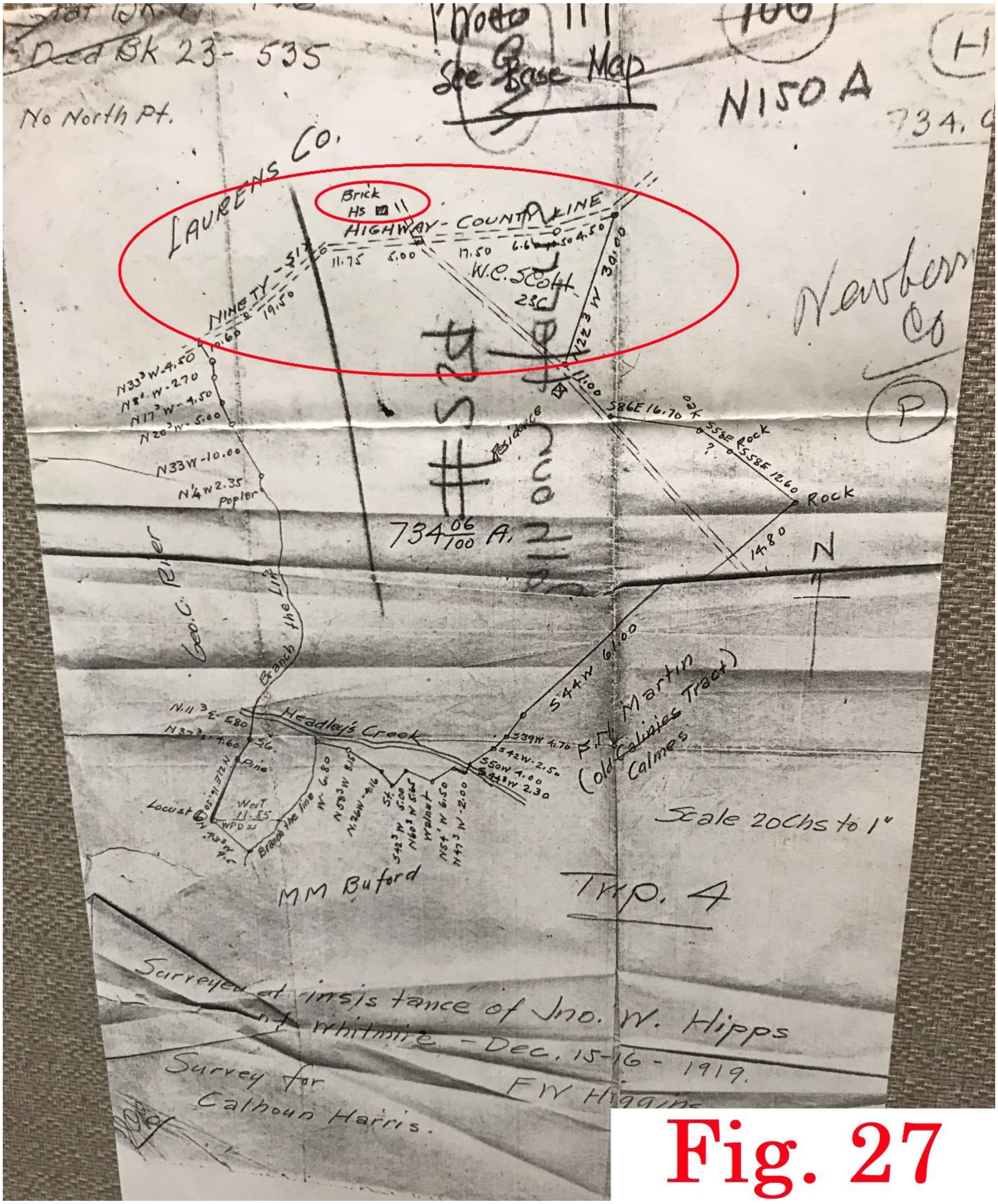

Deed Bk 23- 535
See Base Map
N150 A
734.
No North Pt.
LAURENS CO.
Brick
Hs
HIGHWAY - COUNTY LINE
NINETY - SIX
W.C. Scott
Newberry Co
Residence
734 06/100 A.
Rock
N
Geo. C. Rier
Branch the Line
Headley's Creek
P. H. Martin
(old Calmes Tract)
Calmes
Scale 20Chs to 1"
MM Buford
Twp. 4
Surveyed at insistance of Jno. W. Hipps
Whitmire. - Dec. 15-16 - 1919.
Survey for
Calhoun Harris.
F W Higgins

Fig. 27

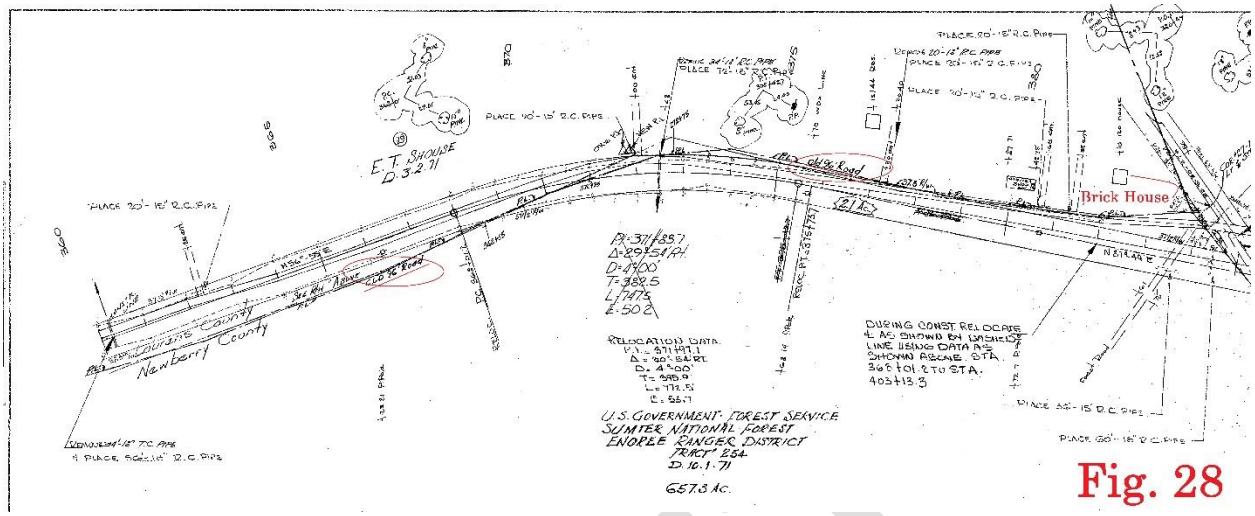

E.T. SHOUSE
D.3.2.71
Brick House
Newberry County
U.S. GOVERNMENT FOREST SERVICE
SUMTER NATIONAL FOREST
ENOREE RANGER DISTRICT
TRACT 254
D.10.1.71
657.8 Ac.

Fig. 28

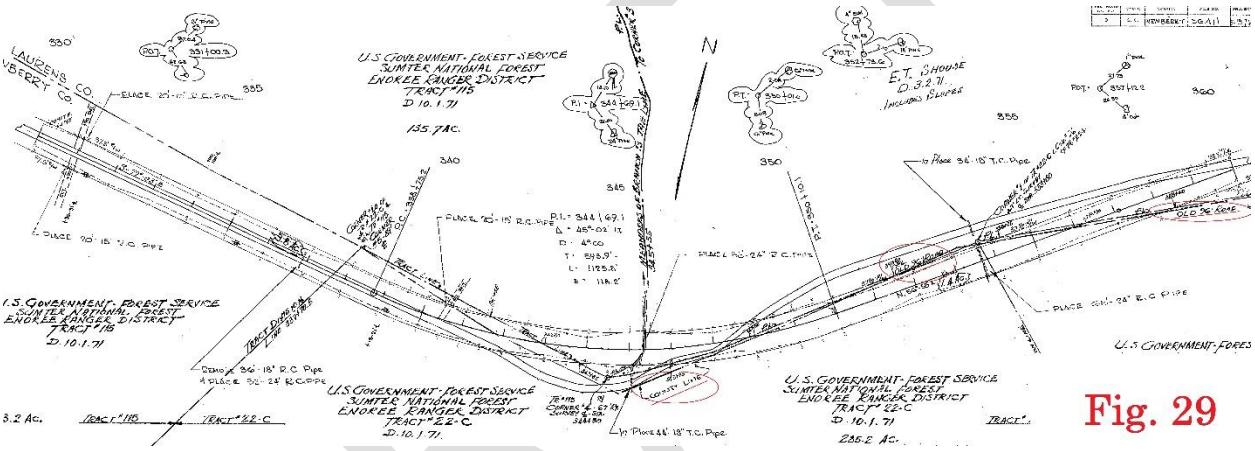

LAURENS - NEWBERRY CO.
U.S. GOVERNMENT FOREST SERVICE
SUMTER NATIONAL FOREST
ENOREE RANGER DISTRICT
TRACT 118
D.10.1.71
135.7 AC.
E.T. SHOUSE
D.3.2.71
U.S. GOVERNMENT FOREST SERVICE
SUMTER NATIONAL FOREST
ENOREE RANGER DISTRICT
TRACT 22-C
D.10.1.71
U.S. GOVERNMENT FOREST SERVICE
SUMTER NATIONAL FOREST
ENDLEE RANGER DISTRICT
TRACT 52-C
D.10.1.71
286.2 Ac.

Fig. 29

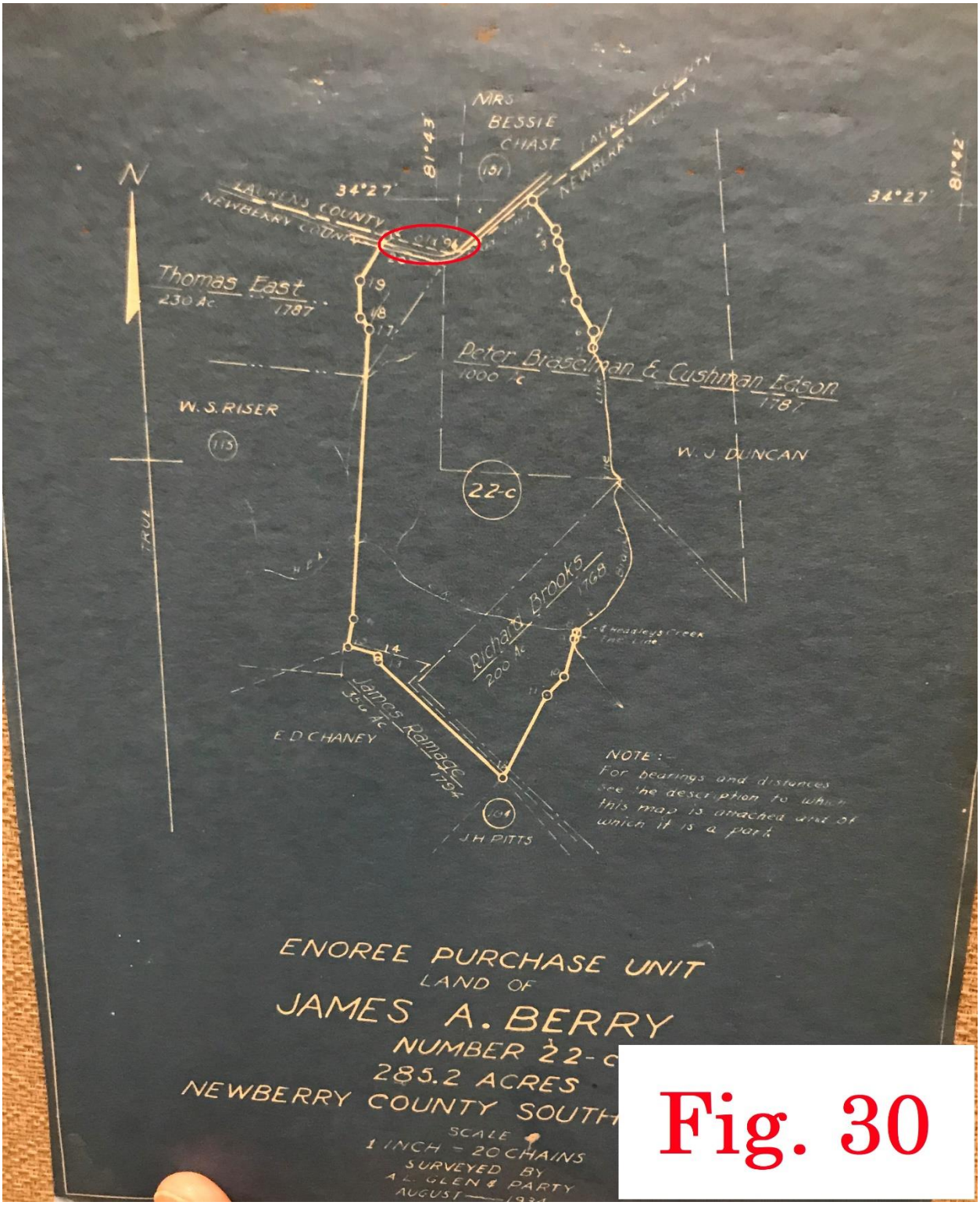

N
MRS BESSIE CHASE
151
LAURENS COUNTY
NEWBERRY COUNTY
34°27'
81°43'
Thomas East
230 Ac
1787
19
18
17
Peter Braselman & Cushman Edson
1000 Ac
1787
W. S. RISER
115
W. J. DUNCAN
22-c
TRUL
Richard Brooks
200 Ac
1768
Headley's Creek
14
James Ramage
350 Ac
1794
E. D. CHANEY
J. H. PITTS
NOTE :-
For bearings and distances see the description to which this map is attached and of which it is a part.
ENOREE PURCHASE UNIT
LAND OF
JAMES A. BERRY
NUMBER 22-C
285.2 ACRES
NEWBERRY COUNTY SOUTH
SCALE
1 INCH = 20 CHAINS
SURVEYED BY
A. L. GLEN & PARTY
AUGUST

Fig. 30

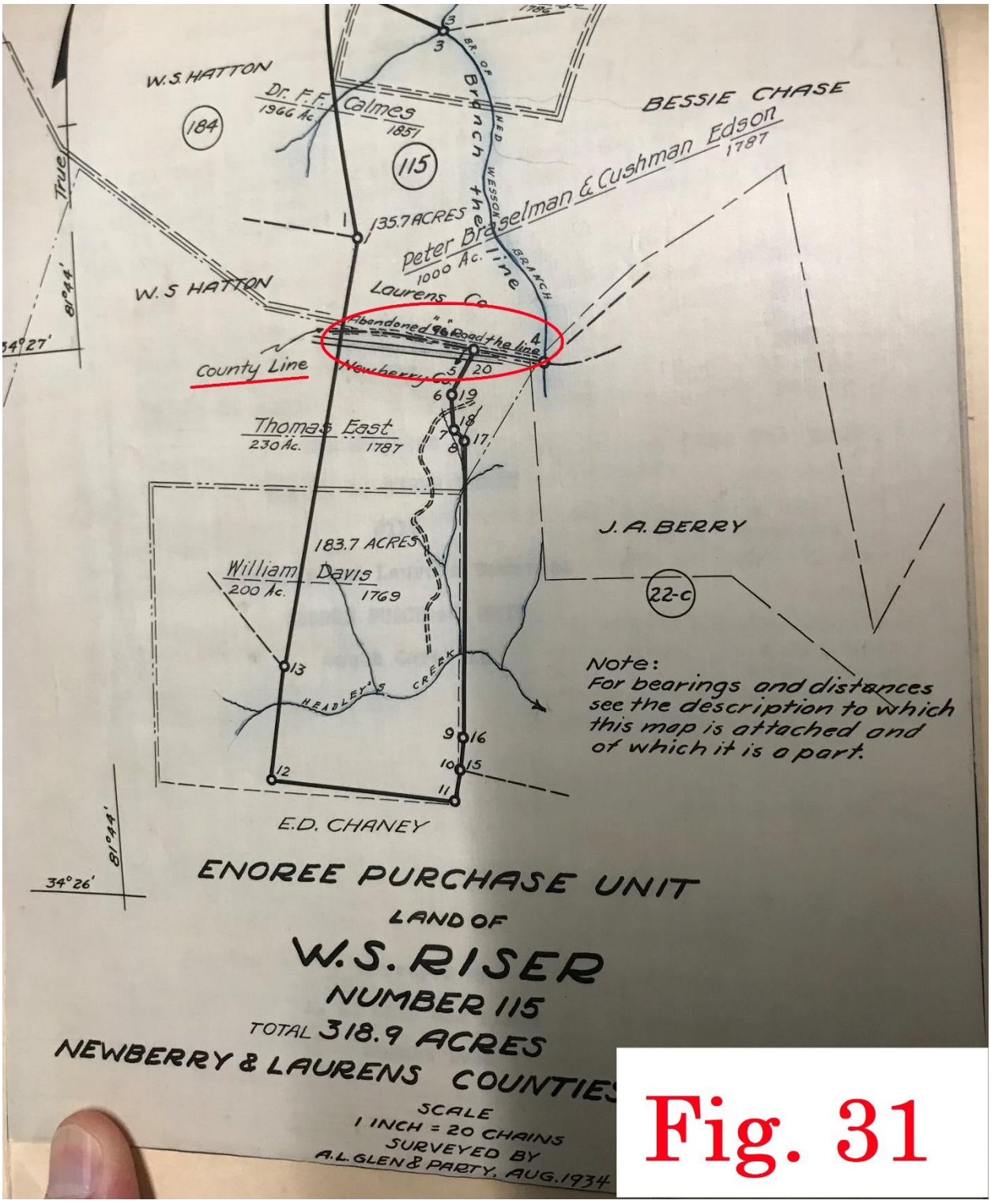

W.S. HATTON
Dr. F.F. Calmes
1966 Ac.
1857
184
115
BESSIE CHASE
Peter Braselman & Cushman Edson
1000 Ac.
1787
135.7 ACRES
Branch
the line
BRANCH
W.S HATTON
Laurens Co.
Abandoned "96 Road the line
County Line
Newberry Co.
Thomas East
230 Ac.
1787
J.A. BERRY
183.7 ACRES
William Davis
200 Ac.
1769
22-C
HEADLEY'S CREEK
Note:
For bearings and distances see the description to which this map is attached and of which it is a part.
E.D. CHANEY
34°26'
ENOREE PURCHASE UNIT
LAND OF
W.S. RISER
NUMBER 115
TOTAL 318.9 ACRES
NEWBERRY & LAURENS COUNTIES
SCALE
1 INCH = 20 CHAINS
SURVEYED BY
A.L. GLEN & PARTY, AUG. 1934

Fig. 31

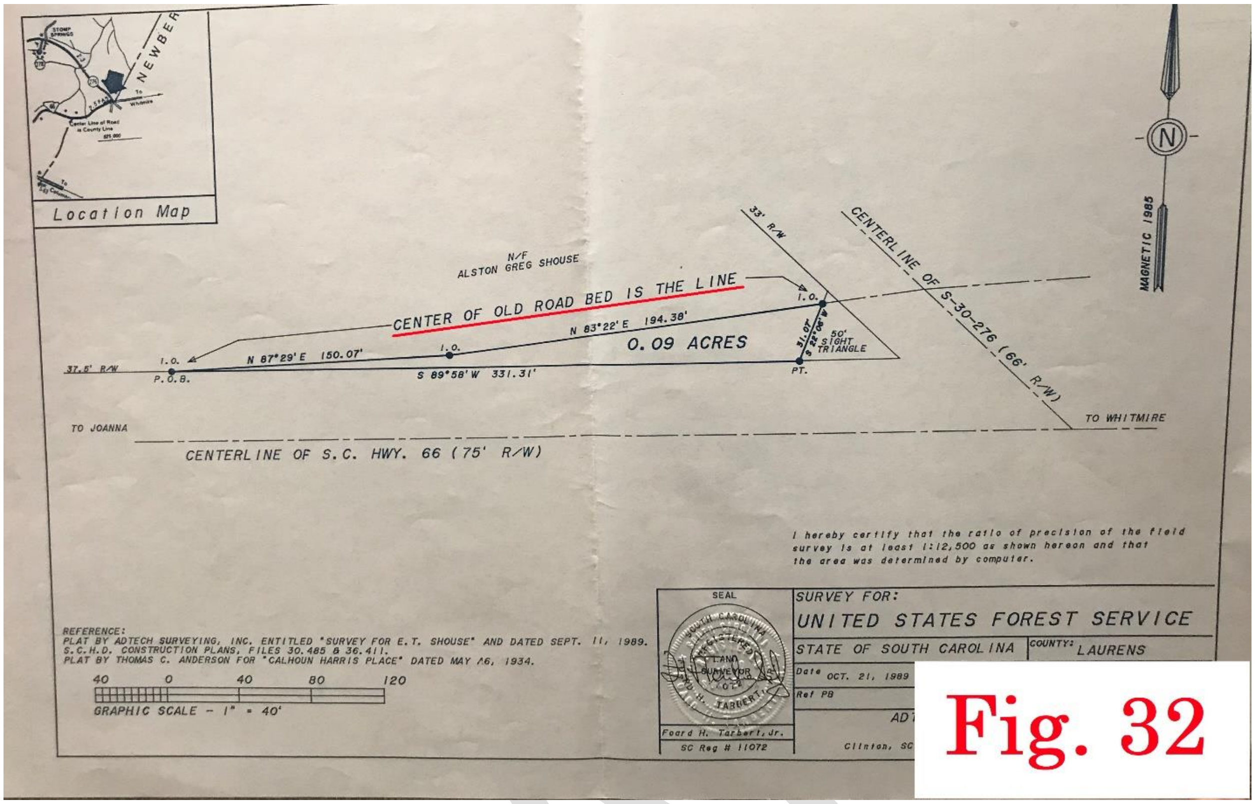

Location Map
N/F
ALSTON GREG SHOUSE
CENTER OF OLD ROAD BED IS THE LINE
33' R/W
CENTERLINE OF S-30-276 (66' R/W)
N 87°29' E 150.07'
N 83°22' E 194.38'
0.09 ACRES
S 89°58' W 331.31'
50' SIGHT TRIANGLE
37.5' R/W
P.O.B.
TO JOANNA
TO WHITMIRE
CENTERLINE OF S.C. HWY. 66 (75' R/W)
MAGNETIC 1985
I hereby certify that the ratio of precision of the field survey is at least 1:12,500 as shown hereon and that the area was determined by computer.
SURVEY FOR:
UNITED STATES FOREST SERVICE
STATE OF SOUTH CAROLINA
COUNTY: LAURENS
Date OCT. 21, 1989
Ref PB
REFERENCE:
PLAT BY ADTECH SURVEYING, INC. ENTITLED "SURVEY FOR E.T. SHOUSE" AND DATED SEPT. 11, 1989.
S.C.H.D. CONSTRUCTION PLANS, FILES 30.485 & 36.411.
PLAT BY THOMAS C. ANDERSON FOR "CALHOUN HARRIS PLACE" DATED MAY 16, 1934.
40 0 40 80 120
GRAPHIC SCALE - 1" = 40'
Foard H. Tarbert, Jr.
SC Reg # 11072
Clinton, SC

Fig. 32

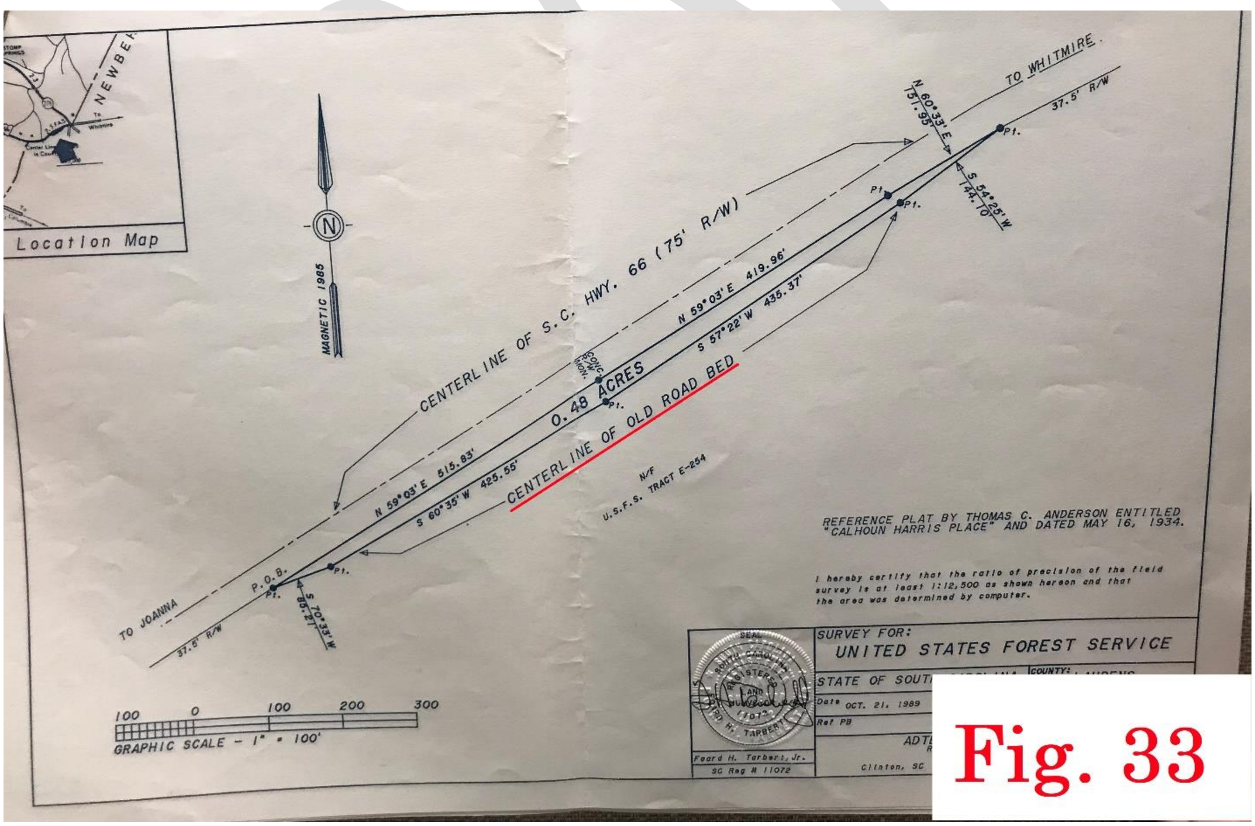

Location Map
MAGNETIC 1985
TO WHITMIRE
37.5' R/W
CENTERLINE OF S.C. HWY. 66 (75' R/W)
N 59°03' E 419.96'
S 57°22' W 435.37'
0.48 ACRES
CENTERLINE OF OLD ROAD BED
N 59°03' E 515.83'
S 60°35' W 425.55'
S 54°25' W 144.10'
N/F
U.S.F.S. TRACT E-254
P.O.B.
TO JOANNA
REFERENCE PLAT BY THOMAS C. ANDERSON ENTITLED "CALHOUN HARRIS PLACE" AND DATED MAY 16, 1934.
I hereby certify that the ratio of precision of the field survey is at least 1:12,500 as shown hereon and that the area was determined by computer.
SURVEY FOR:
UNITED STATES FOREST SERVICE
Date OCT. 21, 1989
Ref PB
100 0 100 200 300
GRAPHIC SCALE - 1" = 100'
Foard H. Tarbert, Jr.
SC Reg # 11072
Clinton, SC

Fig. 33

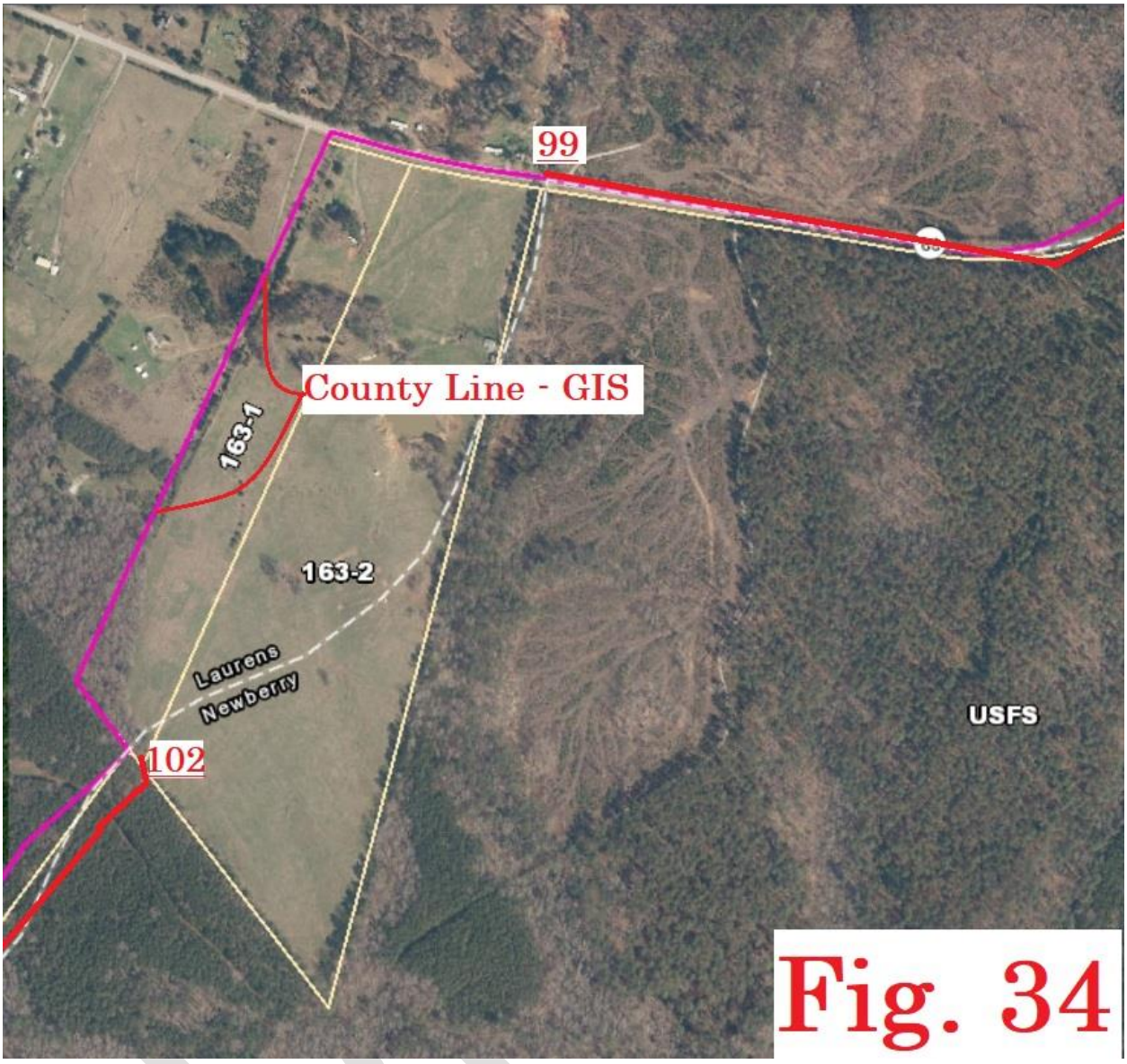


Fig. 34


Jno. M. Hudgens
Surveyor and Notary Public
Laurens, S. C.
L-78
North
102
95½ Acres
No 1
Headless creek
Tract No. 2. of the
John & Amanda C Harmon Est
C D Chaney
Laid down by a Scale of 10ch per inch
South Carolina
Laurens County
The above plat is a true representation of the marks Shape metes and boun
of a tract of land situated partly in Newberry County and partly in Laur
County in the State aforesaid, Containing Ninety-five & ½ (95½) acr
as Surveyed by me on the 30th day of November 1909, and known as T
No. 1. of the real Estate of John and Amanda C Harmon Deceased. Surv
by me at the request of the Children
C Harmon Deceased,

Fig. 35

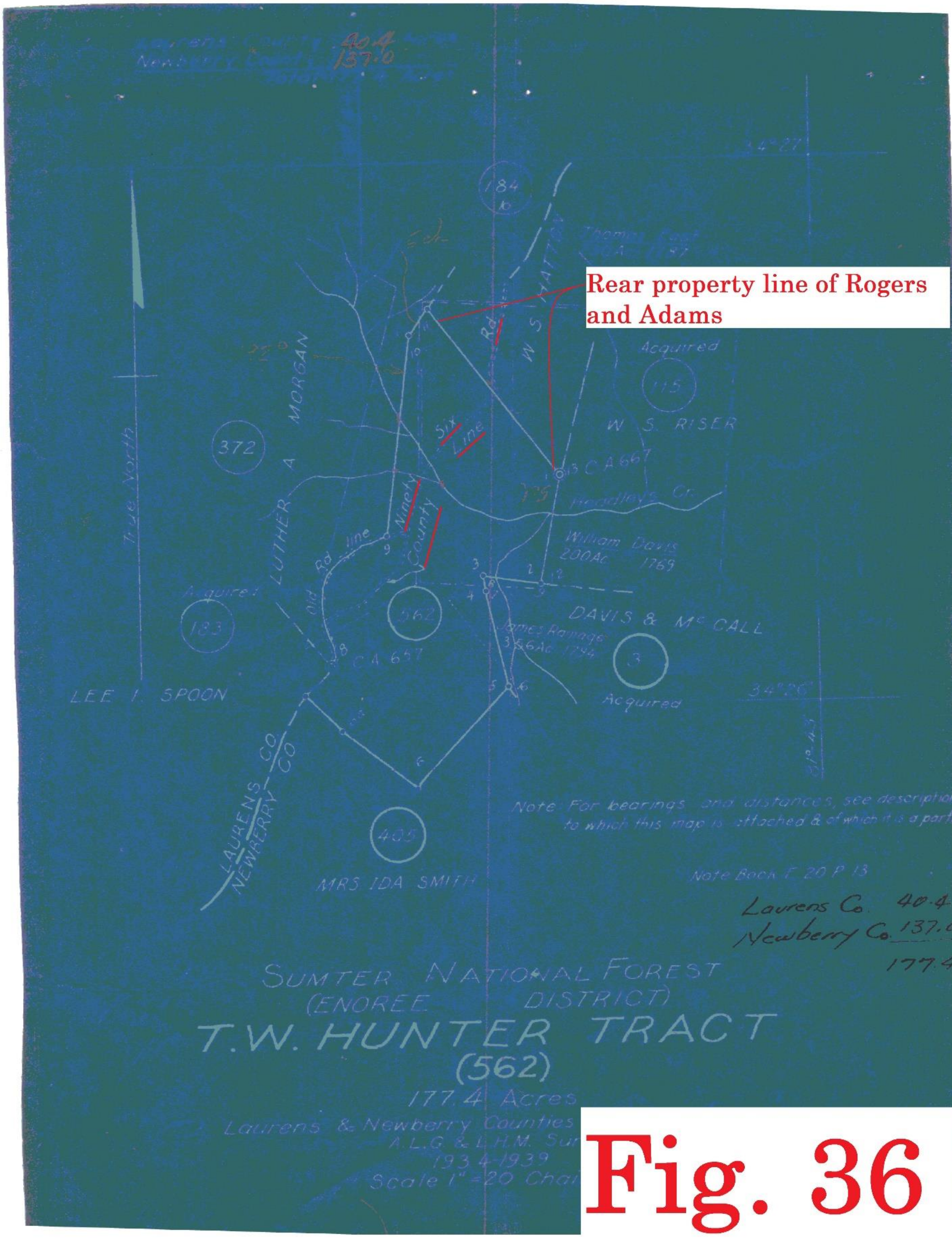

Rear property line of Rogers and Adams
SUMTER NATIONAL FOREST
(ENOREE DISTRICT)
T.W. HUNTER TRACT
(562)
177.4 Acres
Laurens & Newberry Counties
1934-1939
Note For bearings and distances, see description to which this map is attached & of which it is a part.
Note Book F 20 P 13
Laurens Co. 40.4
Newberry Co. 137.0
177.4
True North
LUTHER A MORGAN
W S RISER
DAVIS & McCALL
LEE I SPOON
MRS IDA SMITH
William Davis
200Ac 1769
Six Line
Ninety County
Old Rd line
Acquired
LAURENS CO
NEWBERRY CO

Fig. 36

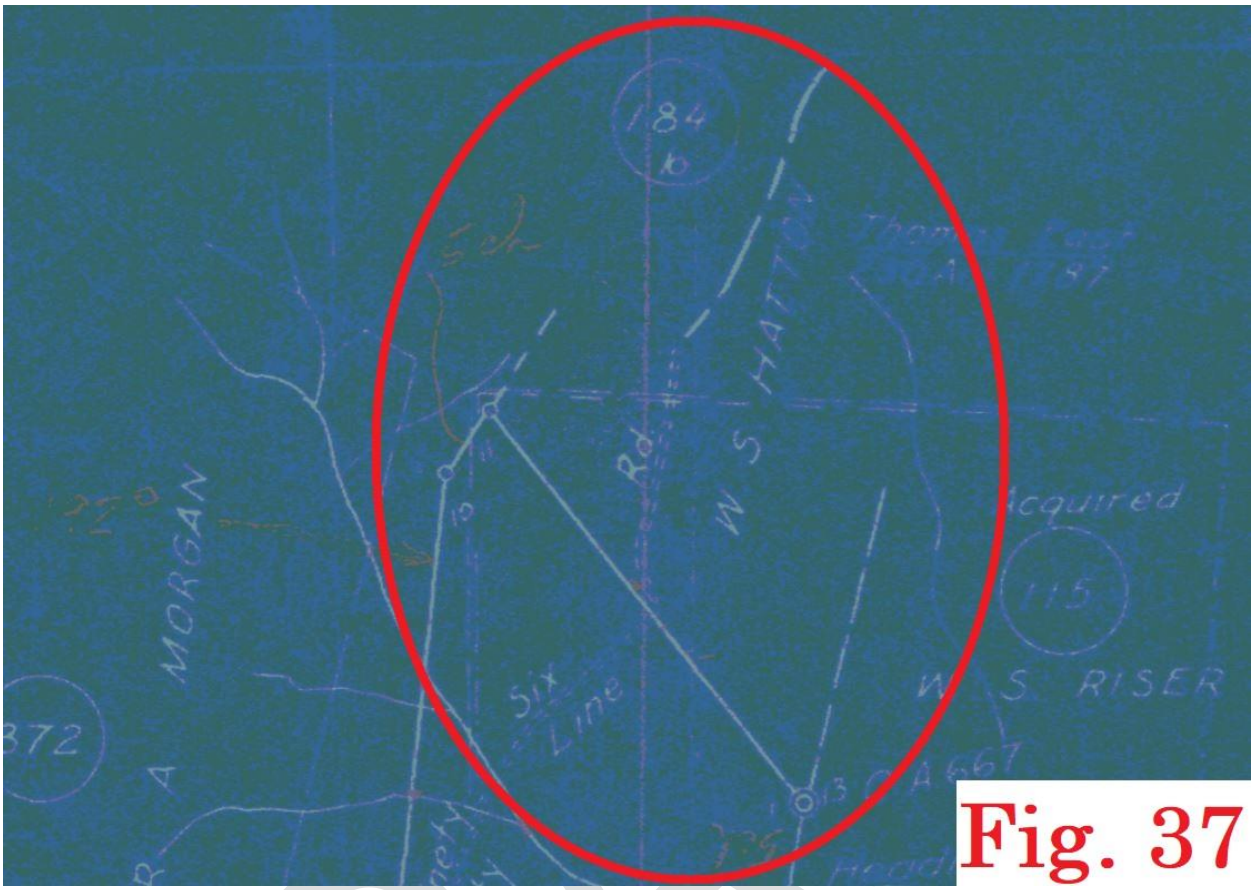


Fig. 37

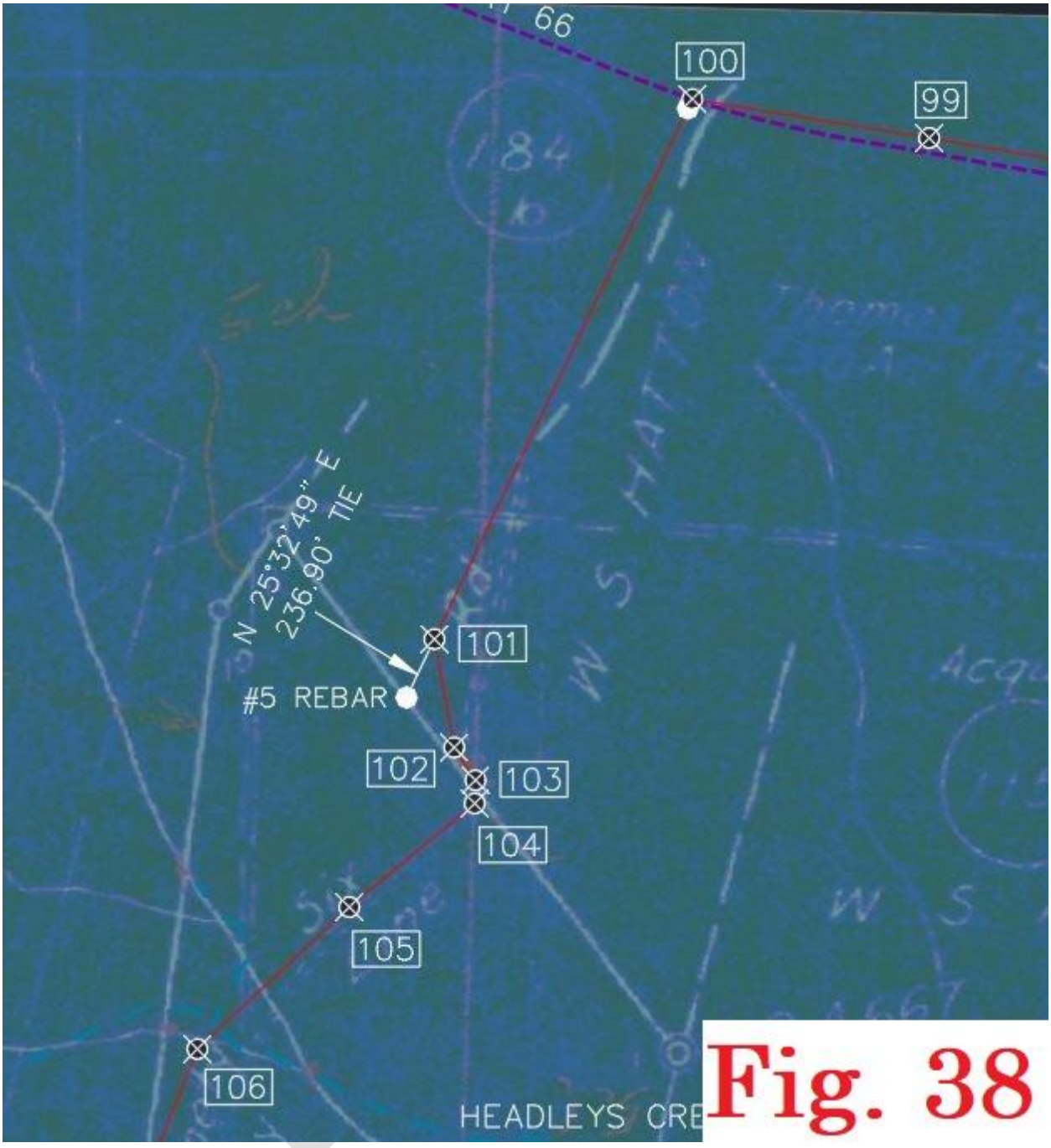
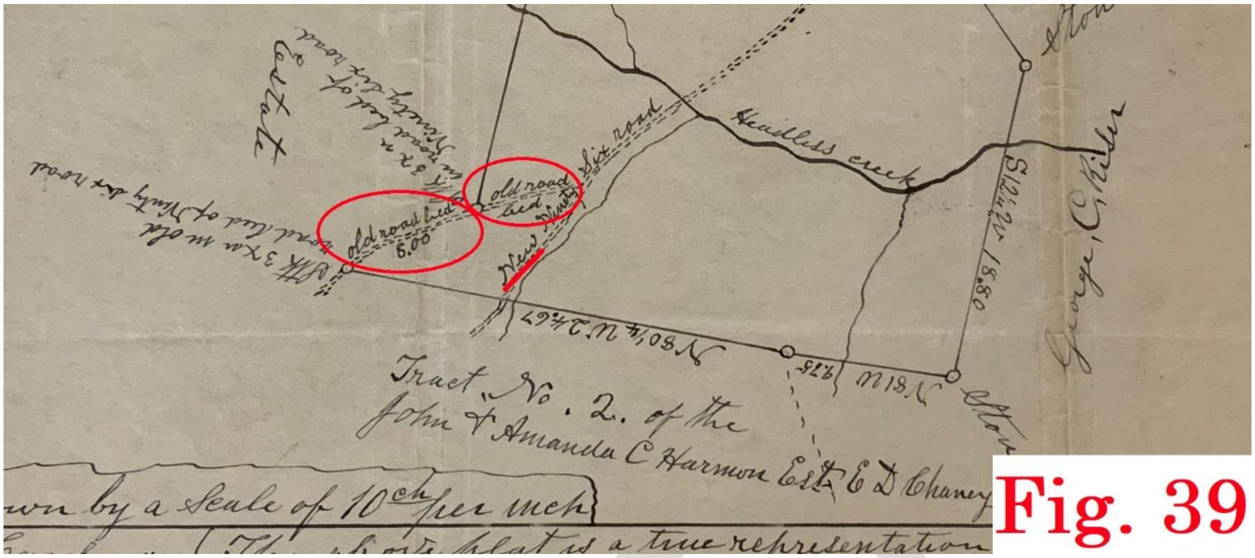
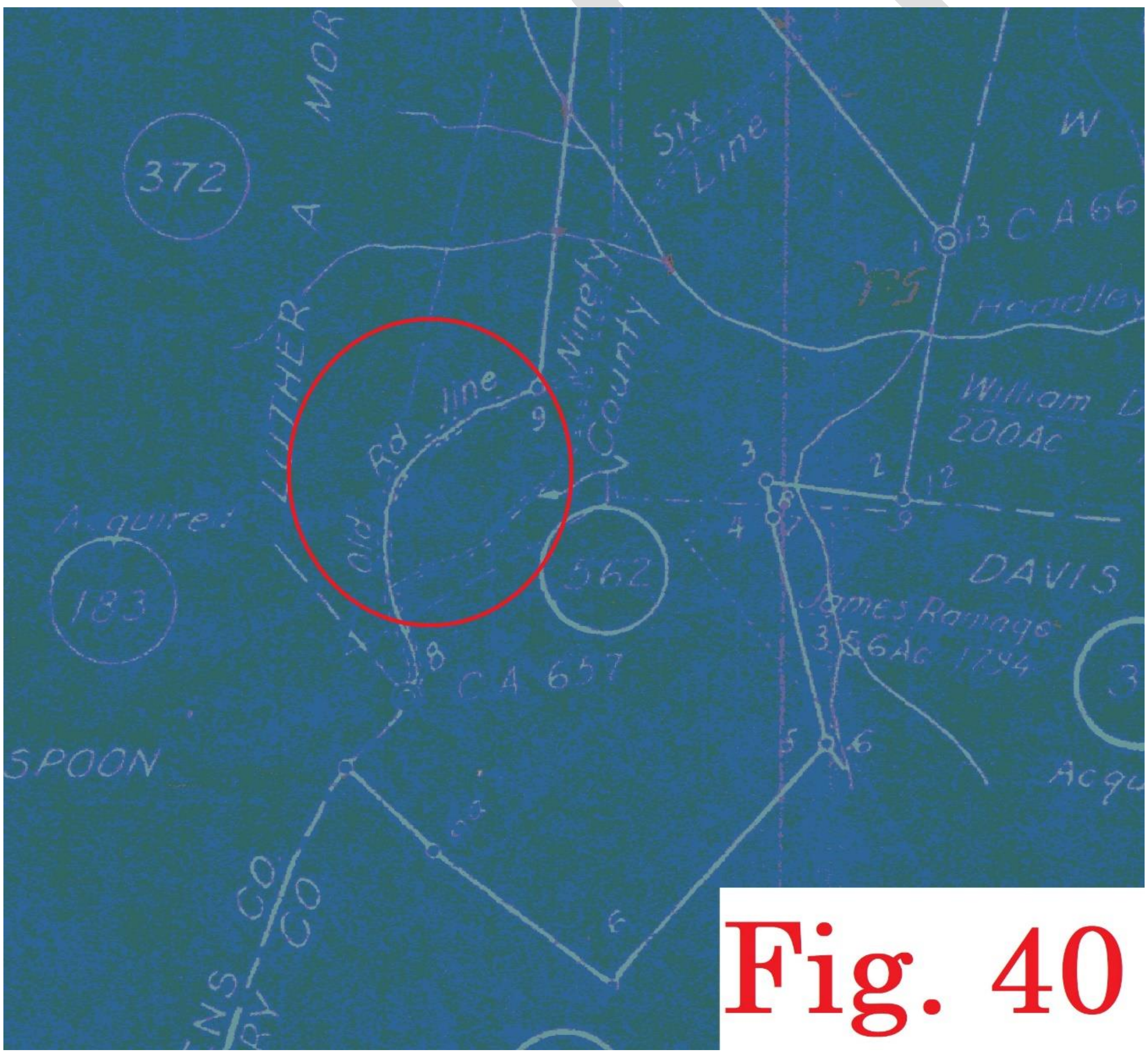

66
100
99
184
N 25°32'49" E
236.90' TIE
#5 REBAR
101
102
103
104
105
106
HEADLEYS CRE

Fig. 38


old road bed
6.00
old road bed
New
Ninety Six road
Headless creek
N 80¼ W 24.67
N 81 W
8.75
S 12¼ W 18.80
George C. Kiler
Tract No. 2. of the
John & Amanda C Harmon Est. E D Chaney
wn by a Scale of 10ch per inch
The above plat is a true representation
Fig. 39


372
Six
Line
13 CA 66
Ninety
County
Old Rd line
William D
200Ac
DAVIS
Acquire:
183
562
James Ramage
356Ac 1794
CA 657
SPOON
Fig. 40

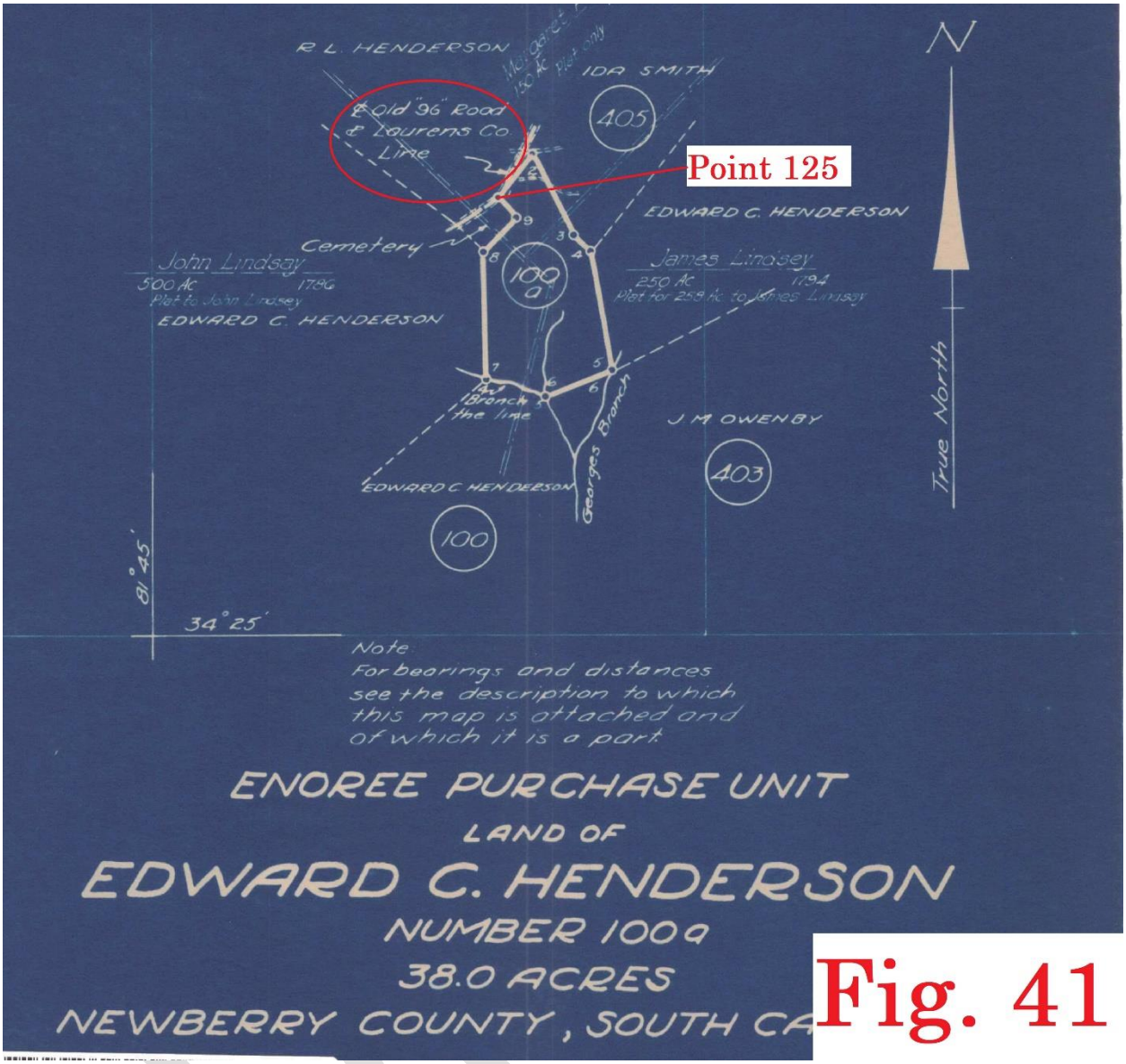

R L. HENDERSON
IDA SMITH
405
Old "96" Road & Laurens Co. Line
Point 125
EDWARD C. HENDERSON
Cemetery
John Lindsay
500 Ac 1796
Plat to John Lindsey
EDWARD C. HENDERSON
100 a
James Lindsey
250 Ac 1794
Plat for 258 Ac. to James Lindsey
Branch the line
J M OWENBY
403
EDWARD C HENDERSON
Georges Branch
100
81° 45'
34° 25'
True North
Note
For bearings and distances see the description to which this map is attached and of which it is a part
ENOREE PURCHASE UNIT
LAND OF
EDWARD C. HENDERSON
NUMBER 100a
38.0 ACRES
NEWBERRY COUNTY, SOUTH CA

Fig. 41

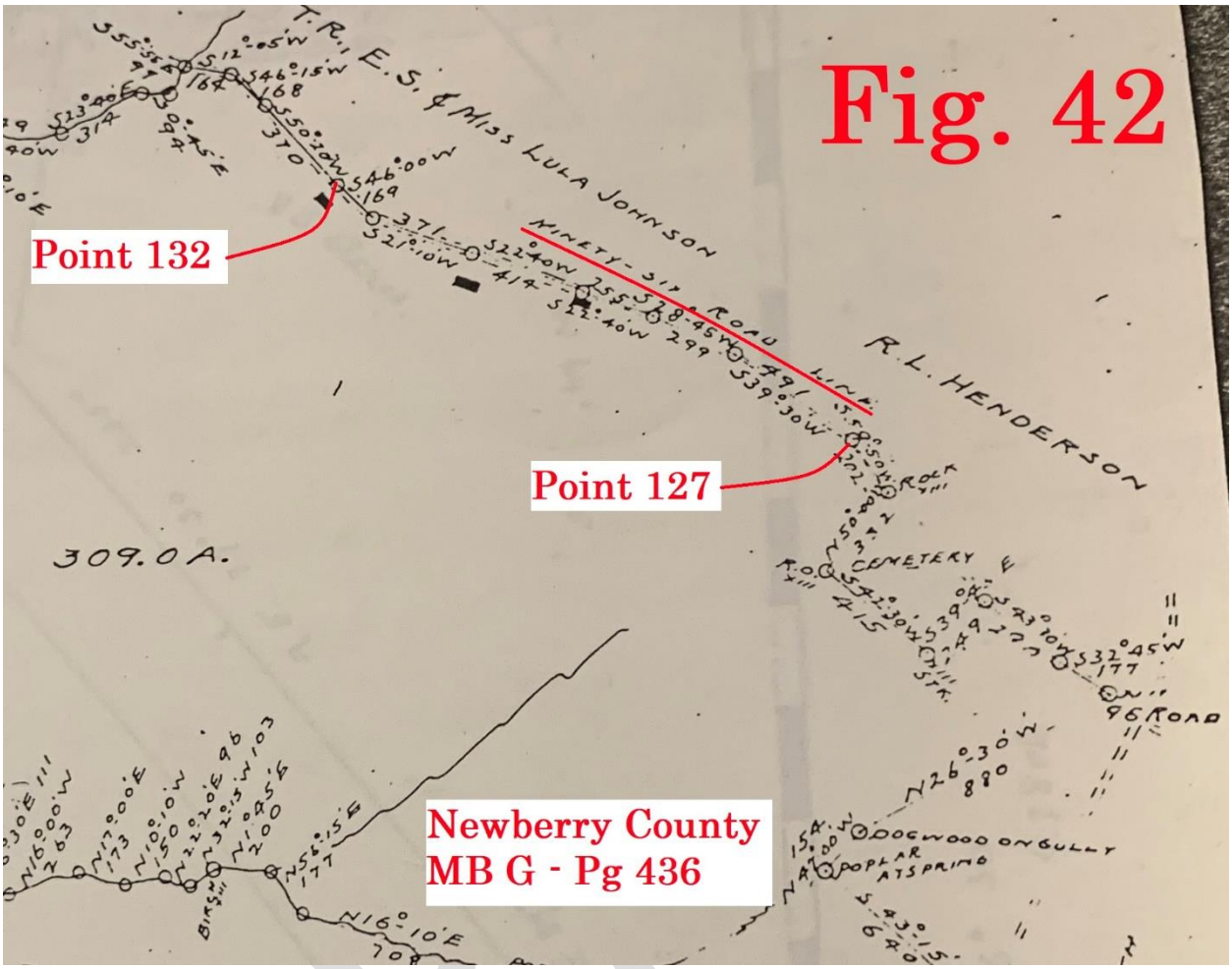


Fig. 42
Point 132
Point 127
Newberry County
MB G - Pg 436
T.R.1 E.S.& Miss LULA JOHNSON
R.L. HENDERSON
309.0 A.
CEMETERY
96 ROAD
DOGWOOD ON GULLY
POPLAR AT SPRING

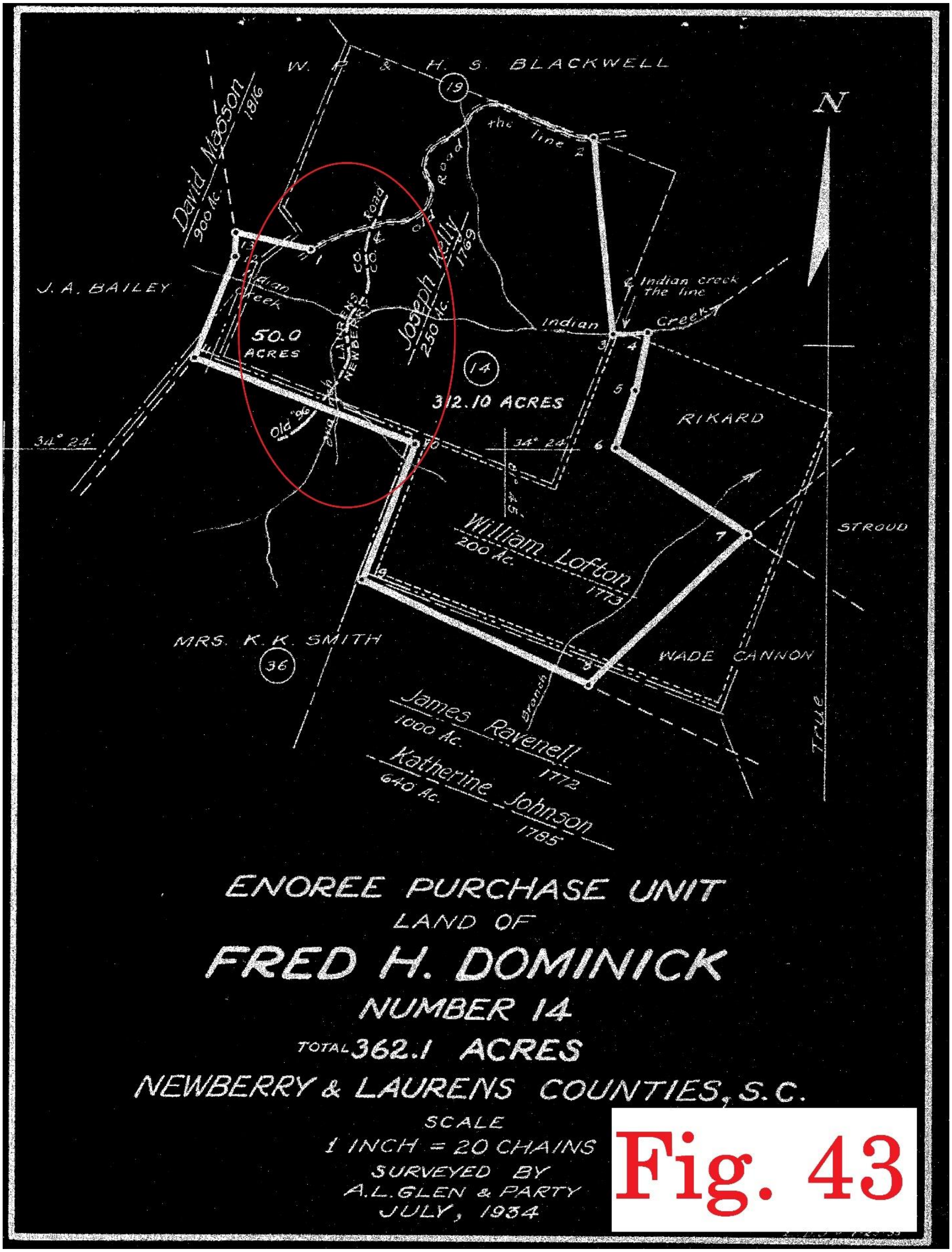

W. P. & H. S. BLACKWELL
19
N
David Masson
900 Ac.
1816
J. A. BAILEY
Indian
Creek
50.0
ACRES
Joseph Kelly
250 Ac.
1769
14
312.10 ACRES
Indian creek
the line
Indian
Creek
RIKARD
34° 24'
STROUD
William Lofton
200 Ac.
1773
MRS. K. K. SMITH
36
WADE CANNON
James Ravenell
1000 Ac.
1772
Katherine Johnson
640 Ac.
1785
Branch
True
ENOREE PURCHASE UNIT
LAND OF
FRED H. DOMINICK
NUMBER 14
TOTAL 362.1 ACRES
NEWBERRY & LAURENS COUNTIES, S.C.
SCALE
1 INCH = 20 CHAINS
SURVEYED BY
A.L.GLEN & PARTY
JULY, 1934

Fig. 43

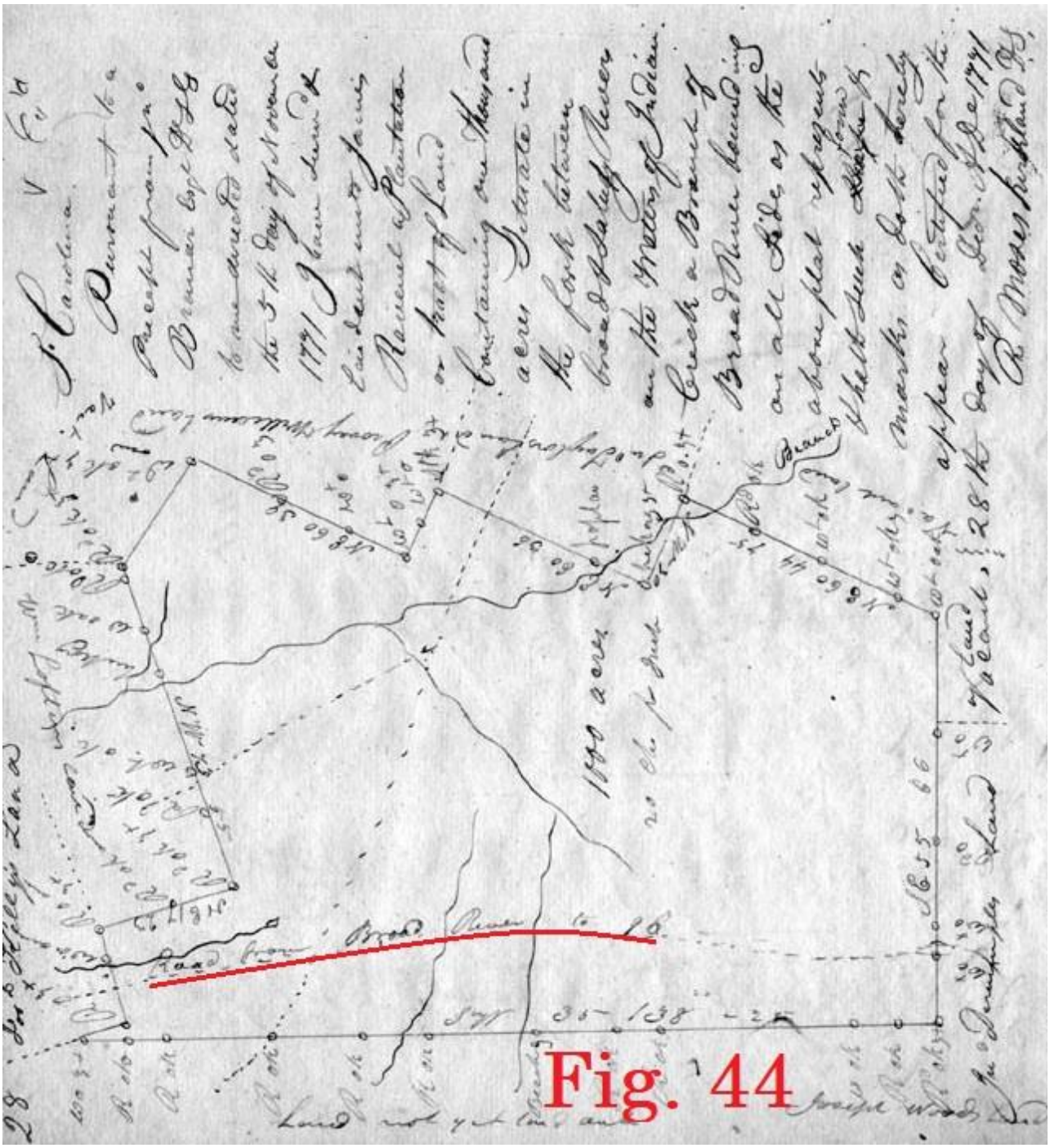


Fig. 44

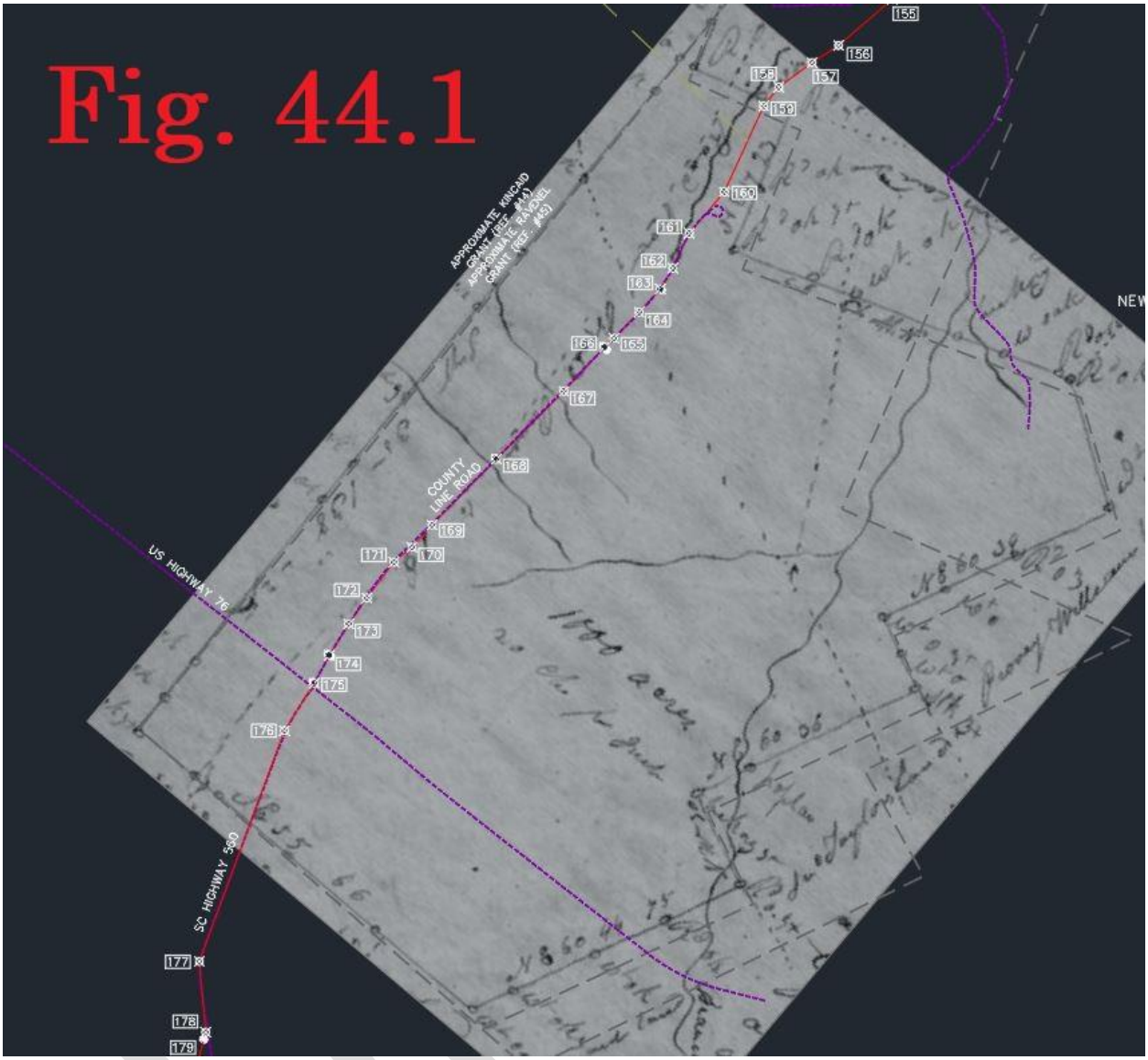


Fig. 44.1
APPROXIMATE KINCAID GRANT (REF. #44)
APPROXIMATE RAGNEL GRANT (REF. #45)
COUNTY LINE ROAD
US HIGHWAY 76
SC HIGHWAY 580
155
156
157
158
159
160
161
162
163
164
165
166
167
168
169
170
171
172
173
174
175
176
177
178
179

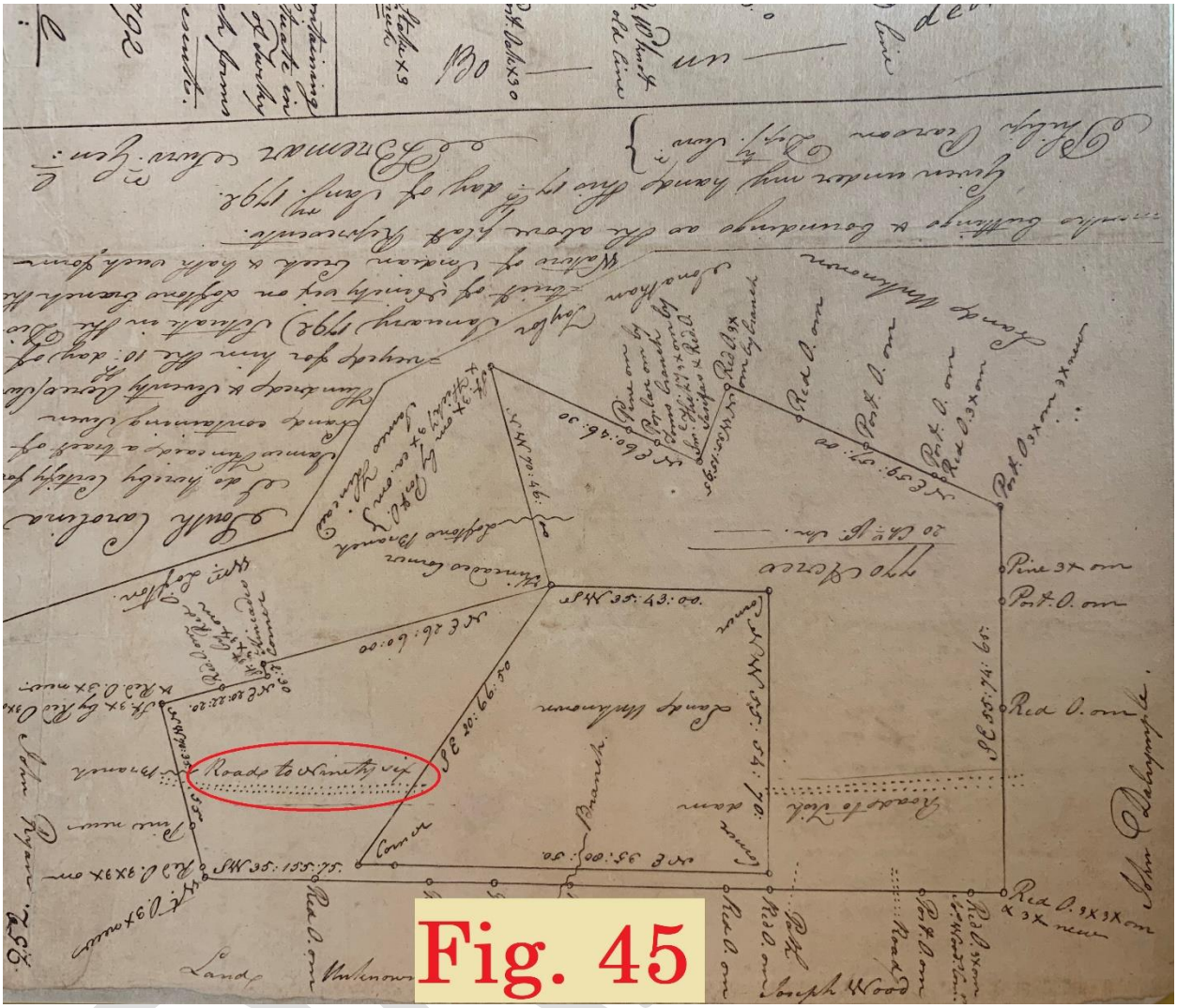


Fig. 45

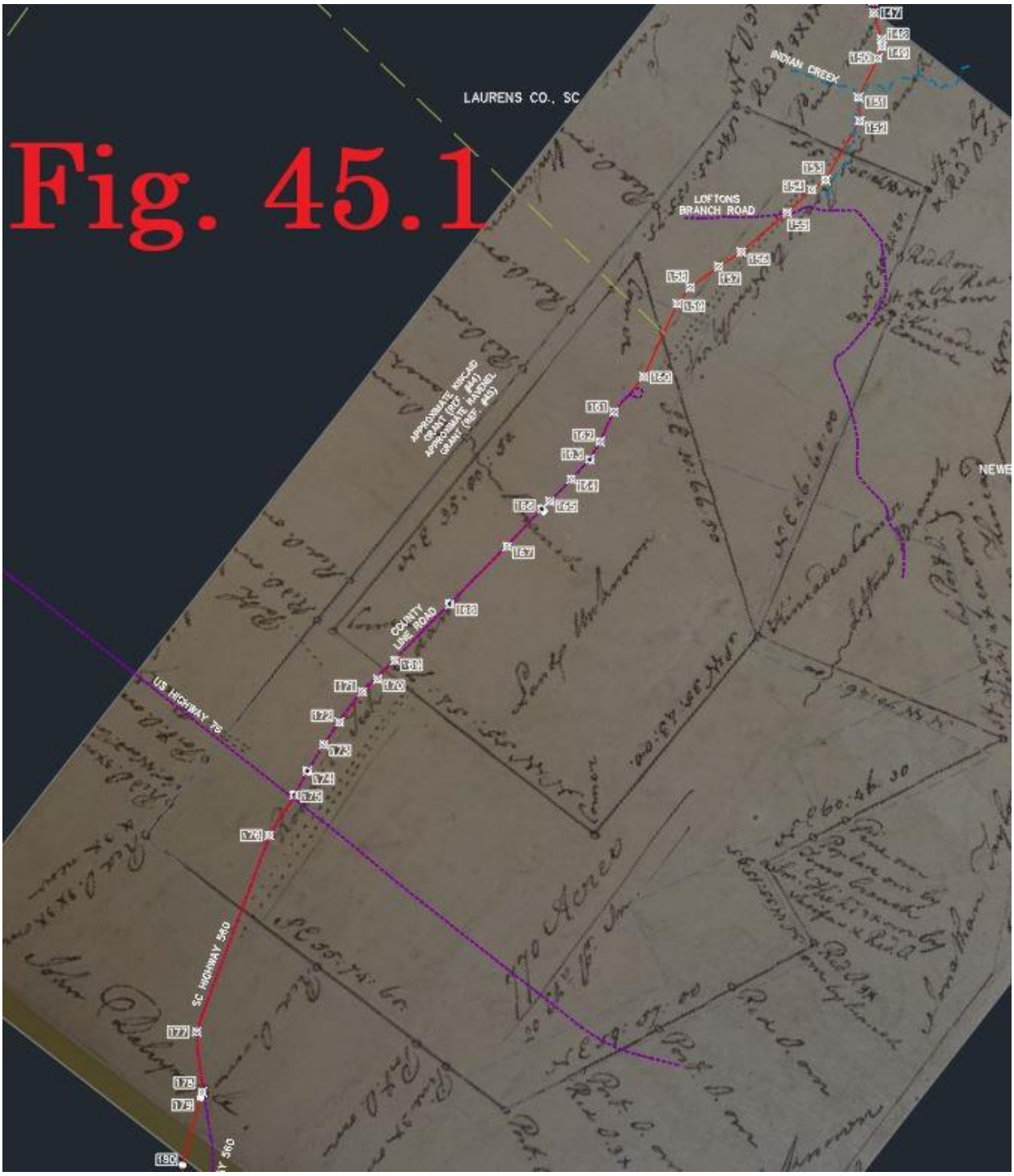


Fig. 45.1
LAURENS CO., SC
INDIAN CREEK
LOFTONS BRANCH ROAD
COUNTY LINE ROAD
US HIGHWAY 76
SC HIGHWAY 340
APPROXIMATE KINCAID GRANT (REF. #44)
APPROXIMATE RANDEL GRANT (REF. #45)
147
148
149
150
151
152
153
154
155
156
157
158
159
160
161
162
163
164
165
166
167
168
169
170
171
172
173
174
175
176
177
178
179
180

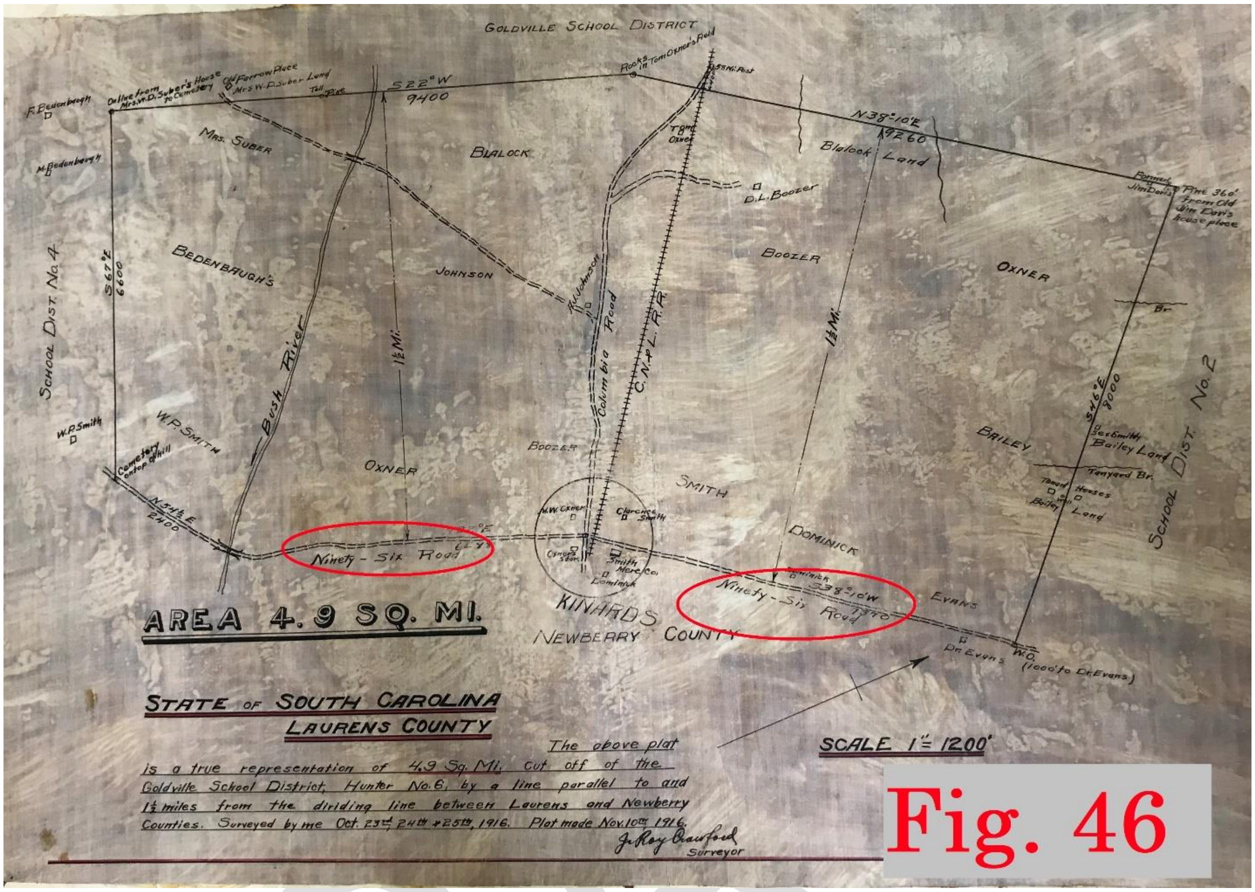

GOLDVILLE SCHOOL DISTRICT
S22°W
9400
N38°-10'E
9260
MRS. SUBER
BLALOCK
Blalock Land
D.L. Boozer
BEDENBAUGH'S
JOHNSON
BOOZER
OXNER
SCHOOL DIST. No. 4
S67°E
6600
Bush River
1½ Mi.
Columbia Road
C.N.&L.R.R.
1½ Mi.
S46°E
8000
SCHOOL DIST. No. 2
W.P. Smith
W.P. SMITH
OXNER
BOOZER
SMITH
BAILEY
Tanyard Br.
DOMINICK
N44½E
2400
Ninety - Six Road
Ninety - Six Road
EVANS
Dr. Evans
AREA 4.9 SQ. MI.
KINARDS
NEWBERRY COUNTY
STATE OF SOUTH CAROLINA
LAURENS COUNTY
SCALE 1" = 1200'
The above plat
is a true representation of 4.9 Sq. Mi. cut off of the
Goldville School District, Hunter No. 6, by a line parallel to and
1½ miles from the dividing line between Laurens and Newberry
Counties. Surveyed by me Oct. 23rd, 24th + 25th, 1916. Plot made Nov. 10th, 1916.
J. Roy Crawford
Surveyor

Fig. 46

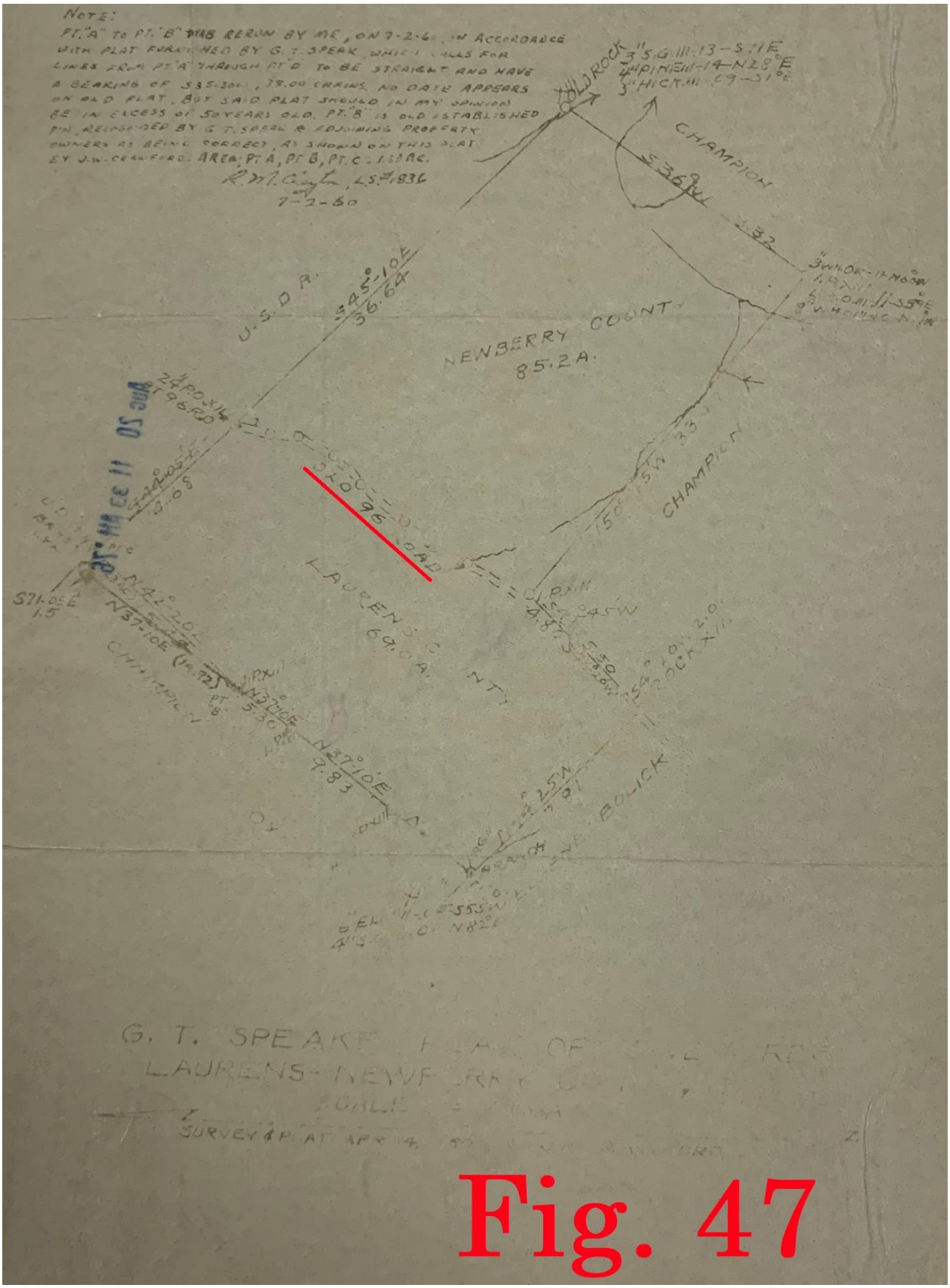
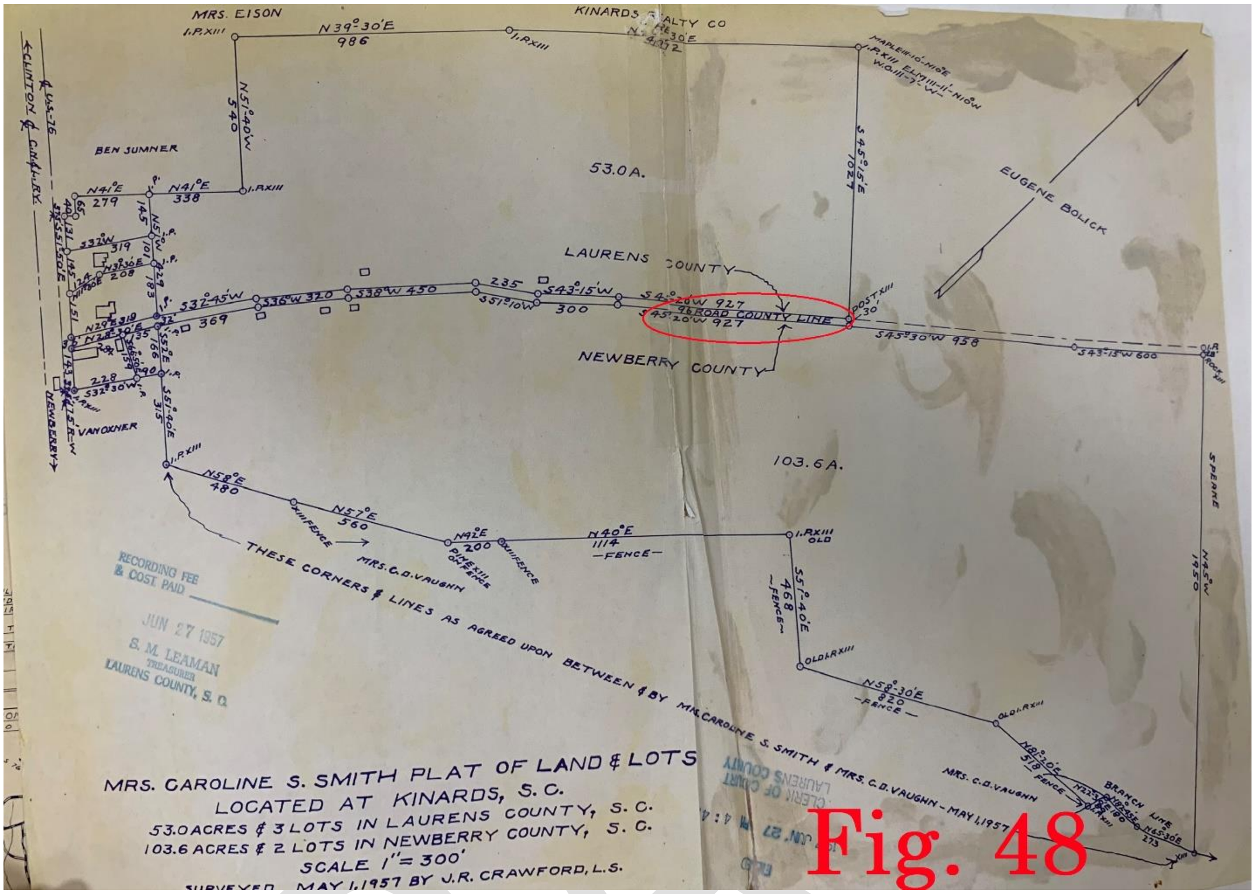

NOTE:
PT. "A" TO PT. "B" WAS RERUN BY ME, ON 7-2-60, IN ACCORDANCE WITH PLAT FURNISHED BY G. T. SPEAR, WHICH CALLS FOR LINES FROM PT "A" THRUGH PT "D" TO BE STRAIGHT AND HAVE A BEARING OF S 35-30 E, 38.00 CHAINS. NO DATE APPEARS ON OLD PLAT. BUT SAID PLAT SHOULD IN MY OPINION BE IN EXCESS OF 50 YEARS OLD. PT. "B" IS OLD ESTABLISHED PIN, RECOGNIZED BY G. T. SPEAR & ADJOINING PROPERTY OWNERS AS BEING CORRECT, AS SHOWN ON THIS PLAT BY J.W. CRAWFORD. AREA: PT A, PT B, PT C, 1.38 AC.
R.M. Clark, LS # 1836
7-2-60
CHAMPION
NEWBERRY COUNTY
85.2 A.
LAURENS COUNTY
69.0 A.
G. T. SPEAR PLAT OF
LAURENS-NEWBERRY
SURVEYED AT

Fig. 47


MRS. EISON
N39°30'E
986
KINARDS REALTY CO
BEN SUMNER
53.0 A.
EUGENE BOLICK
LAURENS COUNTY
ROAD COUNTY LINE
NEWBERRY COUNTY
103.6 A.
VANOXNER
THESE CORNERS & LINES AS AGREED UPON BETWEEN & BY MRS. CAROLINE S. SMITH & MRS. C.D. VAUGHN - MAY 1, 1957
MRS. C.D. VAUGHN
S. PERRE
RECORDING FEE & COST PAID
JUN 27 1957
S. M. LEAMAN
TREASURER
LAURENS COUNTY, S. C.
MRS. CAROLINE S. SMITH PLAT OF LAND & LOTS
LOCATED AT KINARDS, S.C.
53.0 ACRES & 3 LOTS IN LAURENS COUNTY, S. C.
103.6 ACRES & 2 LOTS IN NEWBERRY COUNTY, S. C.
SCALE 1" = 300'
SURVEYED MAY 1, 1957 BY J.R. CRAWFORD, L.S.
Fig. 48

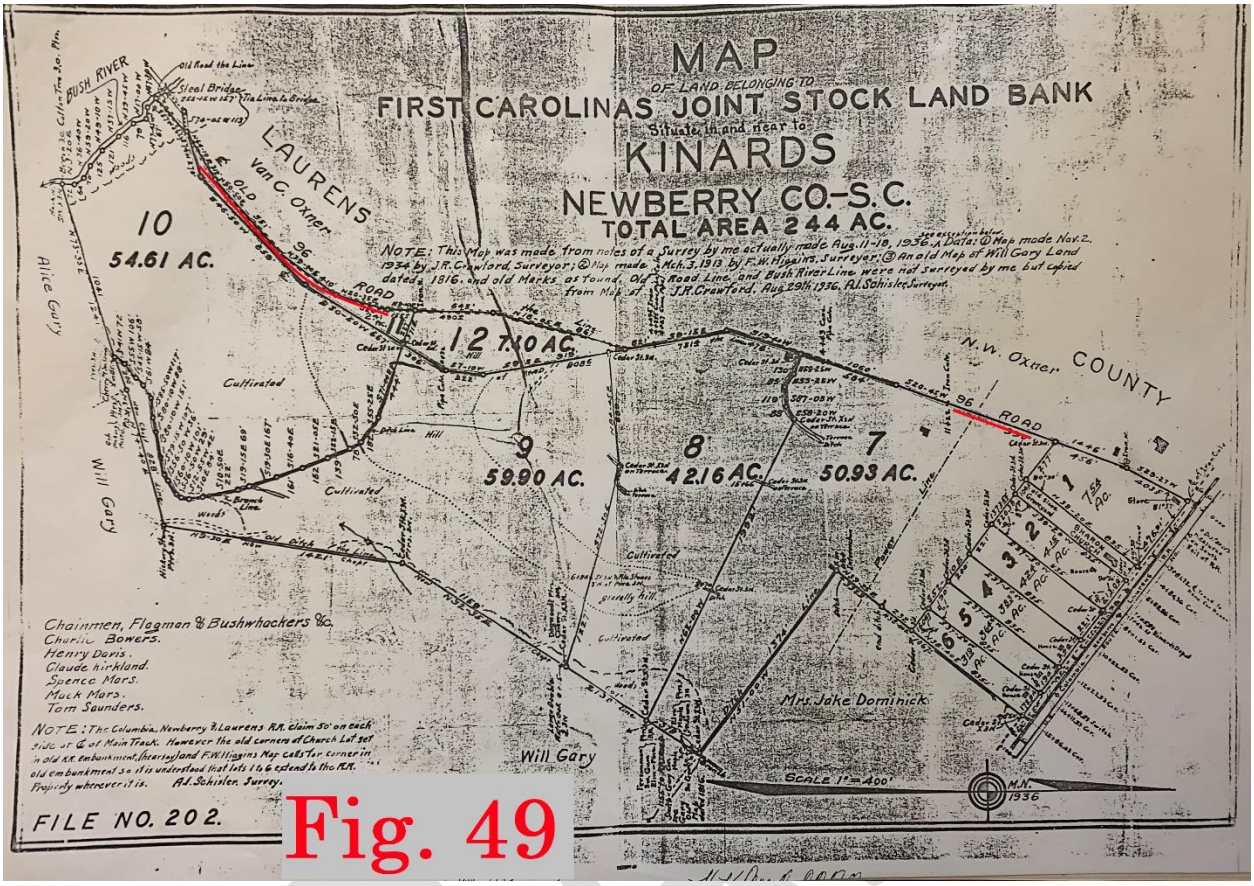

MAP
OF LAND BELONGING TO
FIRST CAROLINAS JOINT STOCK LAND BANK
Situate in and near to
KINARDS
NEWBERRY CO.-S.C.
TOTAL AREA 244 AC.
NOTE: This Map was made from notes of a Survey by me actually made Aug. 11-18, 1936. A Data: ① Map made Nov. 2. 1934 by J.R. Crawford, Surveyor; ② Map made Mch. 3, 1913 by F.W. Higgins, Surveyor; ③ An old Map of Will Gary Land dated 1816. and old Marks as found. Old R.R. Road Line, and Bush River Line were not surveyed by me. but copied from Map of J.R. Crawford. Aug 29th, 1936. A.J. Schisler, Surveyor.
BUSH RIVER
LAURENS
Van C. Oxner
OLD
ROAD
10
54.61 AC.
12
7.10 AC.
9
59.90 AC.
8
42.16 AC.
7
50.93 AC.
N.W. Oxner
COUNTY
ROAD
Will Gary
Cultivated
Mrs. Jake Dominick
Will Gary
Chainmen, Flagman & Bushwhackers &c.
Charlie Bowers.
Henry Doris.
Claude Kirkland.
Spence Mars.
Mack Mars.
Tom Saunders.
NOTE: The Columbia, Newberry & Laurens R.R. claim 50' on each side of C of Main Track. However the old corners of Church Lot set in old R.R. embankment, fix as found and F.W. Higgins Map calls for corner in old embankment so it is understood that lots 1 to 6 extend to the R.R. Property wherever it is. A.J. Schisler, Surveyor.
FILE NO. 202.
SCALE 1" = 400'
M.N. 1936

Fig. 49

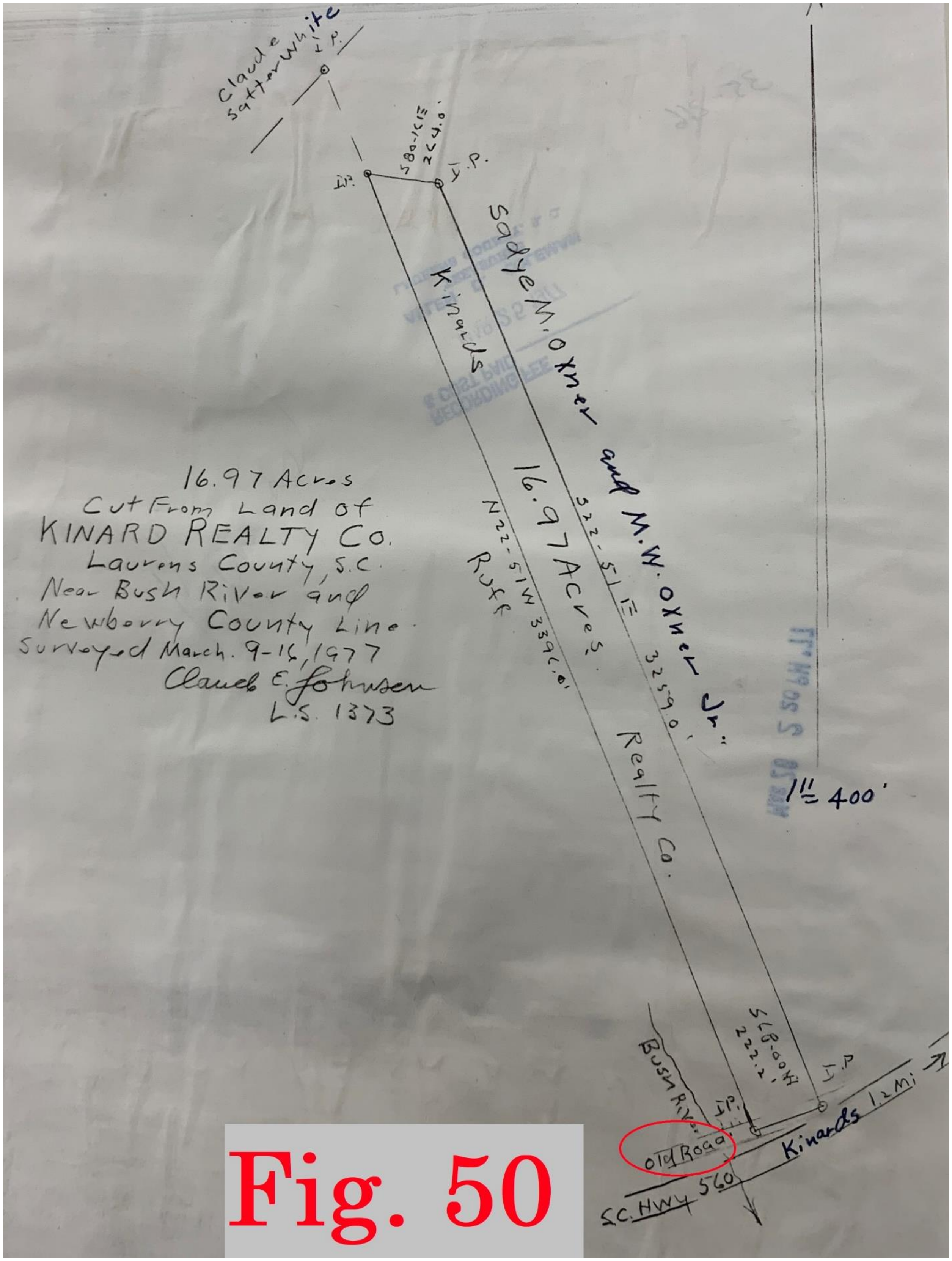
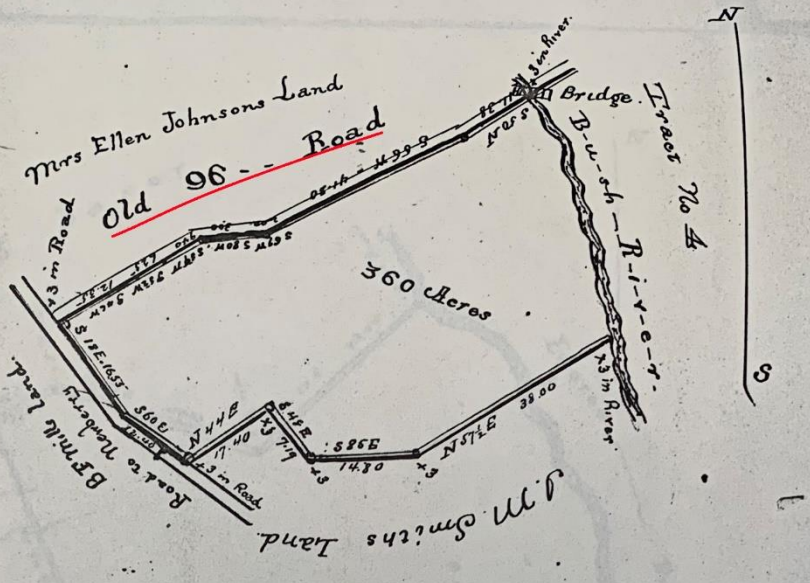

Claude Satterwhite
I.P.
S80-16 E
264.0'
I.P.
I.P.
Sadye M. Oxner and M.W. Oxner Jr.
Kinards
16.97 Acres
Realty Co.
S22-51 E 3259.0'
N22-51 W 3390.0'
Rufe
16.97 Acres
Cut From Land of
KINARD REALTY Co.
Laurens County, S.C.
Near Bush River and
Newberry County Line
Surveyed March. 9-16, 1977
Claude E. Johnson
L.S. 1373
1" = 400'
S68-00 W
222.2'
Bush River
I.P.
I.P.
Old Road
Kinards 1.2 Mi
S.C. HWY 560

Fig. 50

103



Henson
vs.
Henson

At the request of the Commissioners in the above stated case, I have surveyed and divided the lands of Henry O Henson, deceased into five tracts - Tract No (5) five contains Three Hundred and sixty acres and has such shape, marks and boundaries as the above plat represents.

Surveyed 25, 26 + 27 September 1902.

James F Glenn
Surveyor

A true record this 13th day of August 1903.

Jno L Goggans.
C C P

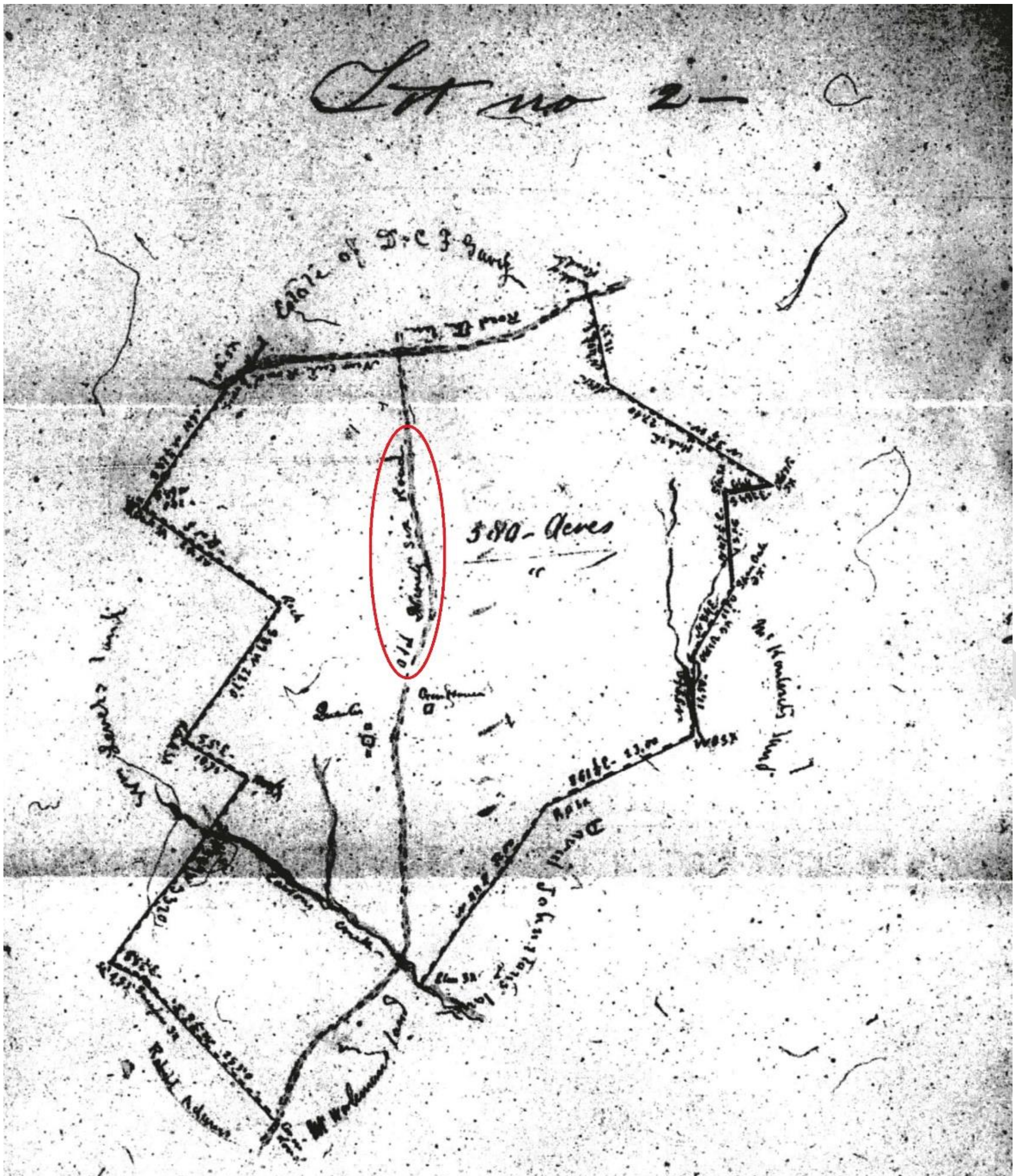
Deed recorded on the 23rd day of July A D 1903 in Book 11 at page 567.

Fig. 51

South Carolina } At the request of Maj A. R.
Laurens District } Martin and Col Edwards
I have surveyed a tract of land laying
in Laurens and Newberry Districts
containing seven hundred and twenty two
acres — of the shape and boundaries
as represented in the above plat—

November 21st Engr & Surg
1837

Fig. 52



South Carolina }
Laurens District } At the request of Maj A. McCarter
and Col. Edwards - I have surveyed a tract
of land lying in Newberry and Laurens Districts
belonging to the estate of Dr Charles F. Gary - it
contains five hundred and eighty acres, of the
shape and bounds as above represented

November 1st James G. Miller
1837 — Surv.

Fig. 53

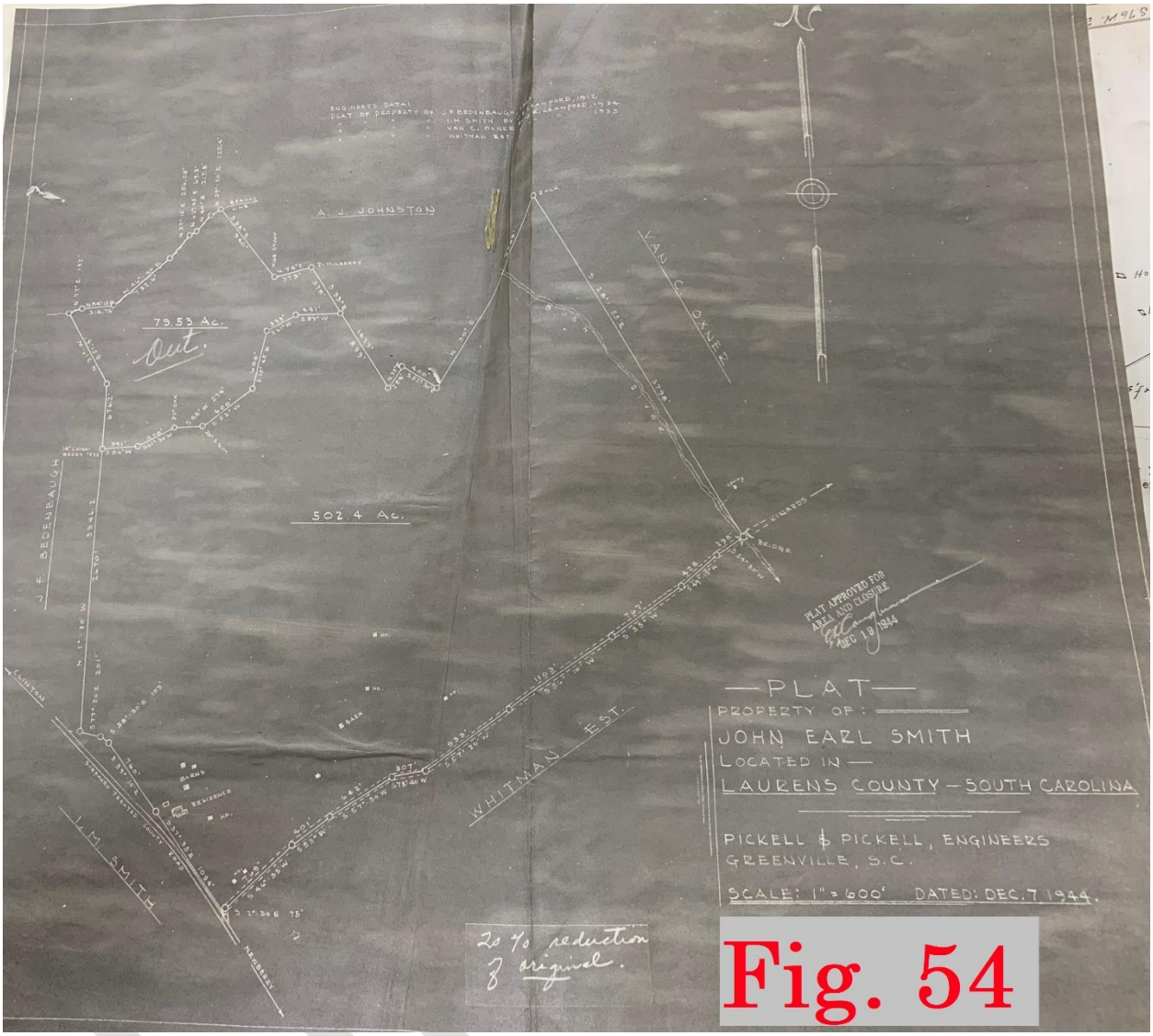

A. J. JOHNSTON
79.53 Ac.
Out.
502.4 Ac.
J.F. BEENBAUGH
J.M. SMITH
VAN C. OXNER
WHITMAN EST.
PLAT APPROVED FOR ADEL AND CLOSURE
DEC 19 1944
—PLAT—
PROPERTY OF:
JOHN EARL SMITH
LOCATED IN —
LAURENS COUNTY — SOUTH CAROLINA
PICKELL & PICKELL, ENGINEERS
GREENVILLE, S.C.
SCALE: 1" = 600' DATED: DEC. 7 1944.
20% reduction of original.

Fig. 54

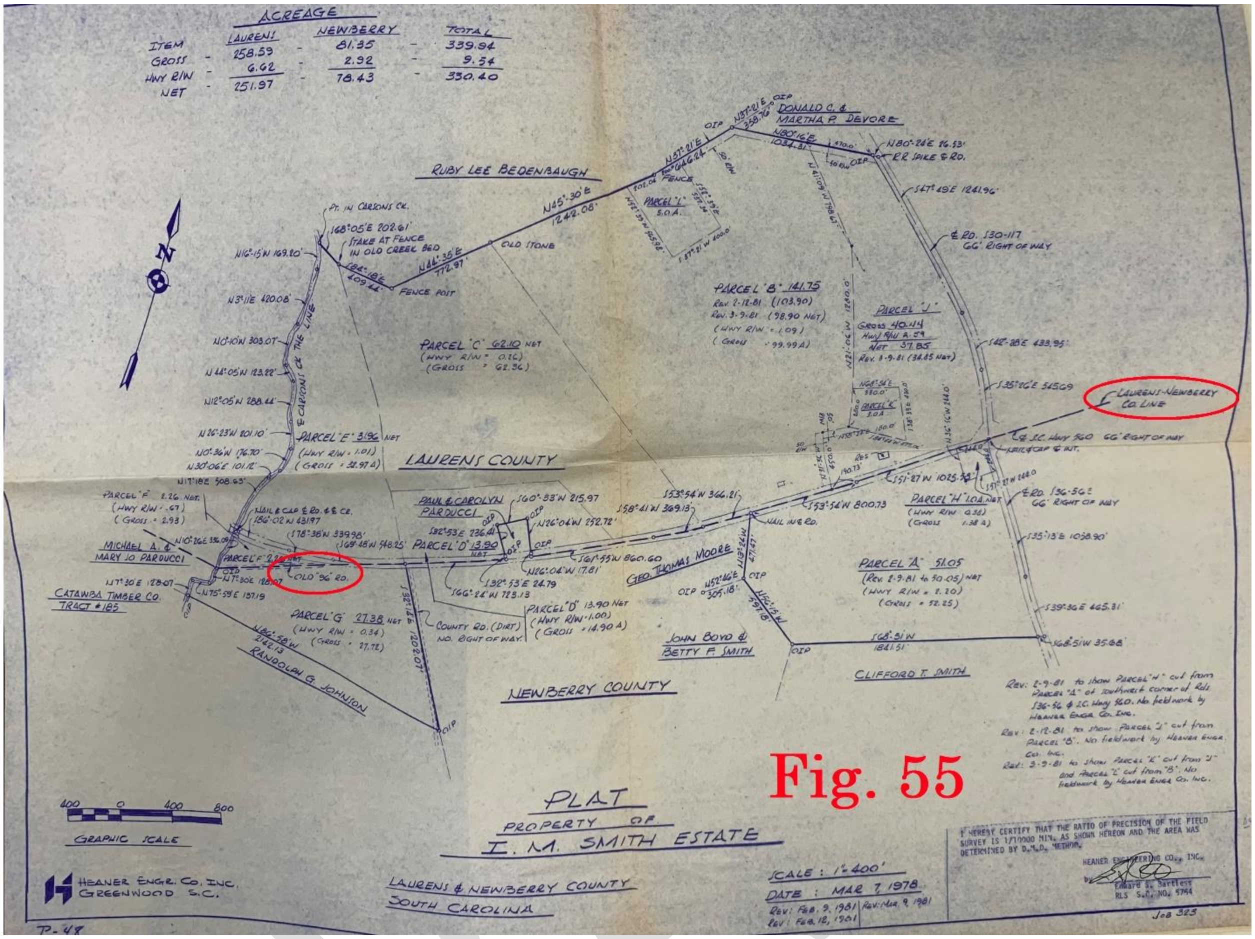
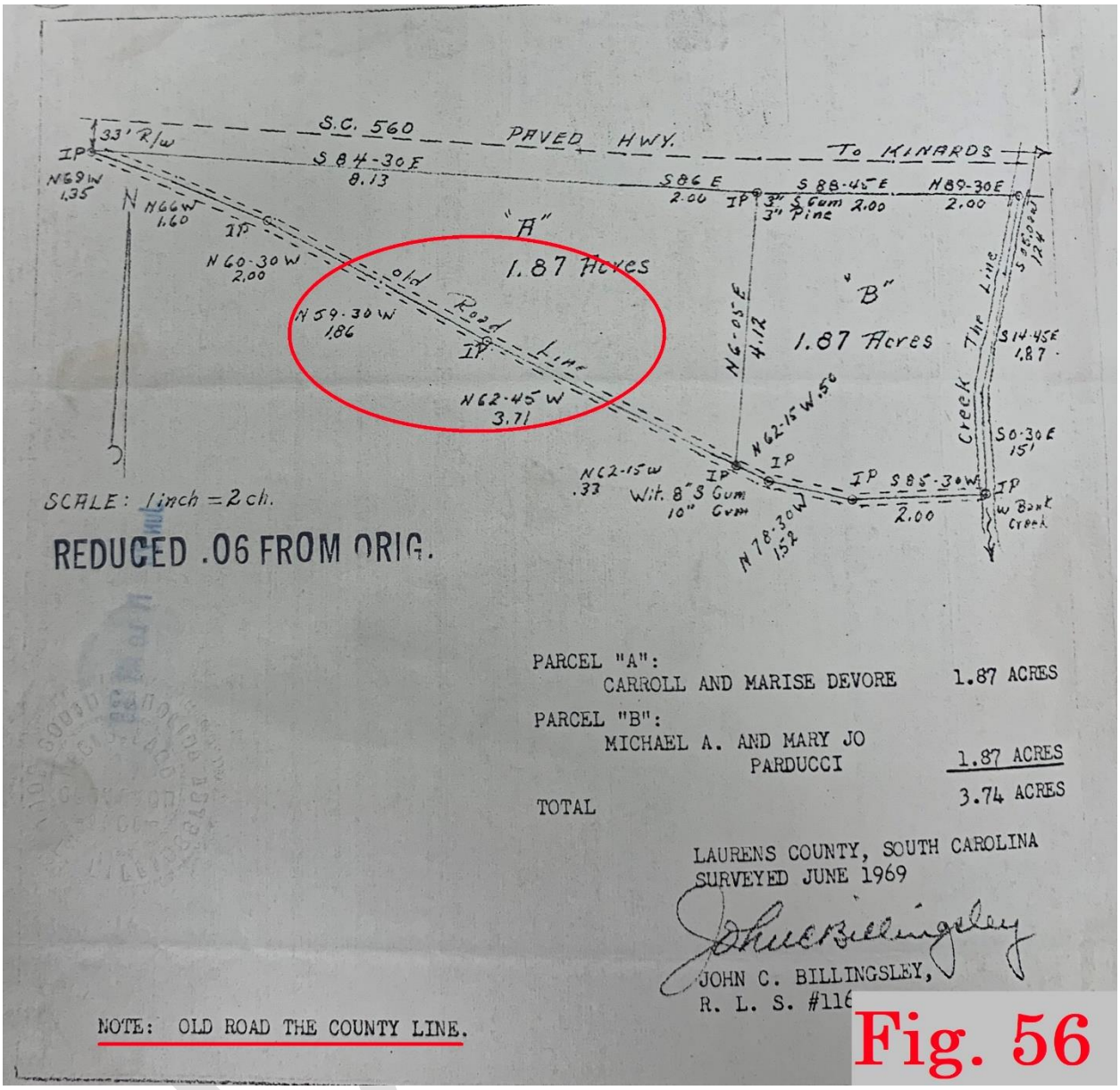

ACREAGE
ITEM LAURENS NEWBERRY TOTAL
GROSS 258.59 81.35 339.94
HWY R/W 6.62 2.92 9.54
NET 251.97 78.43 330.40
RUBY LEE BEDENBAUGH
DONALD C. & MARTHA P. DEVORE
PARCEL "B" 141.75
PARCEL "C" 62.10 NET
PARCEL "E" 31.96 NET
PARCEL "J"
PARCEL "H" 1.0 A. NET
PARCEL "A" 51.05
PARCEL "G" 27.38 NET
PARCEL "D" 13.90 NET
LAURENS COUNTY
NEWBERRY COUNTY
LAURENS-NEWBERRY CO. LINE
OLD "56" RD.
PAUL & CAROLYN PARDUCCI
MICHAEL A. & MARY JO PARDUCCI
CATAWBA TIMBER CO. TRACT #165
RANDOLPH G. JOHNSON
GEO. THOMAS MOORE
JOHN BOYD & BETTY F. SMITH
CLIFFORD T. SMITH
GRAPHIC SCALE
PLAT
PROPERTY OF
I. M. SMITH ESTATE
LAURENS & NEWBERRY COUNTY
SOUTH CAROLINA
SCALE: 1"=400'
DATE: MAR 7, 1978
HEANER ENGR. CO. INC.
GREENWOOD S.C.

Fig. 55



PARCEL "A":
CARROLL AND MARISE DEVORE 1.87 ACRES

PARCEL "B":
MICHAEL A. AND MARY JO PARDUCCI 1.87 ACRES

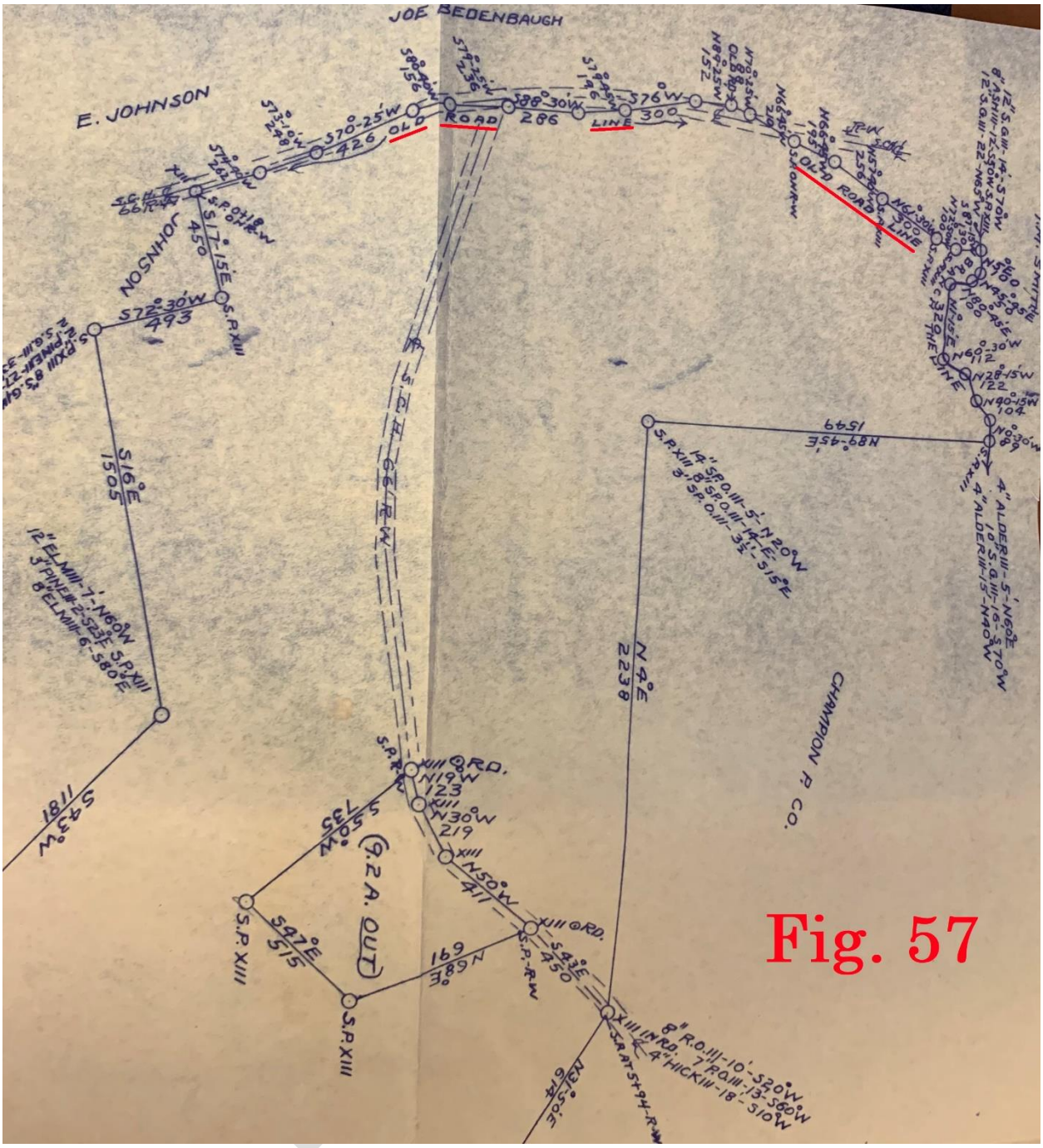
TOTAL 3.74 ACRES

LAURENS COUNTY, SOUTH CAROLINA
SURVEYED JUNE 1969

JOHN C. BILLINGSLEY,
R. L. S. #116

NOTE: OLD ROAD THE COUNTY LINE.

Fig. 56


JOE BEDENBAUGH
E. JOHNSON
JOHNSON
ROAD
LINE
CHAMPION P CO.
Fig. 57

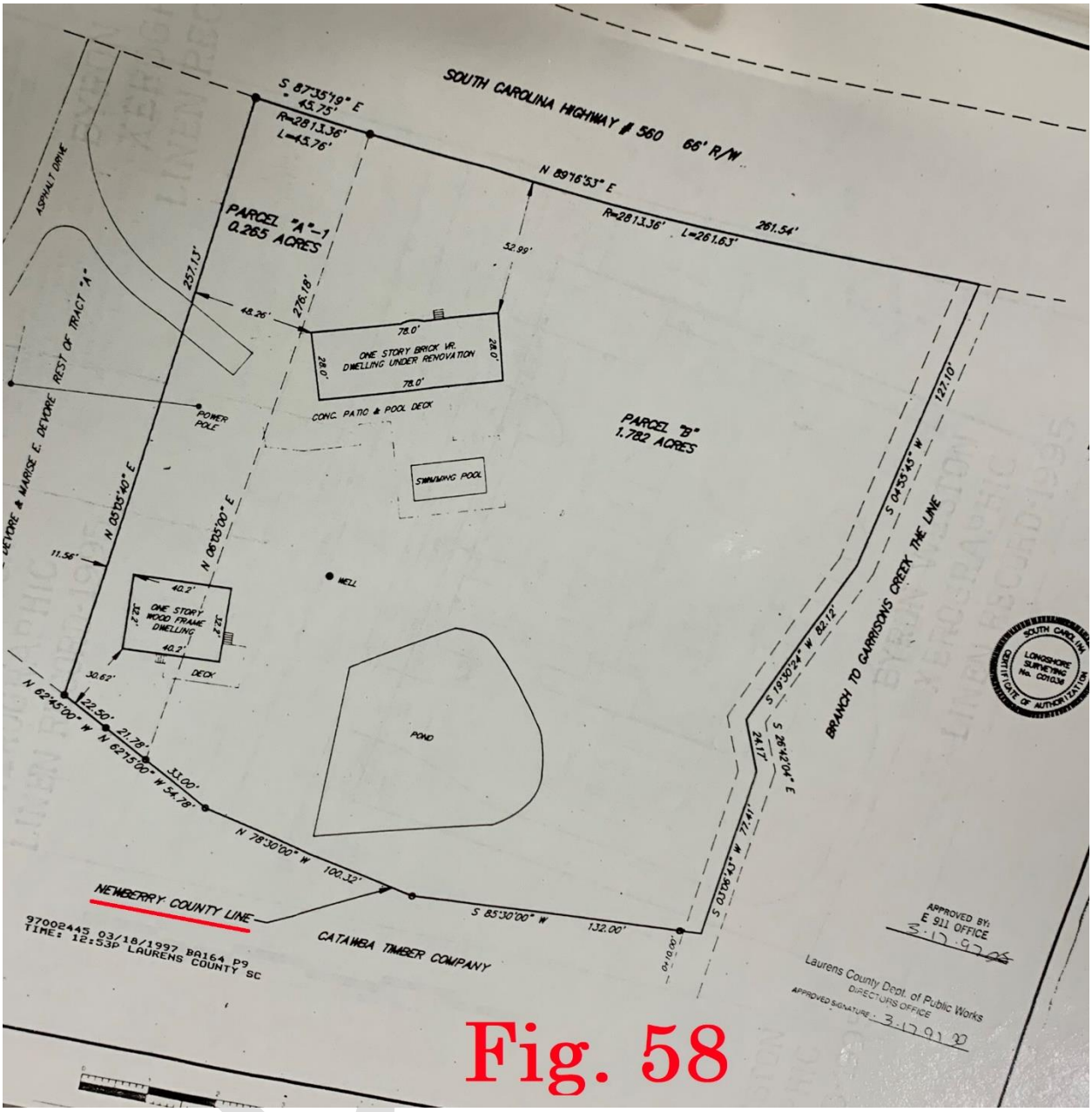

SOUTH CAROLINA HIGHWAY # 560 66' R/W
S 87°35'19" E
45.75'
R=2813.36'
L=45.76'
N 89°16'53" E
R=2813.36' L=261.63'
261.54'
PARCEL "A"-1
0.265 ACRES
257.13'
52.99'
276.18'
48.26'
78.0'
28.0'
ONE STORY BRICK VR.
DWELLING UNDER RENOVATION
78.0'
CONC. PATIO & POOL DECK
REST OF TRACT "A"
POWER POLE
PARCEL "B"
1.782 ACRES
SWIMMING POOL
N 05°05'40" E
N 08°05'20" E
11.56'
WELL
40.2'
ONE STORY
WOOD FRAME
DWELLING
32.2'
DECK
30.62'
N 82°45'00" W
22.50'
21.78'
N 82°15'00" W 54.78'
33.00'
N 78°30'00" W
100.32'
S 85°30'00" W
132.00'
NEWBERRY COUNTY LINE
CATAWBA TIMBER COMPANY
97002445 03/18/1997 BR164 P9
TIME: 12:53P LAURENS COUNTY SC
BRANCH TO GARRISONS CREEK THE LINE
S 04°53'43" W
127.10'
S 19°30'24" W 82.12'
S 26°42'04" E
24.17'
S 01°06'43" W 72.41'
POND
SOUTH CAROLINA
LONGSHORE
SURVEYING
No. C01038
CERTIFICATE OF AUTHORIZATION
APPROVED BY:
E 911 OFFICE
3-17-97
Laurens County Dept. of Public Works
DIRECTORS OFFICE
APPROVED SIGNATURE: 3-17-97

Fig. 58

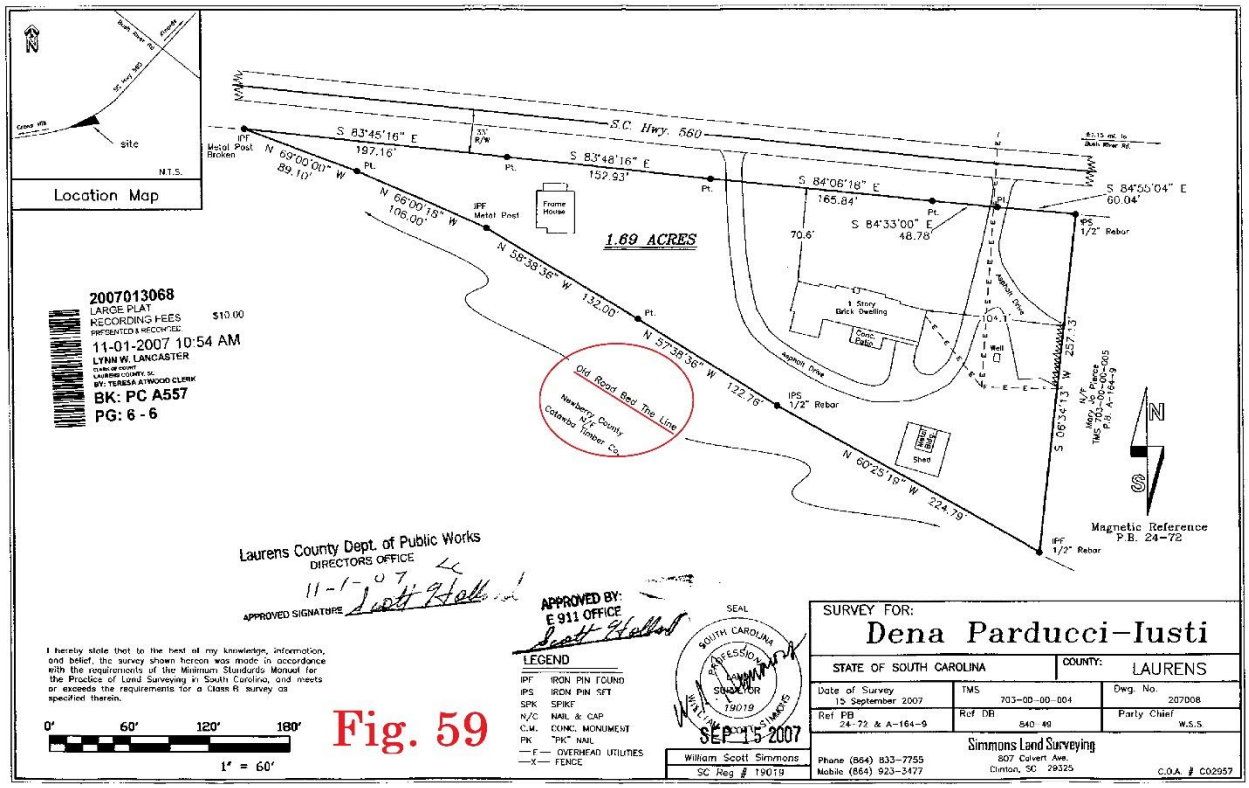
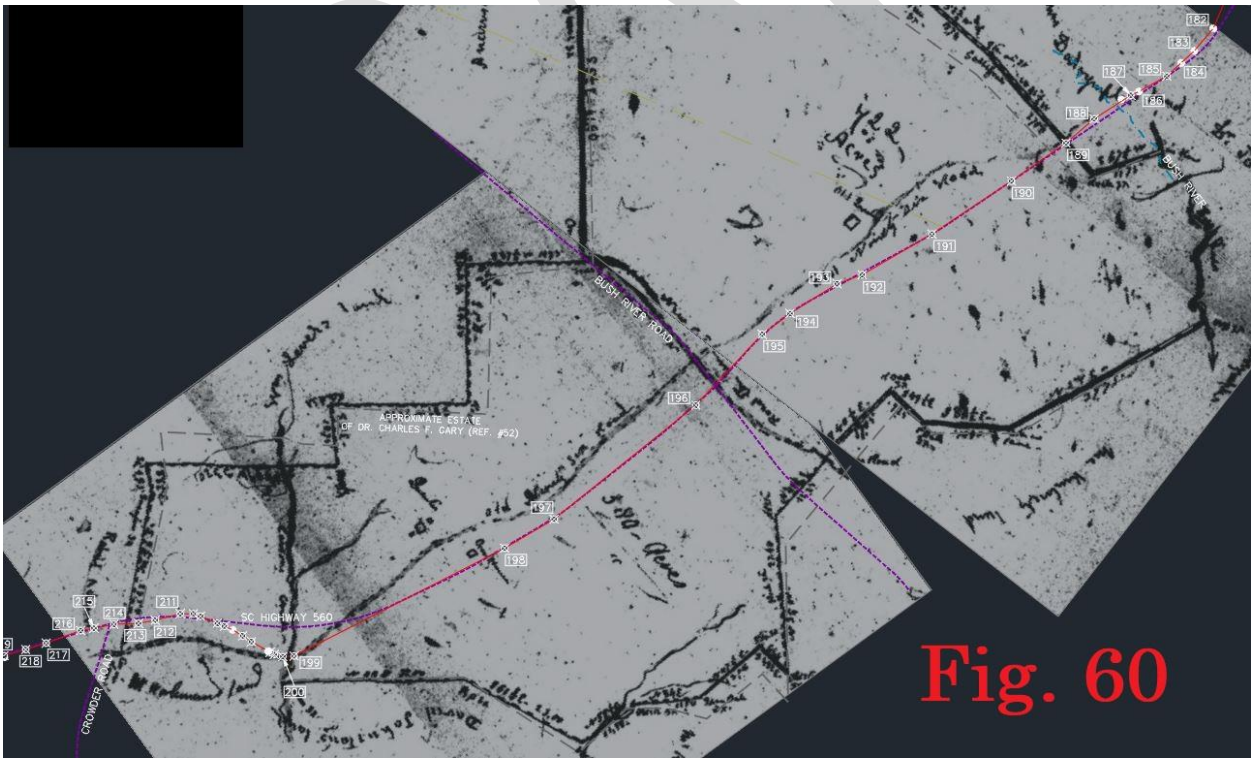

Location Map
site
N.T.S.
S.C. Hwy. 560
S 83°45'16" E
197.16'
S 83°48'16" E
152.93'
S 84°06'18" E
165.84'
S 84°55'04" E
60.04'
S 84°33'00" E
48.78'
1.69 ACRES
N 69°00'00" W
89.10'
N 66°00'18" W
106.00'
N 58°38'36" W
132.00'
N 57°38'36" W
122.76'
N 60°25'19" W
224.79'
S 06°34'13" W
257.13'
70.6'
1 Story Brick Dwelling
Conc. Patio
Well
Asphalt Drive
Frame House
Shed
Old Road Bed The Line
Newberry County
Catawba Timber Co.
IPF Metal Post
IPF Metal Post Broken
IPS 1/2" Rebar
IPF 1/2" Rebar
N/F Mary Jo Pierce TMS 703-00-00-005 P.B. A-164-9
Magnetic Reference P.B. 24-72
2007013068
LARGE PLAT
RECORDING FEES $10.00
PRESENTED & RECORDED
11-01-2007 10:54 AM
LYNN W. LANCASTER
STATE OF SOUTH CAROLINA
LAURENS COUNTY, SC
BY: TERESA ATWOOD CLERK
BK: PC A557
PG: 6 - 6
Laurens County Dept. of Public Works
DIRECTORS OFFICE
11-1-07
APPROVED SIGNATURE
APPROVED BY:
E 911 OFFICE
SEAL
SOUTH CAROLINA
PROFESSIONAL
SURVEYOR
19019
SEP 15 2007
I hereby state that to the best of my knowledge, information, and belief, the survey shown hereon was made in accordance with the requirements of the Minimum Standards Manual for the Practice of Land Surveying in South Carolina, and meets or exceeds the requirements for a Class A survey as specified therein.
LEGEND
IPF IRON PIN FOUND
IPS IRON PIN SET
SPK SPIKE
N/C NAIL & CAP
C.M. CONC. MONUMENT
PK "PK" NAIL
—F— OVERHEAD UTILITIES
—X— FENCE
0' 60' 120' 180'
1" = 60'
SURVEY FOR:
Dena Parducci-Iusti
STATE OF SOUTH CAROLINA
COUNTY: LAURENS
Date of Survey 15 September 2007
TMS 703-00-00-004
Dwg. No. 207008
Ref PB 24-72 & A-164-9
Ref DB 840 49
Party Chief W.S.S.
William Scott Simmons
SC Reg # 19019
Simmons Land Surveying
807 Calvert Ave.
Clinton, SC 29325
Phone (864) 833-7755
Mobile (864) 923-3477
C.O.A. # C02957

Fig. 59


BUSH RIVER ROAD
APPROXIMATE ESTATE OF DR. CHARLES F. CARY (REF. #52)
SC HIGHWAY 560
CROWDER ROAD
182
183
184
185
186
187
188
189
190
191
192
193
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195
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212
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218

Fig. 60

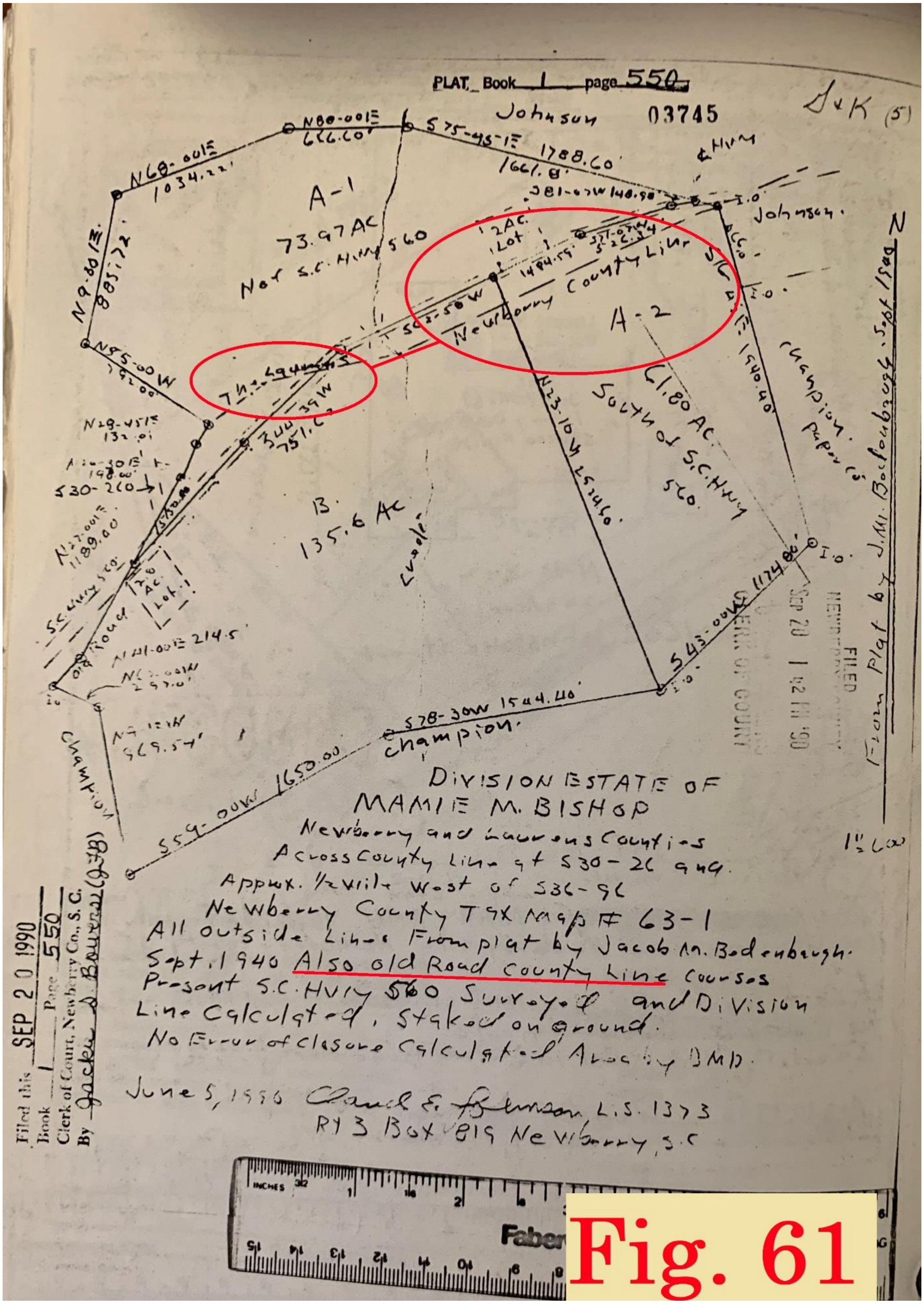
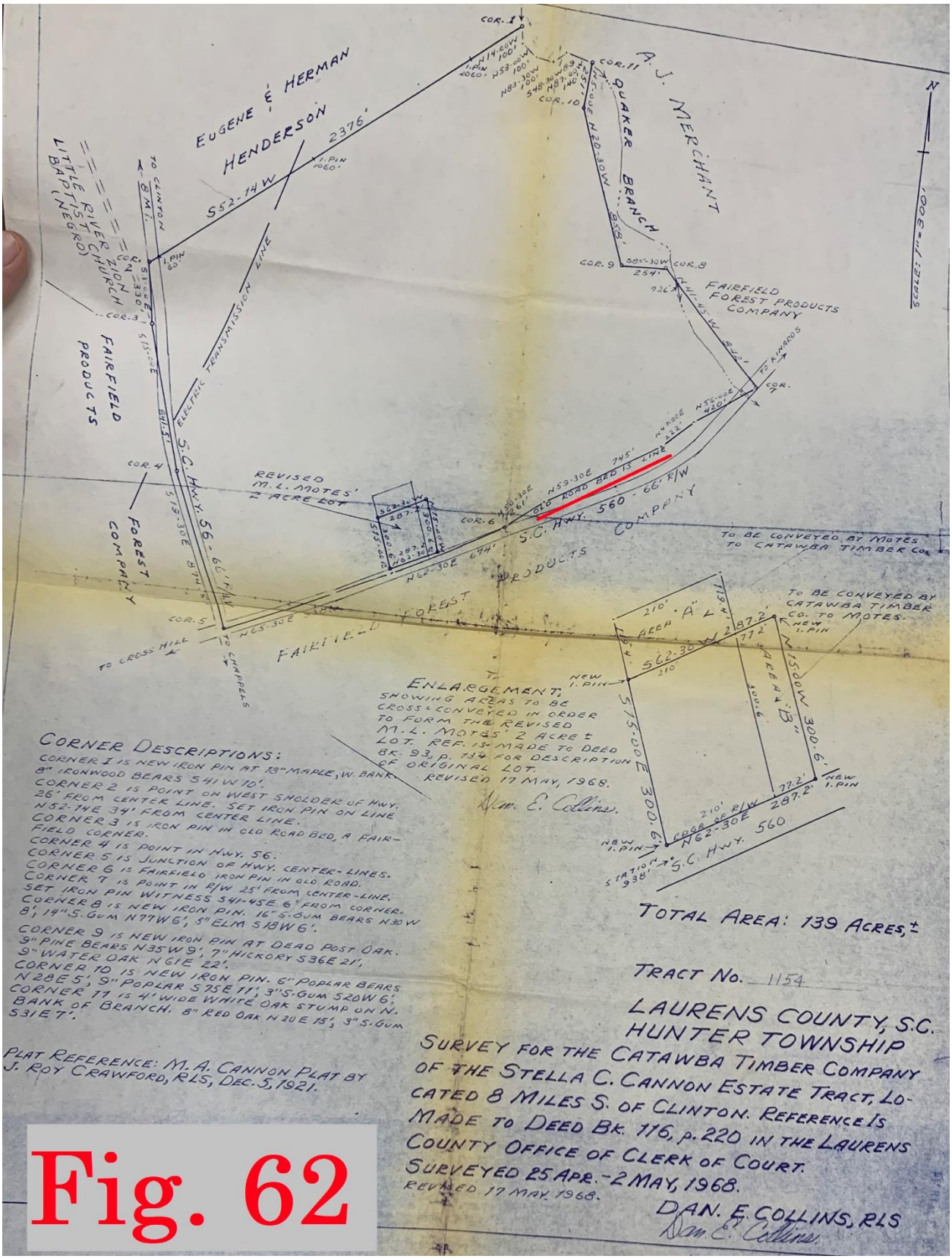

PLAT Book 1 page 550
Johnson
03745
A-1
73.97 AC
Nor S.C. Hwy 560
A-2
61.80 AC.
South of S.C. Hwy 560.
B.
135.6 AC
Newberry County Line
Champion Paper Co.
Champion
DIVISION ESTATE OF
MAMIE M. BISHOP
Newberry and Laurens Counties
Across County Line at S30-26 and
Appwx. 1/2 mile west of S36-96
Newberry County Tax Map # 63-1
All outside Lines From plat by Jacob M. Bodenbaugh.
Sept. 1940 Also old Road county Line Courses
Present S.C. Hwy 560 Surveyed and Division
Line Calculated, Staked on ground.
No Error of closure Calculated Area by DMD.
June 5, 1990
L.S. 1373
Rt 3 Box 819 Newberry, S.C.
From Plat by J.M. Bodenbaugh. Sept 1940
1" = 600
Filed this SEP 20 1990
Book 1 Page 550
Clerk of Court, Newberry Co., S.C.
FILED
SEP 20 1 42 PM '90
CLERK OF COURT

Fig. 61



CORNER DESCRIPTIONS:

CORNER 1 IS NEW IRON PIN AT 13" MAPLE, W. BANK 8" IRONWOOD BEARS S41 W 10'.
CORNER 2 IS POINT ON WEST SHOLDER OF HWY. 26' FROM CENTER LINE. SET IRON PIN ON LINE N52-14E 34' FROM CENTER LINE.
CORNER 3 IS IRON PIN IN OLD ROAD BED, A FAIR-FIELD CORNER.
CORNER 4 IS POINT IN HWY. 56.
CORNER 5 IS JUNCTION OF HWY. CENTER-LINES.
CORNER 6 IS FAIRFIELD IRON PIN IN OLD ROAD.
CORNER 7 IS POINT IN R/W 25' FROM CENTER-LINE. SET IRON PIN WITNESS S41-45E 6' FROM CORNER.
CORNER 8 IS NEW IRON PIN. 16" S. GUM BEARS N30W 8', 14" S. GUM N77W 6', 5" ELM S18W 6'.
CORNER 9 IS NEW IRON PIN AT DEAD POST OAK. 3" PINE BEARS N35W 9', 7" HICKORY S36E 21', 9" WATER OAK N6IE 22'.
CORNER 10 IS NEW IRON PIN. 6" POPLAR BEARS N28E 5', 9" POPLAR S75E 11', 3" S. GUM S20W 6'.
CORNER 11 IS 4' WIDE WHITE OAK STUMP ON N. BANK OF BRANCH. 8" RED OAK N20E 15', 3" S. GUM S31E 7'.

PLAT REFERENCE: M. A. CANNON PLAT BY J. ROY CRAWFORD, RLS, DEC. 5, 1921.

TOTAL AREA: 139 ACRES,±

TRACT No. 1154

LAURENS COUNTY, S.C.
HUNTER TOWNSHIP

SURVEY FOR THE CATAWBA TIMBER COMPANY OF THE STELLA C. CANNON ESTATE TRACT, LOCATED 8 MILES S. OF CLINTON. REFERENCE IS MADE TO DEED BK. 116, p. 220 IN THE LAURENS COUNTY OFFICE OF CLERK OF COURT.
SURVEYED 25 APR. - 2 MAY, 1968.
REVISED 17 MAY, 1968.

DAN. E. COLLINS, RLS
Dan E. Collins

Fig. 62

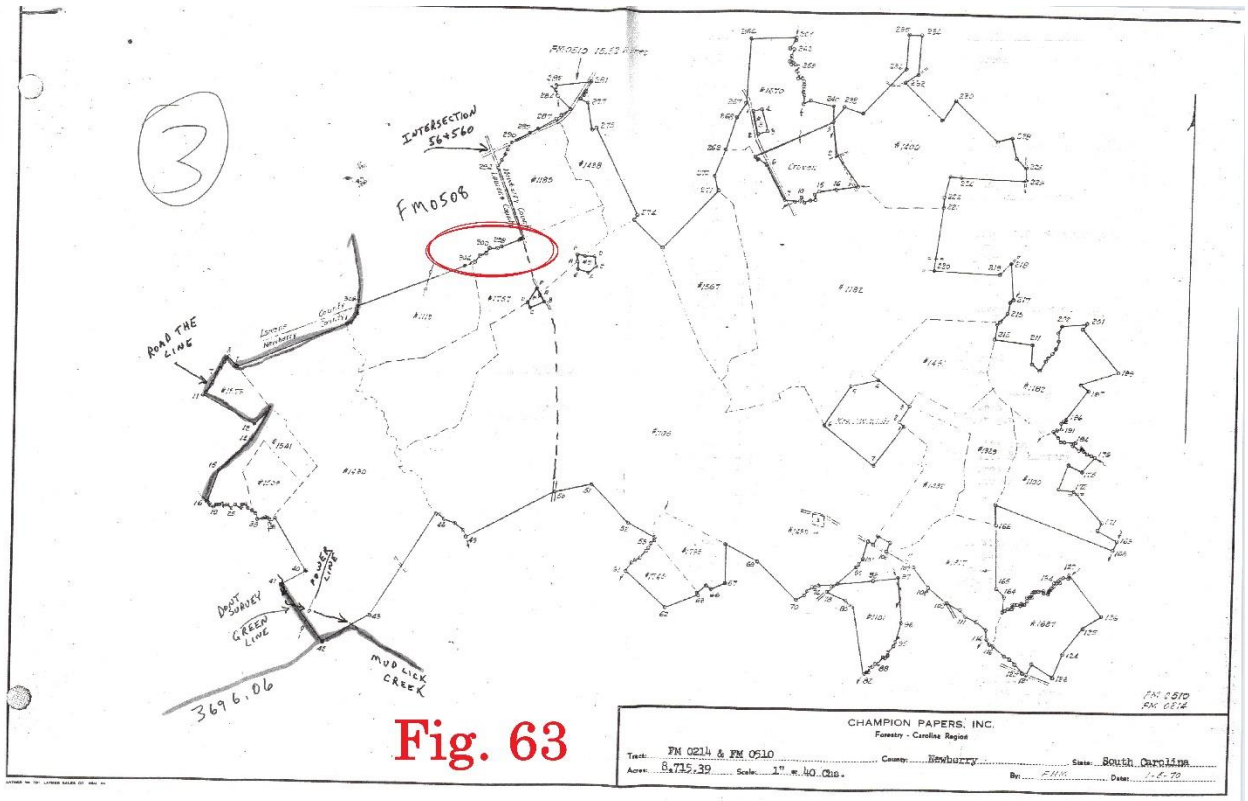


Fig. 63

Station	Bearing	Distance Chains	Description of Corners and Witnesses
195-196	N 39 00' E	1.00	Corner in branch, Wit. poplar O.N., S. Gum
196-197	N 30 30' E	19.18	I.P., Wit. pine and oak
197-198	N 42 30' W	4.60	I.P. in field
198-199	N 70 00' E	20.50	I.P., Wit. oak and gum
199-200	N 39 40' W	30.12	I.P., Wit. sweet gum
200-201	N 40 00' E	3.65	I.P., Wit. oak & holly
201-202	S 84 45' W	14.84	Corner in branch
202-203	S 14 00' W	5.01	" " "
203-204	S 05 00' W	3.79	" " "
204-205	S 22 50' W	4.01	" " "
205-206	S 12 20' W	2.79	" " "
206-207	S 40 50' W	3.52	" " "
207-208	S 37 10' W	1.80	Corner in branch
208-209	S 34 15' W	5.00	I.P.
209-210	N 50 50' W	4.99	I.P.
210-211	North	10.39	I.P.
211-212	N 85 45' W	20.68	I.P. in branch, Wit. sweet gum, elm
212-213	N 02 00' E	8.61	Point in branch
213-214	N 60 00' E	1.68	I.P. in branch, Wit. sweet gum, red oak
214-215	N 39 45' E	5.24	I.P.
215-216	N 14 15' E	5.71	I.P.
216-217	N 43 15' E	1.70	I.P.
217-218	N 04 00' W	21.05	Corner in road
218-219	S 39 30' W	9.53	" " "
219-220	N 86 30' W	34.50	" " "
220-221	N 06 45' E	34.30	I.P.O.M.
221-222	N 06 30' E	6.05	I.P.O.M., Wit. pine
222-223	N 19 00' E	10.18	I.P.O.M., Wit. pine
223-224	N 87 45' E	6.63	I.P.O.M., Wit. pine, red oak
224-225	S 85 05' E	33.33	Corner in abandoned road I.P.
225-226	N 01 00' W	6.82	" " " "
226-227	N 46 45' W	6.96	I.P., Wit. pine O.M.
227-228	N 08 14' W	11.50	I.P. at fence
228-229	S 80 00' W	0.97	Red oak XIII O.M. I.P.N.M.
229-230	N 43 45' E	31.05	Red oak at fence O.M.
230-231	S 34 00' W	12.55	I.P. in field
231-232	N 43 00' W	29.00	Corner in county road, Wit. pine, red oak
232-233	N 56 00' E	7.50	Corner in county road
233-234	N 08 30' E	21.60	Large Pine XIII O.M.
234-235	S 88 40' W	7.40	Rock pile, Wit. white oak O.M.
235-236	S 06 15' W	17.93	Rock pile, pine O.M.
236-237	S 45 45' W	38.28	I.P. and stone O.M.
237-238	N 69 45' W	10.12	I.P., walnut on branch bank O.M.
238-239	S 39 55' W	10.20	I.P.O.M., Wit. 2 pines
239-240	N 00 15' W	7.76	I.P.N.M., Wit. hickory O.M., Wa. oak
240-241	N 80 30' W	15.93	Corner in large branch, Wit. s. gum, ash
241-242	S 71 00' W	3.05	Point in branch
242-243	N 08 00' W	0.79	" " "
243-244	N 36 00' E	1.11	" " "
244-245	N 09 00' E	2.74	" " "
245-246	N 09 50' W	1.00	" " "
246-247	N 15 10' E	2.00	" " "
247-248	N 04 45' W	1.40	" " "
248-249	N 26 00' E	1.10	" " "
249-250	N 01 30' W	1.55	" " "
250-251	N 30 20' W	1.92	" " "
251-252	N 70 00' W	2.33	" " "
252-253	N 13 00' E	1.59	" " "
253-254	N 41 15' W	2.30	" " "

Station	Bearing	Distance Chains	Description of Corners and Witnesses
254-255	N 19 50' E	2.69	Point in branch
255-256	N 69 15' W	2.08	" " "
256-257	N 25 00' W	1.20	" " "
257-258	N 72 20' W	1.88	" " "
258-259	N 01 30' E	1.46	" " "
259-260	N 30 15' E	1.49	" " "
260-261	N 19 30' W	1.23	" " "
261-262	N 15 30' E	3.82	" " "
262-263	N 65 00' W	2.08	" " "
263-264	N 30 50' E	4.75	" " "
264-265	N 14 00' E	1.30	Corner in branch, Wit. sweet gum
265-266	S 89 55' W	23.39	I.P.O.M., Wit. 2 elms
266-267	S 03 20' W	33.96	I.P.N.M., Wit. hickory, pine
267-268	S 32 00' W	9.28	I.P.O.M., Wit. 2 elms
268-269	S 18 50' W	19.12	I.P.O.M.
269-270	S 26 15' W	14.22	I.P.
270-271	S 14 00' E	9.10	I.P.
271-272	S 45 00' W	43.07	Rock XIII, Wit. 24" w. oak
272-273	N 46 30' W	21.21	I.P., Wit. dogwoods
273-274	N 40 10' E	3.24	I.P., Wit. pine & poplar
274-275	N 26 00' W	52.64	I.P., Wit. sweet gums
275-276	S 67 00' W	1.01	I.P., Wit. pines & cherry
276-277	N 10 45' W	14.82	I.P., Wit. elm
277-278	N 83 15' W	4.45	I.P. in abandoned road, Wit. pine, red oak
278-279	N 45 00' E	3.00	Point in abandoned road
279-280	N 29 00' E	2.05	" " " "
280-281	N 26 40' E	6.20	I.P. in abandoned road south of black top road
281-282	S 84 35' W	18.50	I.P., Wit. sweet gum
282-283	S 12 00' W	2.50	Point in branch
283-284	S 24 00' E	2.00	I.P. & rock by branch, Wit. walnut
284-285	S 41 45' E	11.00	I.P. in abandoned road
285-286	S 56 00' W	6.37	Point in abandoned road
286-287	S 47 00' W	3.37	I. p. in abandoned road, Wit. pine & hickory
287-288	S 59 30' W	11.29	Corner in S.C. Hwy. #560
288-289	S 50 30' W	3.95	Corner on edge of S.C. Hwy. #560
289-290	S 62 30' W	10.21	" " " " " "
290-291	S 40 00' W	5.00	Along county line
291-292	S 32 00' W	2.75	" " "
292-293	S 37 30' W	4.00	" " "
293-294	S 20 30' W	6.40	" " " to center of S.C. Hwy. #56
294-295	S 20 15' E	40.00	Down center of S.C. Hwy. #56
295-296	N 72 20' W	0.70	Corner in S.C. Hwy. #56
296-297	S 76 45' W	2.00	I.P. in abandoned road
297-298	S 70 55' W	9.77	" " " "
298-299	S 73 20' W	2.36	" " " "
299-300	S 72 30' W	4.15	" " " "
300-301	S 54 40' W	1.61	" " " "
301-302	S 50 50' W	3.60	" " " "
302-303	S 50 30' W	5.56	" " " "
303-304	S 77 30' W	1.83	" " " "
304-305	S 70 00' W	3.40	Along County line
305-306	S 70 00' W	61.20	" " " to center Little River
306-307	S 10 30' W	3.43	Point in center Little River
307-308	S 35 00' W	8.24	" " " "
308-1	S 78 00' W	2.95	To the Beginning.

Fig. 63.1

Fig. 63.2

South Carolina

Pursuant to a warrant from Y. J. Harrington Com.r of Locations in the District of Newberry dated 2nd of September 1839 I have admeasured and laid out unto Gen. John K. Griffin a tract of Land containing one thousand five hundred and thirty two Acres Situate in Newberry District on Little River the waters of Saluda River bounded by lines running W. & S.E. by John Manguns N.W. & S.W. by Daniel Pitts S.W. & N.W. by T. C. Vaughn and Drayton Nance's Land N.W. & S.W. by J. Caldwell S.E. & S.W. by Allen Anders & N.E. by Col B. F. Griffins & hath such form as the above plat represents. Surv.d 3rd & 4th of Sept 1839.

David Cannon D.S.

Given under my hand

B. H. Saxon
Sur. Genl

South Carolina

Fig. 65

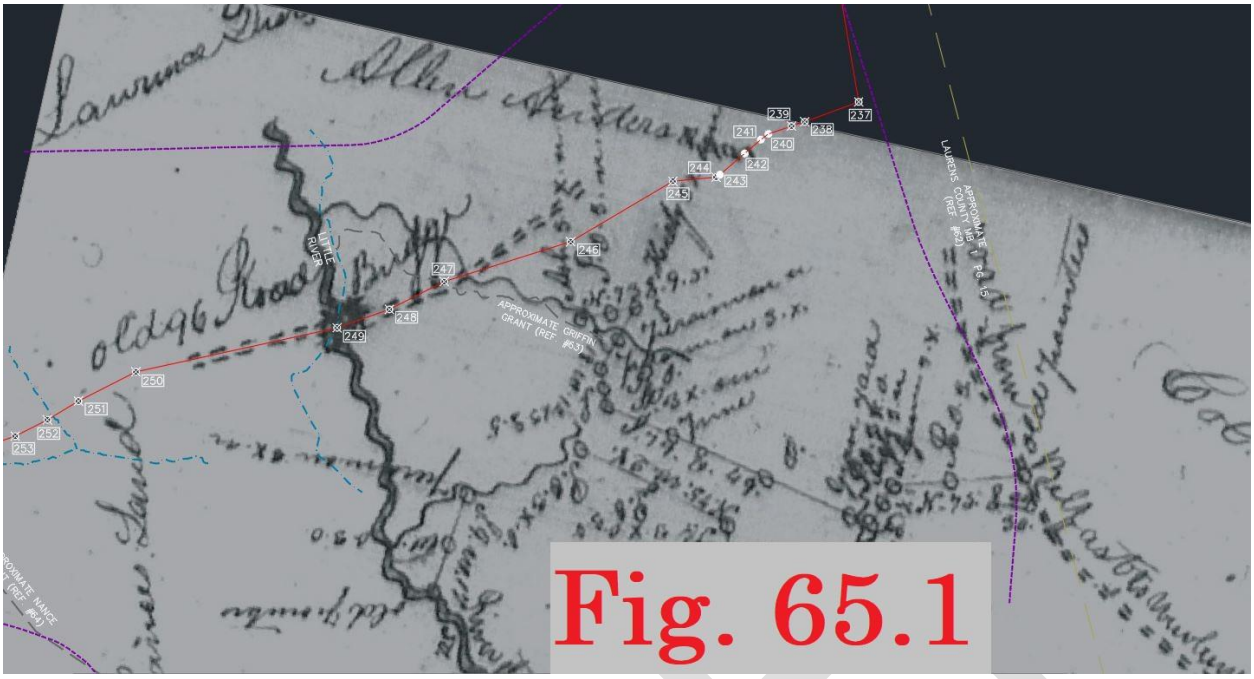


Fig. 65.1

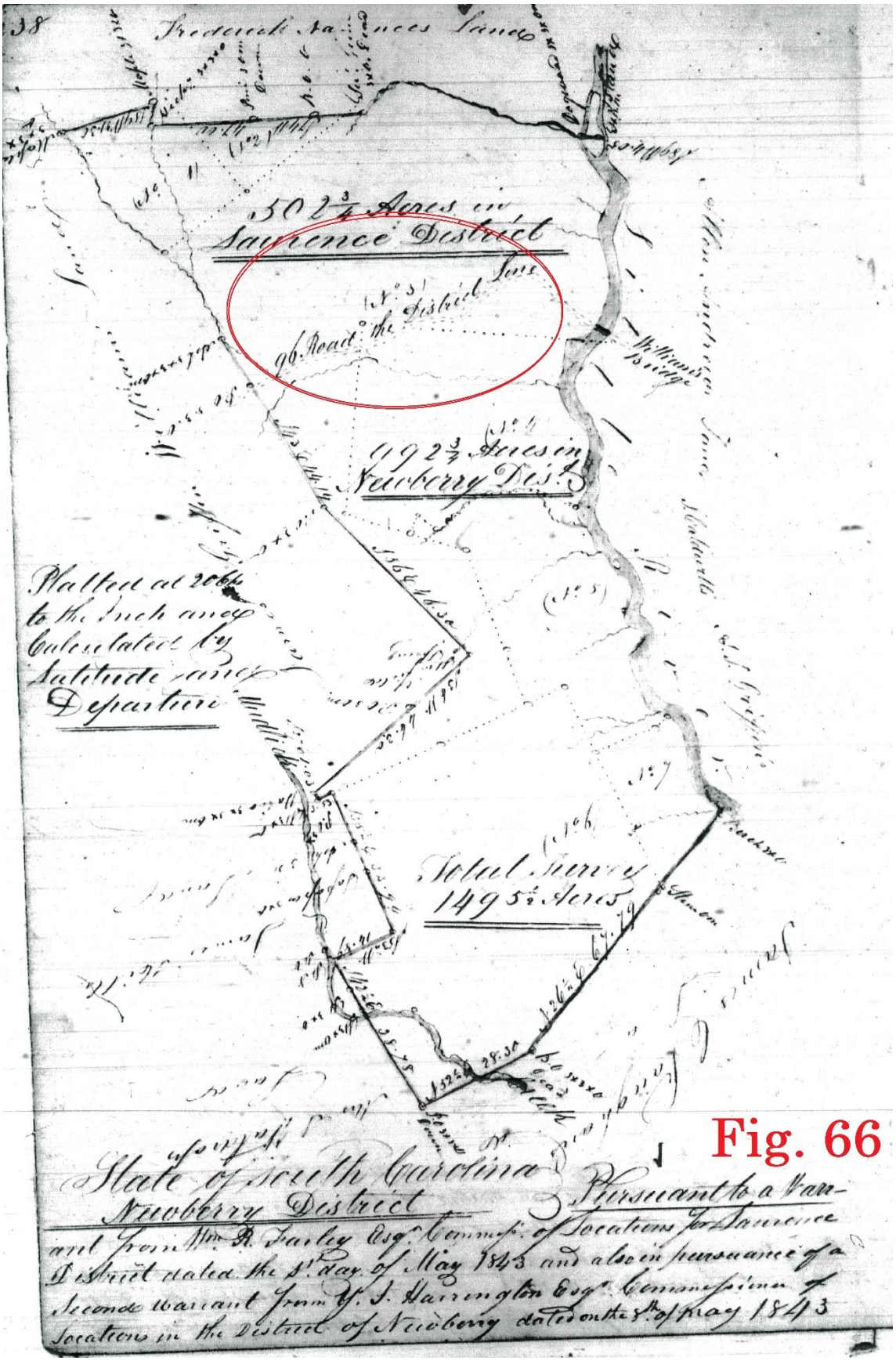

38
Frederick Lawrences Land
502 3/4 Acres in
Laurence District
96 Road
1922 3/4 Acres in
Newberry Dis.
Platted at 206
to the Inch and
Calculated by
Latitude and
Departure
Total Survey
1495 1/2 Acres
State of South Carolina
Newberry District
Pursuant to a Van-
and from Wm. R. Farley Esq. Commis. of Locations for Laurence
District dated the 5th day of May 1843 and also in pursuance of a
Second Warrant from W. J. Harrington Esq. Commissioner of
Locations in the District of Newberry dated on the 8th of May 1843

Fig. 66

Fig. 66.1

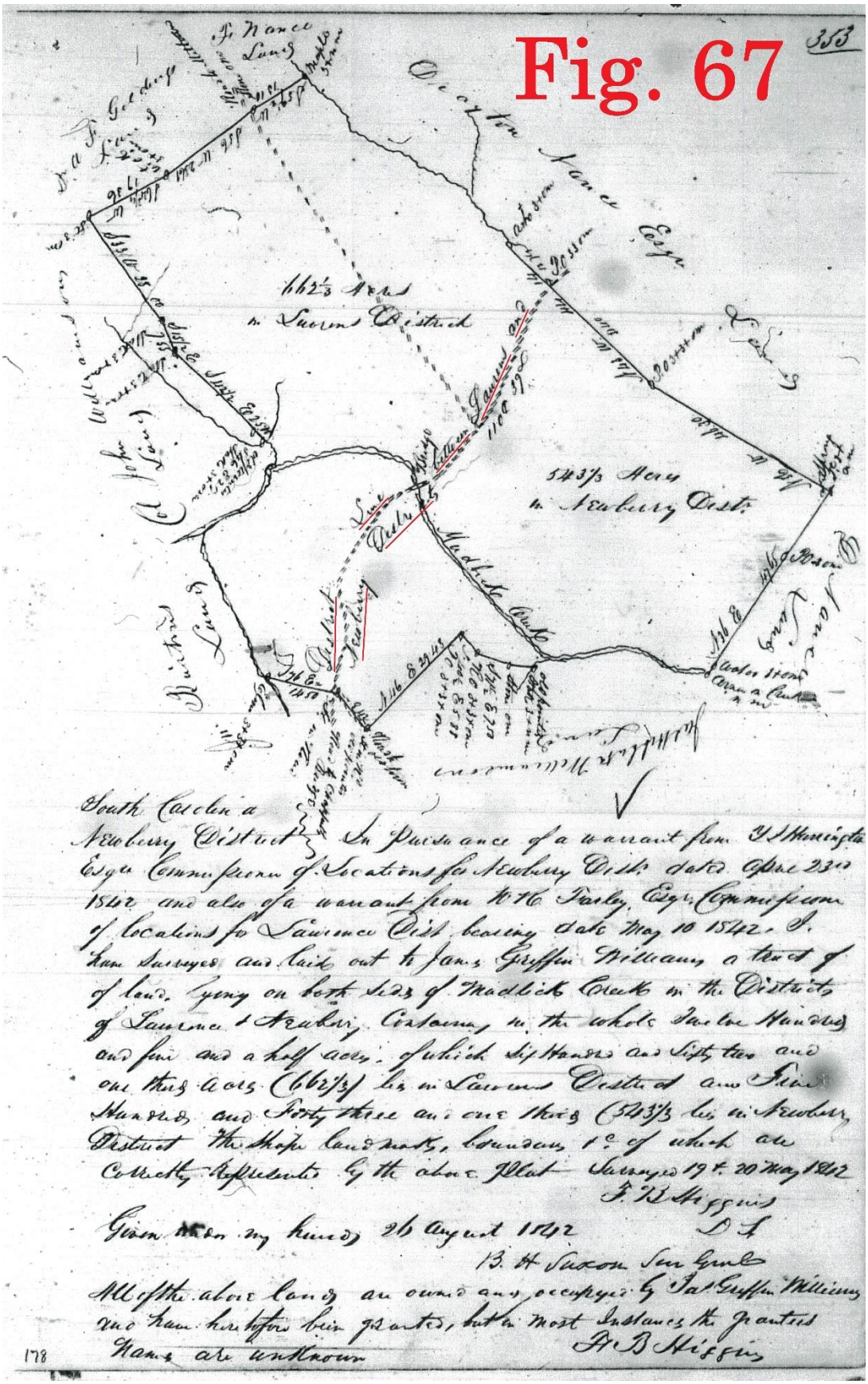


Fig. 67

353

662⅓ Acres in Laurens District

543⅓ Acres in Newberry Dist.

South Carolina
Newberry District

In Pursuance of a warrant from D. Huntington Esqr Commissioner of Locations for Newberry Dist. dated Octr 23rd 1840 and also of a warrant from W.C. Dawkins, Esqr. Commissioner of Locations for Laurens Dist. bearing date May 10 1842. I have Surveyed and laid out to James Griffin Williams a tract of land lying on both sides of Maddicks Creek in the Districts of Laurens & Newberry Containing in the whole Twelve Hundred and four and a half acres, of which Six Hundred and Sixty two and one third acres (662⅓) lie in Laurens District and Five Hundred and Sixty three and one third (543⅓) lie in Newberry District the Shape Landmarks, boundaries &c of which are correctly Represented by the above Plat Surveyed 17th 20 May 1842

P. B. Higgins
D.S.

Given under my hand, 26 August 1842

B. H. Saxon Sur Genl

All of the above lands are owned and occupied by Jas Griffin Williams and have heretofore been granted, but in most instances the Grantees Names are unknown

P. B. Higgins

178

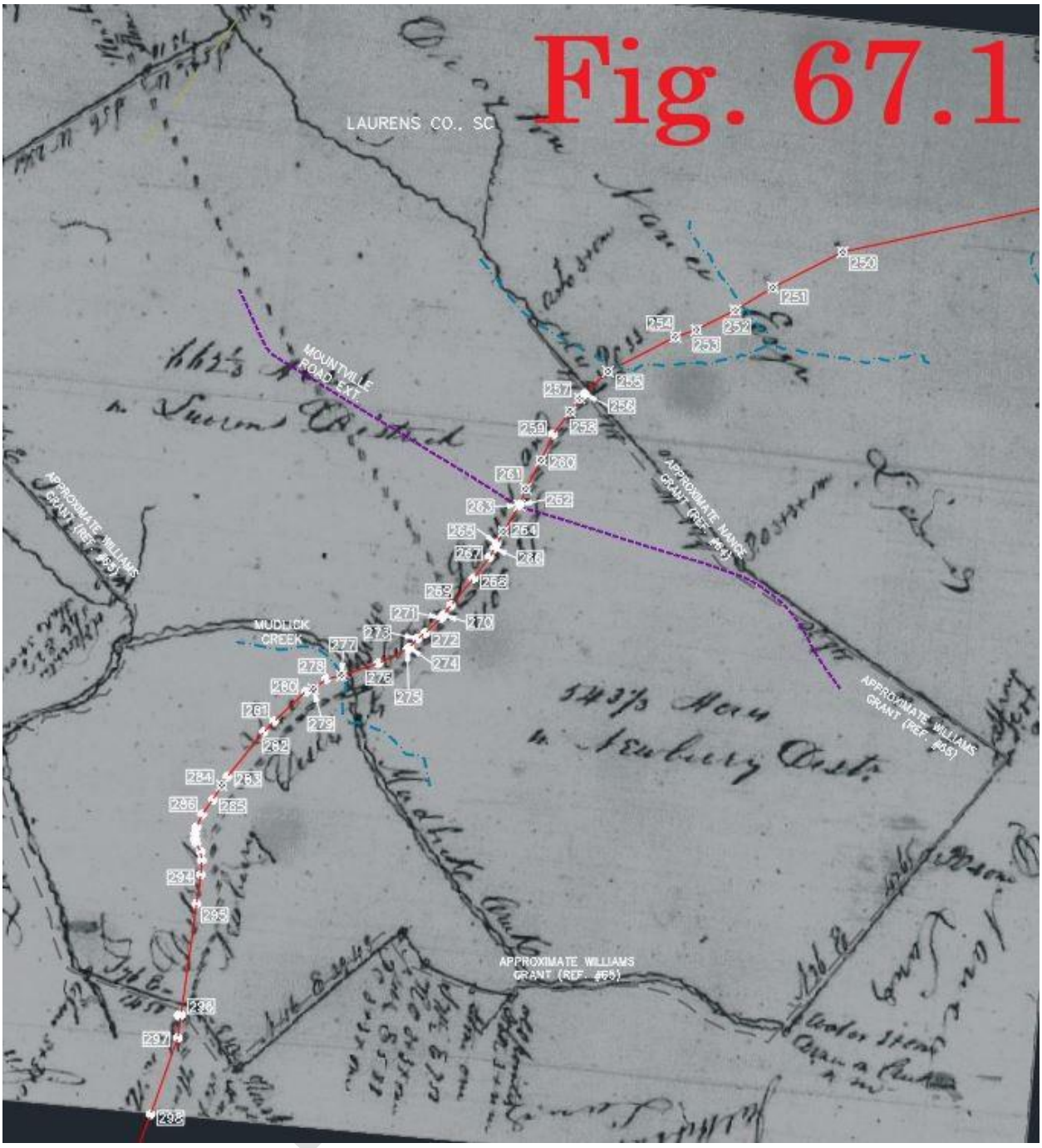


Fig. 67.1
LAURENS CO., SC
MOUNTVILLE ROAD EXT.
APPROXIMATE WILLIAMS GRANT (REF. #69)
APPROXIMATE MANSE GRANT (REF. #64)
APPROXIMATE WILLIAMS GRANT (REF. #68)
APPROXIMATE WILLIAMS GRANT (REF. #65)
MUDLICK CREEK
250
251
252
253
254
255
256
257
258
259
260
261
262
263
264
265
266
267
268
269
270
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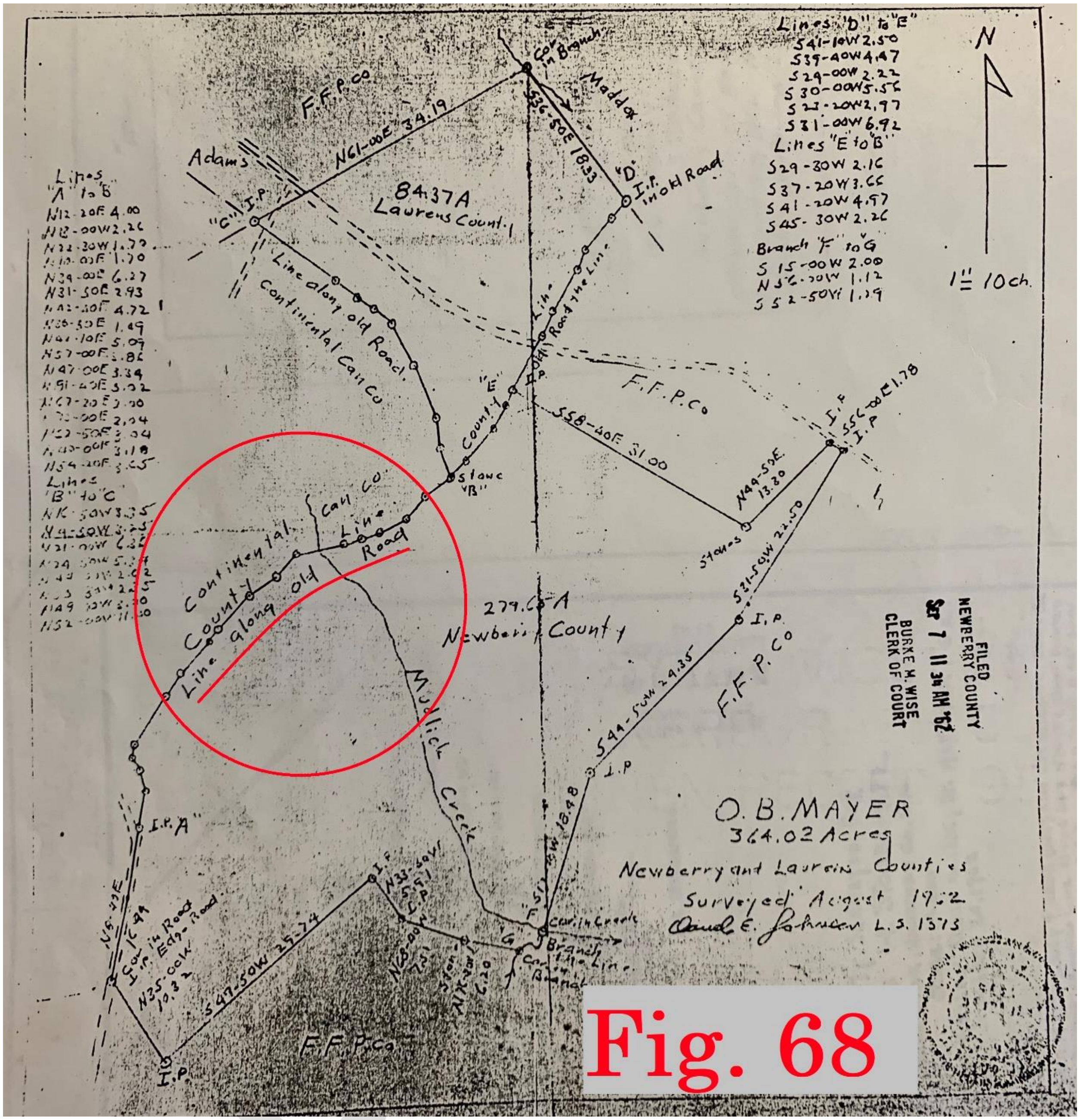

O.B. MAYER
364.02 Acres
Newberry and Laurens Counties
Surveyed August 1952
L.S. 1373
84.37A
Laurens County
279.65 A
Newberry County
F.F.P.Co
Adams
Maddox
Line along old Road
Continental Can Co
Continental Can Co Line
County Line along old Road
Mudlick Creek
1" = 10 ch.
N
FILED
NEWBERRY COUNTY
CLERK OF COURT

Fig. 68

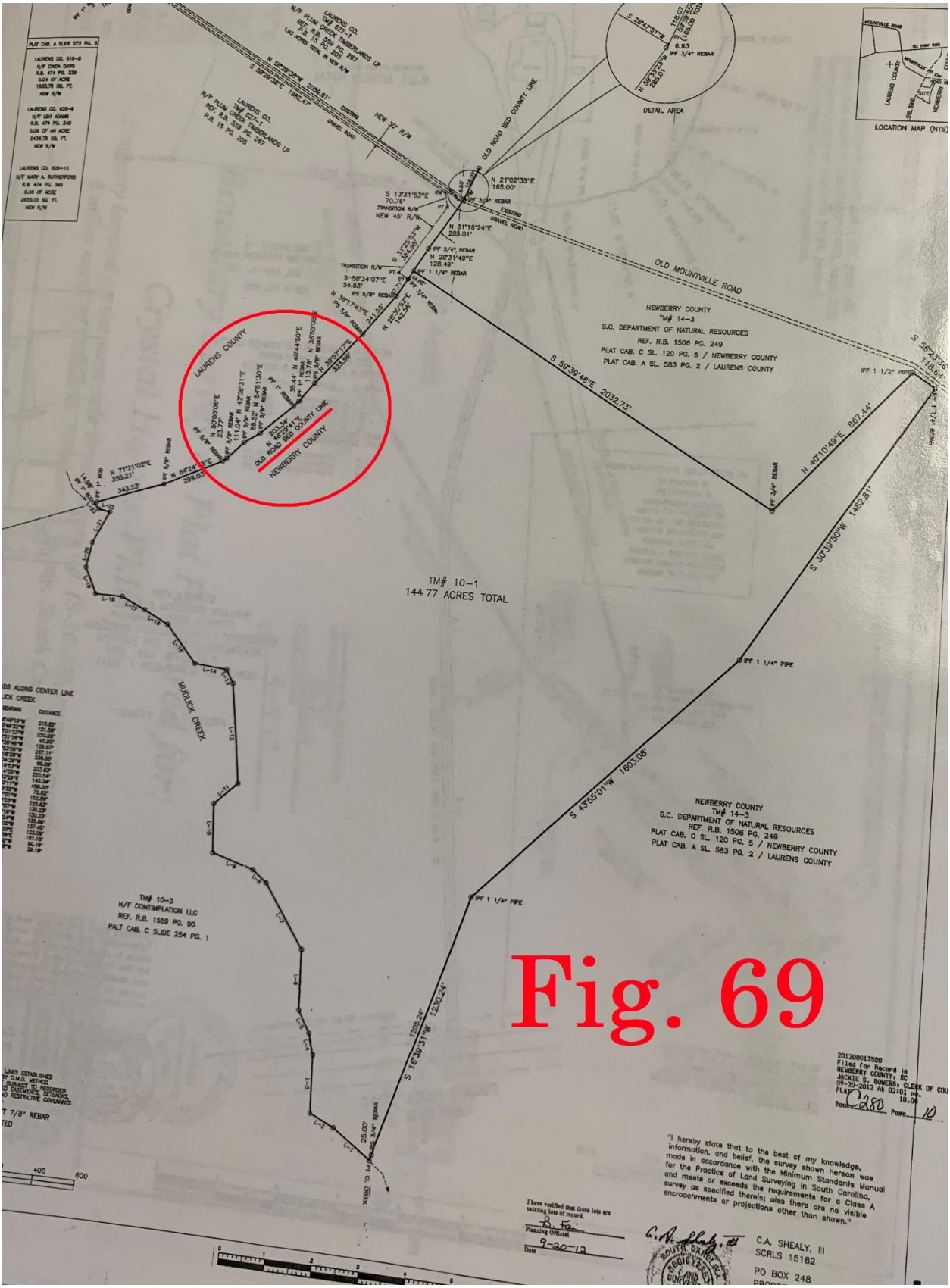
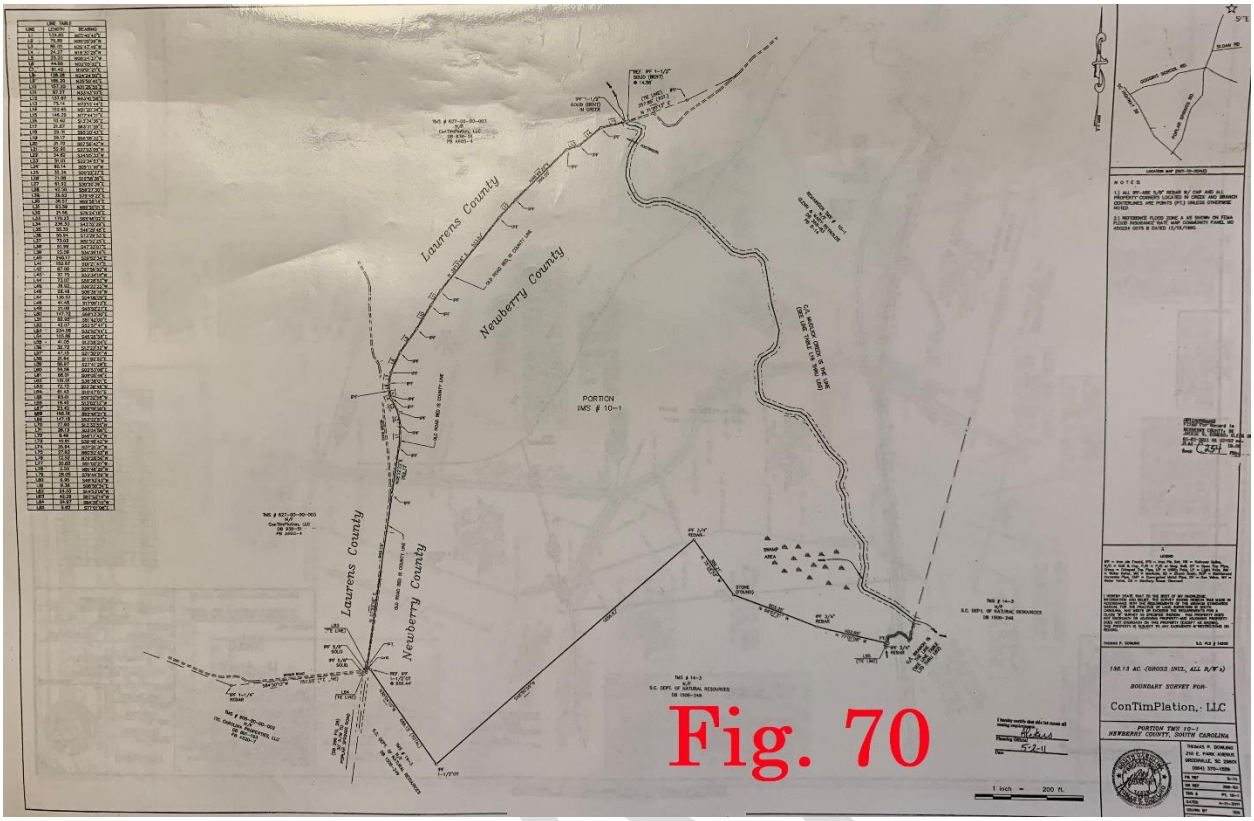

OLD MOUNTVILLE ROAD
NEWBERRY COUNTY
TM# 14-3
S.C. DEPARTMENT OF NATURAL RESOURCES
REF. R.B. 1506 PG. 249
PLAT CAB. C SL. 120 PG. 5 / NEWBERRY COUNTY
PLAT CAB. A SL. 583 PG. 2 / LAURENS COUNTY
LAURENS COUNTY
NEWBERRY COUNTY
OLD ROAD BED COUNTY LINE
TM# 10-1
144.77 ACRES TOTAL
MUDLICK CREEK
TM# 10-3
N/F CONTEMPLATION LLC
REF. R.B. 1559 PG. 90
PALT CAB. C SLIDE 254 PG. 1
DETAIL AREA
LOCATION MAP (NTS)
S 59°39'48"E 2032.73'
N 40°10'49"E 867.44'
S 30°39'50"W 1482.81'
S 43°55'01"W 1603.08'
S 16°39'31"W 1230.24'
IPF 1 1/4" PIPE
IPF 3/4" REBAR
C.A. SHEALY, III
SCRLS 15182
PO BOX 248

Fig. 69


Laurens County
Newberry County
PORTION
TMS # 10-1
Laurens County
Newberry County
Fig. 70
ConTimPlation, LLC

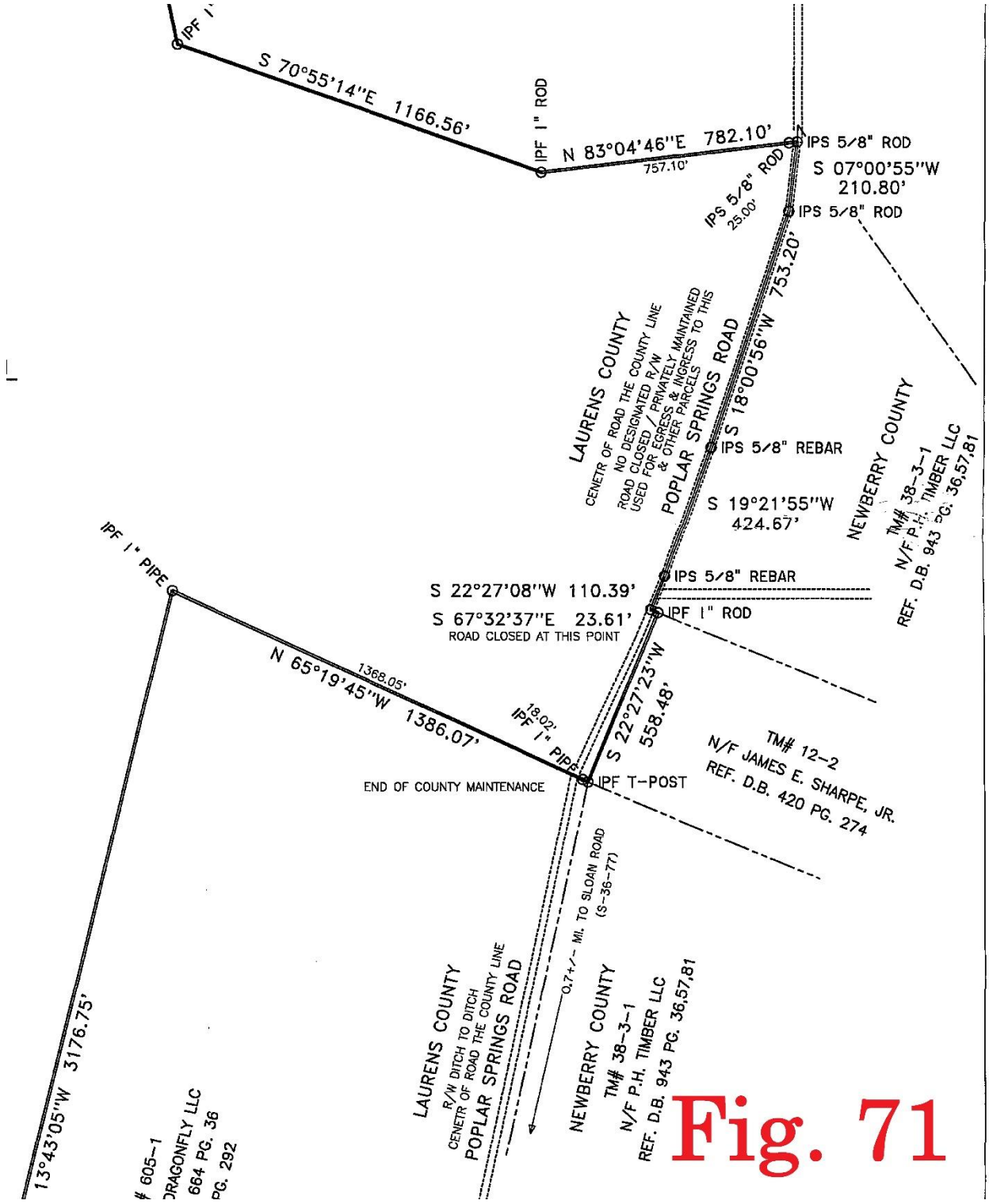

S 70°55'14"E 1166.56'
IPF 1" ROD
N 83°04'46"E 782.10'
757.10'
IPS 5/8" ROD
S 07°00'55"W
210.80'
IPS 5/8" ROD
IPS 5/8" ROD
25.00'
S 18°00'56"W 753.20'
LAURENS COUNTY
CENETR OF ROAD THE COUNTY LINE
NO DESIGNATED R/W
ROAD CLOSED / PRIVATELY MAINTAINED
USED FOR EGRESS & INGRESS TO THIS
& OTHER PARCELS
POPLAR SPRINGS ROAD
IPS 5/8" REBAR
S 19°21'55"W
424.67'
NEWBERRY COUNTY
TM# 38-3-1
N/F P.H. TIMBER LLC
REF. D.B. 943 PG. 36,57,81
IPF 1" PIPE
S 22°27'08"W 110.39'
IPS 5/8" REBAR
S 67°32'37"E 23.61'
ROAD CLOSED AT THIS POINT
IPF 1" ROD
N 65°19'45"W 1386.07'
1368.05'
18.02'
IPF 1" PIPE
S 22°27'23"W
558.48'
END OF COUNTY MAINTENANCE
IPF T-POST
TM# 12-2
N/F JAMES E. SHARPE, JR.
REF. D.B. 420 PG. 274
0.7+/- MI. TO SLOAN ROAD
(S-36-77)
LAURENS COUNTY
R/W DITCH TO DITCH
CENETR OF ROAD THE COUNTY LINE
POPLAR SPRINGS ROAD
NEWBERRY COUNTY
TM# 38-3-1
N/F P.H. TIMBER LLC
REF. D.B. 943 PG. 36,57,81
13°43'05"W 3176.75'
605-1
DRAGONFLY LLC
664 PG. 36
PG. 292

Fig. 71

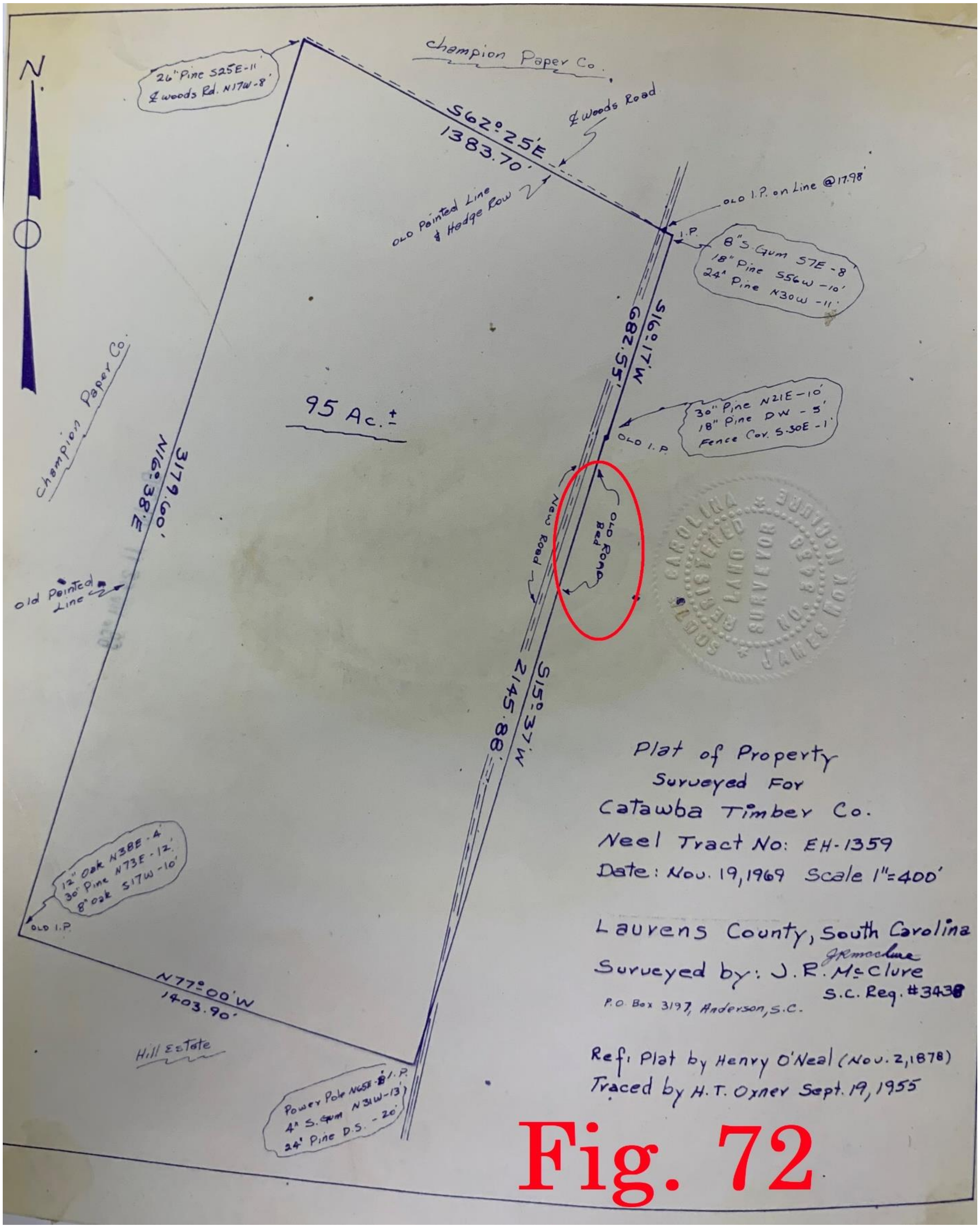

Champion Paper Co.
26" Pine S25E-11
℄ woods Rd. N17W-8'
S62°25'E
1383.70'
℄ woods Road
Old Painted Line & Hedge Row
Old I.P. on Line @17.98'
I.P.
8" S. Gum S7E-8'
18" Pine S56W-10'
24" Pine N30W-11'
S16°17'W
682.55'
30" Pine N21E-10'
18" Pine DW-5'
Fence Cor. S.30E-1'
Old I.P.
95 Ac.±
Champion Paper Co.
3179.60'
N16°38'E
Old Painted Line
New Road
Old Road Bed
S15°37'W
2145.88'
12" Oak N38E-4'
30" Pine N73E-12'
8" Oak S17W-10'
Old I.P.
N77°00'W
1403.90'
Hill Estate
Power Pole N65E-8' I.P.
4" S. Gum N31W-13'
24' Pine D.S.-20'
Plat of Property
Surveyed For
Catawba Timber Co.
Neel Tract No: EH-1359
Date: Nov. 19, 1969 Scale 1"=400'
Laurens County, South Carolina
Surveyed by: J.R. McClure
S.C. Reg. #3438
P.O. Box 3197, Anderson, S.C.
Ref: Plat by Henry O'Neal (Nov. 2, 1878)
Traced by H.T. Oxner Sept. 19, 1955

Fig. 72

STATE OF SOUTH CAROLINA
LAURENS COUNTY
SURVEY FOR
BOISE CASCADE TIMBERLAND
SOUTHEAST
JOHN HORTON TRACT
LOCATION MAP
CHAMPION PAPER CO.
CHAMPION INTERNATIONAL PAPER CO
PRESBYTERIAN COLLEGE
CATAWBA NEWSPRINT
J. J. PYLER N/F
388.73 AC.
FOLLOWS OLD ROAD BED
COUNTY ROAD (PAVED)
REF. IO @ 17.45
Fig. 73


South Carolina
I do certify for Henry R. Hall a tract of Land containing four hundred & eighty five acres Surveyed for him the 19th Sep. 1818 Situate in Newberry District on Mill Creek a branch of Mudlick Creek waters of Little river bounded by lines running NE and SE on Wm Wards Land NE on Andrew Betts Land NW & NE on William Philips Land NW on Sarah Jones Land NW on John G Browns Land SW on John Commings Land and SE on Anguish Campbells Land and hath such shape form and marks as the above plat represents Marmaduke Coate D.S.
Richard Pool & Sills CC.
Received in S.G. Office 28th Nov. 1822.
Benjamin Lyon D.S.G.
485 Acres
N 54 E 23.50
N 64 E 9.10
N 31 W 57.00
N 68 E 49.75
Pine Stump
Betts Land
Laurens District
Newberry District
Mill Creek
Road
Spring
55

Fig. 74

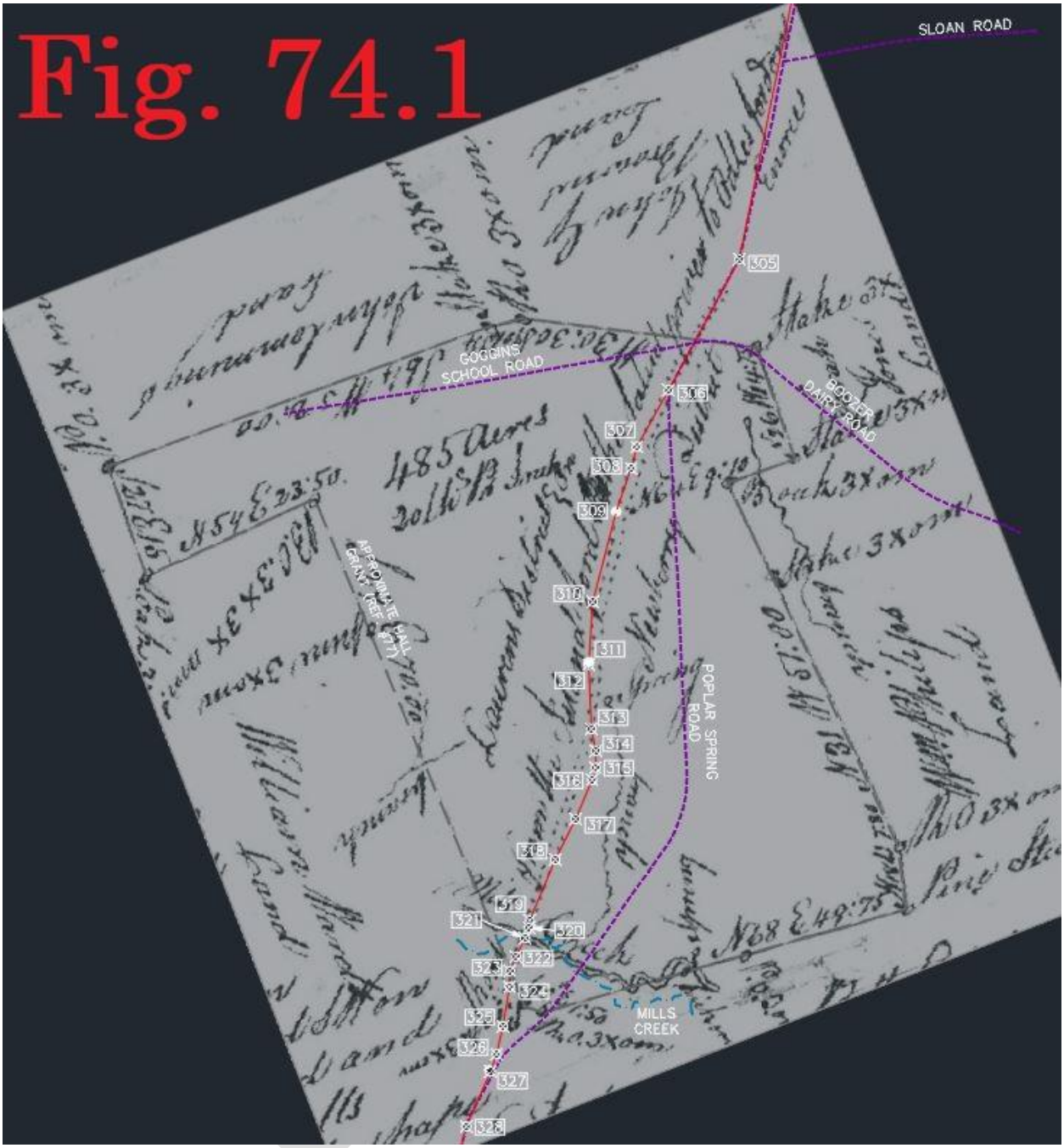


Fig. 74.1
SLOAN ROAD
GOGGINS SCHOOL ROAD
BOOZER DAIRY ROAD
POPLAR SPRING ROAD
MILLS CREEK
APPROXIMATE HALL GRANT LINE
485 Acres
305
306
307
308
309
310
311
312
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322
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328

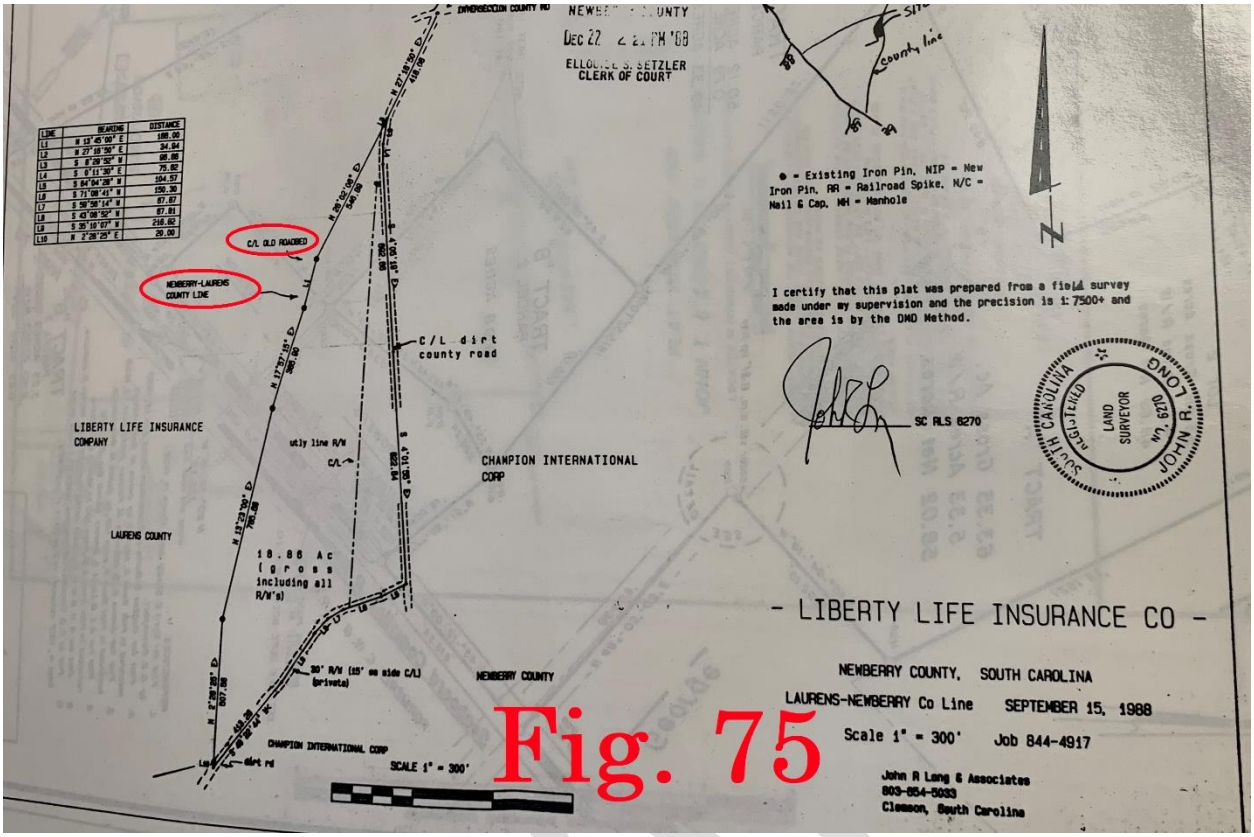

NEWBERRY COUNTY
DEC 22 2 21 PM '88
ELLOUISE S. SETZLER
CLERK OF COURT
C/L OLD ROADBED
NEWBERRY-LAURENS COUNTY LINE
C/L dirt county road
LIBERTY LIFE INSURANCE COMPANY
utly line R/W
C/L
CHAMPION INTERNATIONAL CORP
LAURENS COUNTY
18.86 Ac (gross including all R/W's)
30' R/W (15' on side C/L) (private)
NEWBERRY COUNTY
CHAMPION INTERNATIONAL CORP
dirt rd
SCALE 1" = 300'
County line
● = Existing Iron Pin, NIP = New Iron Pin, RR = Railroad Spike, N/C = Nail & Cap, MH = Manhole
I certify that this plat was prepared from a field survey made under my supervision and the precision is 1:7500+ and the area is by the DMD Method.
SC RLS 8270
JOHN R. LONG
SOUTH CAROLINA
REGISTERED
LAND SURVEYOR
- LIBERTY LIFE INSURANCE CO -
NEWBERRY COUNTY, SOUTH CAROLINA
LAURENS-NEWBERRY Co Line SEPTEMBER 15, 1988
Scale 1" = 300' Job 844-4917
John R Long & Associates
803-654-5033
Clemson, South Carolina

Fig. 75

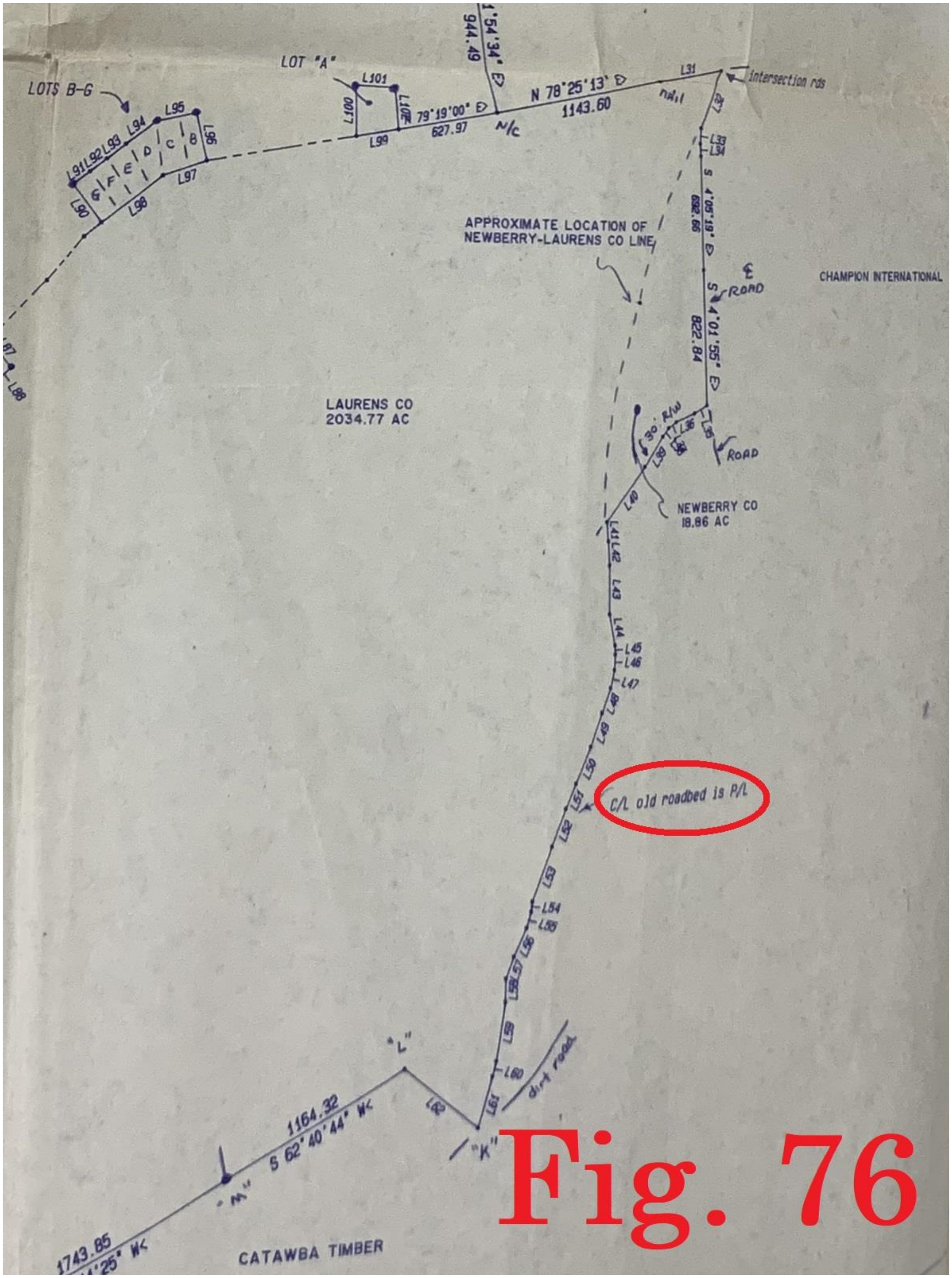
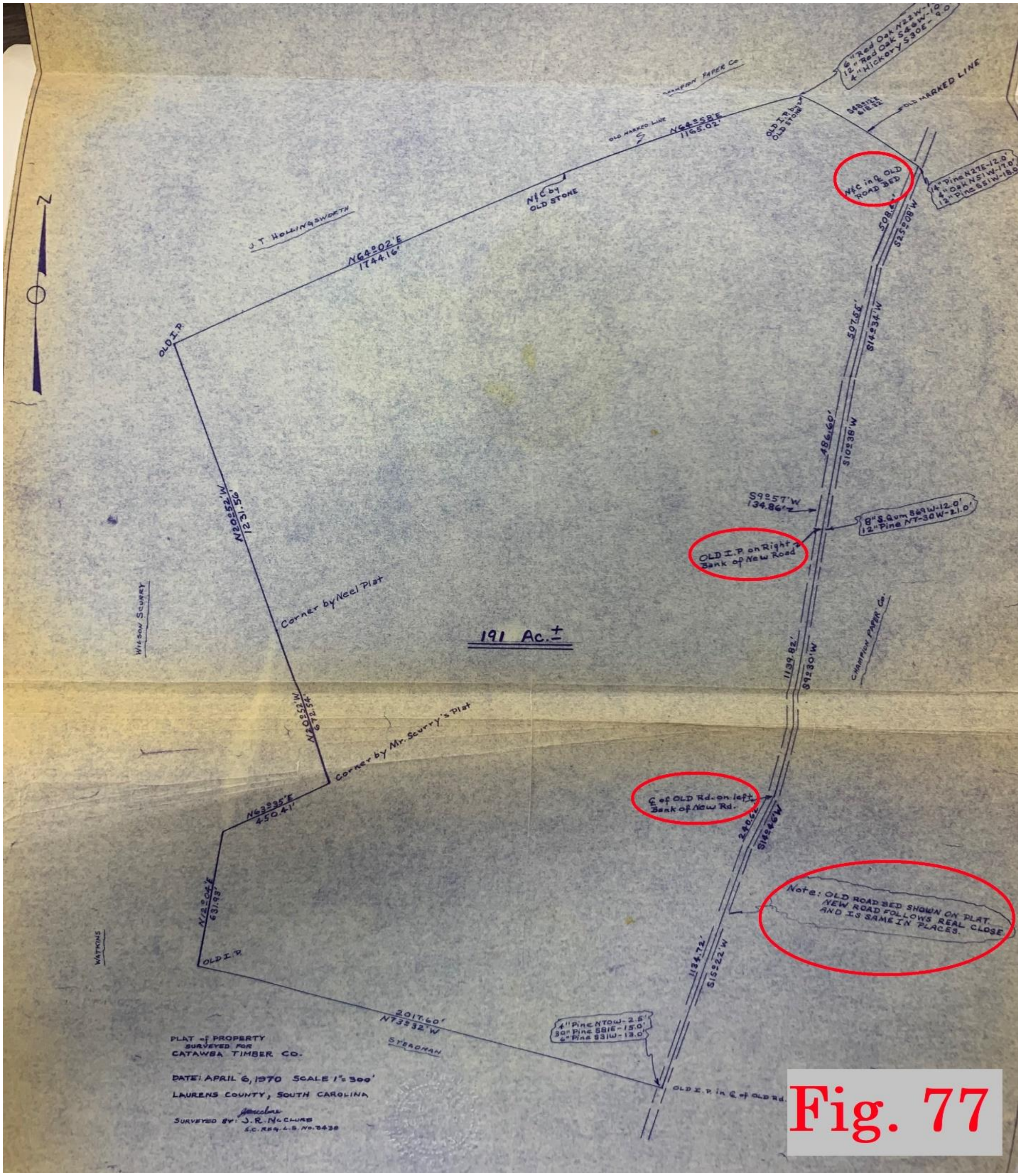
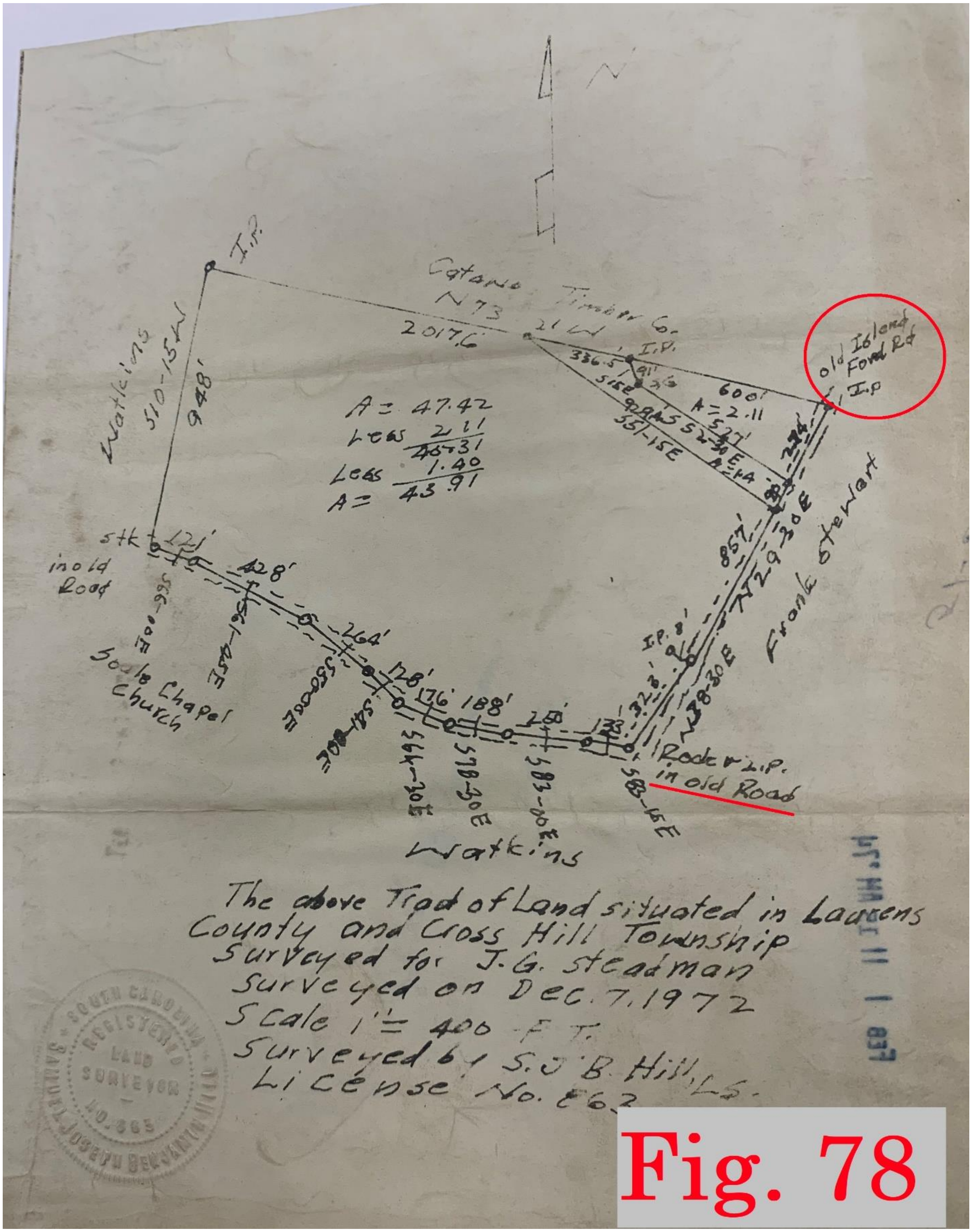

LOTS B-G
LOT "A"
L101
N 78°25'13" E
1143.60
L31
intersection rds
79°19'00" E
627.97
L99
L95
L96
L97
L98
L94
L93
L92
L91
L90
APPROXIMATE LOCATION OF
NEWBERRY-LAURENS CO LINE
S 4°05'19" E
692.66
S 4°01'55" E
822.84
CHAMPION INTERNATIONAL
LAURENS CO
2034.77 AC
30' R/W
ROAD
NEWBERRY CO
18.86 AC
C/L old roadbed is P/L
dirt road
"L"
"K"
1164.32
S 62°40'44" W
1743.85
CATAWBA TIMBER

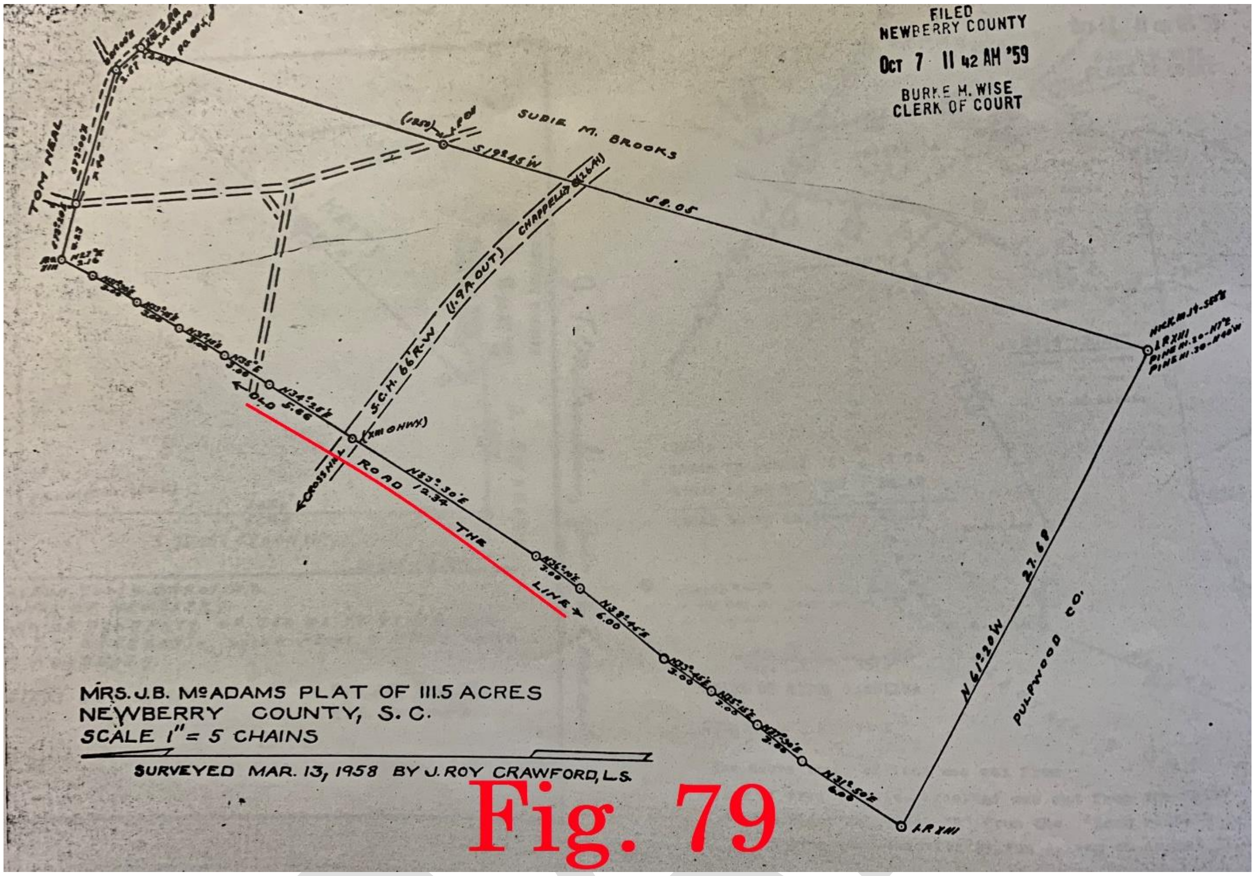
Fig. 76

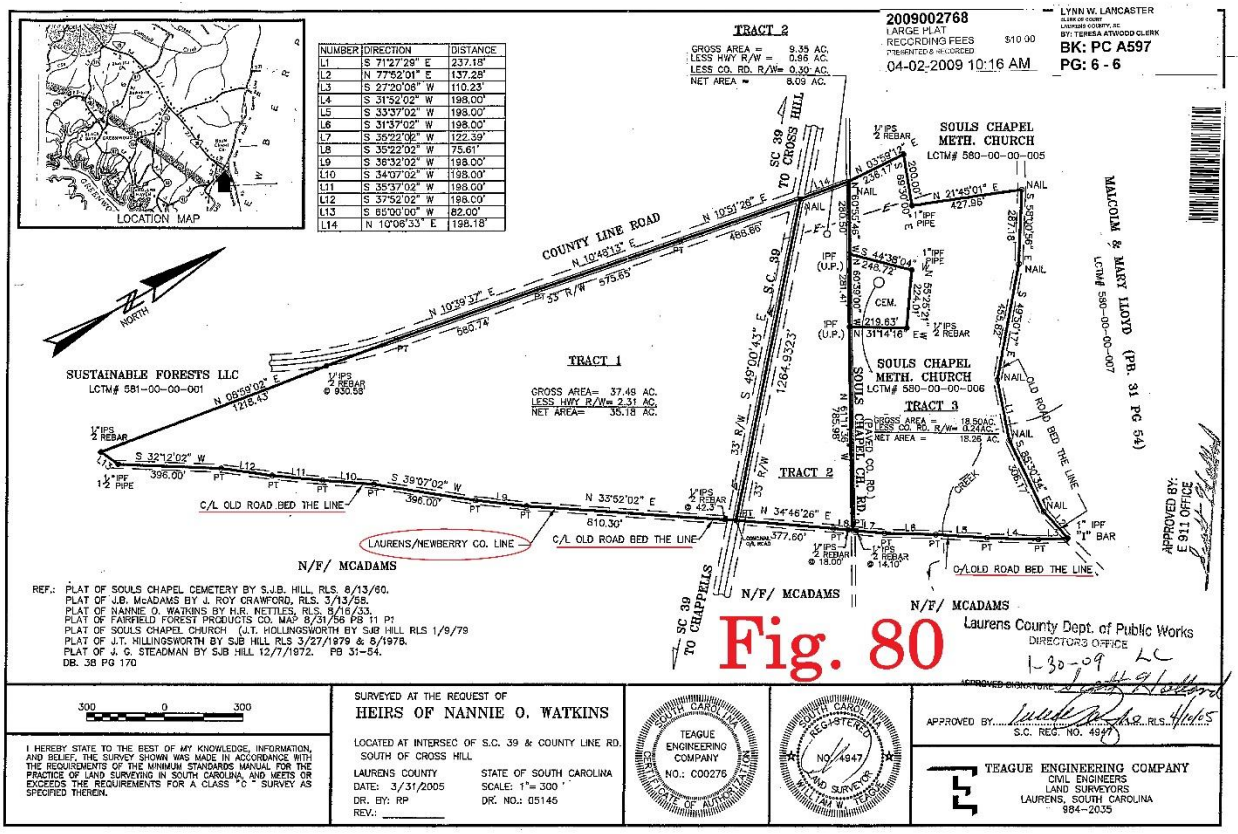


N
J. T. HOLLINGSWORTH
N64°02'E
1744.16'
N/C by
OLD STONE
OLD MARKED LINE
N64°58'E
1165.02'
CHAMPION PAPER Co.
OLD I.P. by
OLD STONE
S48°12'E
618.32'
OLD MARKED LINE
N/C in ℄ OLD
ROAD BED
S25°08'W
OLD I.P.
N20°52'W
1231.56'
WILSON SCURRY
Corner by Neel Plat
191 Ac.±
S9°57'W
134.86'
OLD I.P. on Right
Bank of New Road
S10°38'W
486.60'
S14°34'W
507.56'
CHAMPION PAPER Co.
1139.82'
N20°52'W
672.54'
Corner by Mr. Scurry's Plat
N63°35'E
450.41'
℄ of OLD Rd. on left
Bank of New Rd.
N12°04'E
631.93'
WATKINS
OLD I.P.
Note: OLD ROAD BED SHOWN ON PLAT.
NEW ROAD FOLLOWS REAL CLOSE
AND IS SAME IN PLACES.
S15°22'W
1134.72'
2017.60'
N73°32'W
STEADMAN
OLD I.P. in ℄ of OLD Rd.
PLAT of PROPERTY
SURVEYED FOR
CATAWBA TIMBER CO.
DATE: APRIL 6, 1970 SCALE 1" = 300'
LAURENS COUNTY, SOUTH CAROLINA
SURVEYED BY: J. R. McCLURE
S.C. REG. L.S. No. 3438

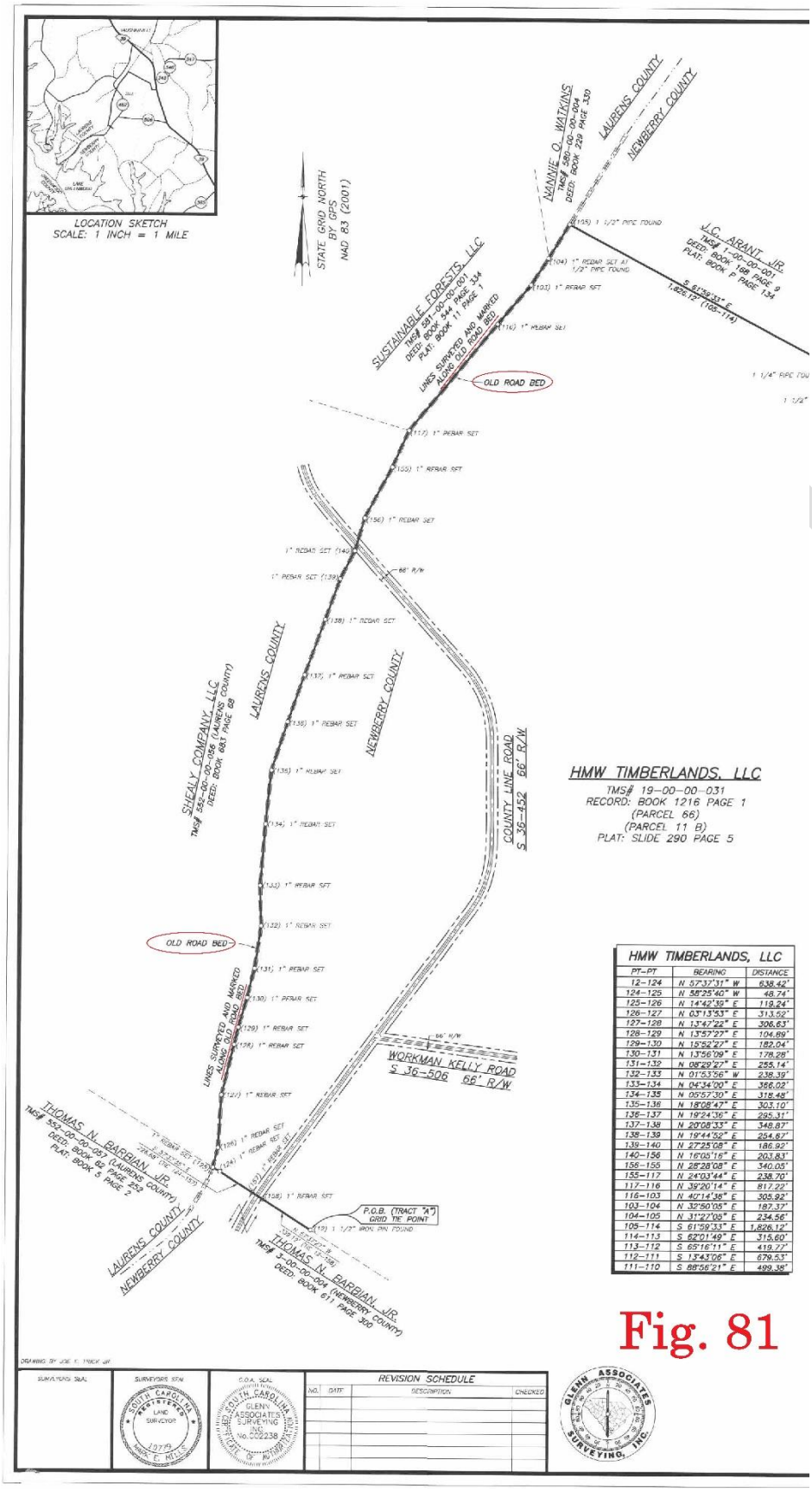
Fig. 77


N
Catano Timber Co.
N73-21W
2017.6'
I.P.
Watkins
S10-15W
948'
A = 47.42
Less 2.11
Less 1.40
A = 43.91
336.5'
600'
A=2.11
S51-15E
old Island Ford Rd I.P.
Frank Stewart
N29-30E
857'
stk in old Road
121'
428'
264'
128'
176'
188'
133'
Soule Chapel Church
Rock & I.P. in old Road
S83-15E
S78-30E
Watkins
The above Tract of Land situated in Laurens County and Cross Hill Township
Surveyed for J.G. Steadman
Surveyed on Dec. 7, 1972
Scale 1" = 400 FT.
Surveyed by S.J.B. Hill, L.S.
License No. E63
South Carolina Registered Land Surveyor No. 863 Samuel Joseph Benjamin Hill
Fig. 78


FILED
NEWBERRY COUNTY
Oct 7 11 42 AM '59
BURKE H. WISE
CLERK OF COURT
SUDIE M. BROOKS
S19°45'W
58.05
TOM NEAL
CHAPPELLS
S.C.H. 66 R-W (1.9 R. OUT)
OLD
ROAD 12.34
THE
LINE
N 61°30' W 27.69
PULPWOOD CO.
MRS. J.B. McADAMS PLAT OF 111.5 ACRES
NEWBERRY COUNTY, S.C.
SCALE 1" = 5 CHAINS
SURVEYED MAR. 13, 1958 BY J. ROY CRAWFORD, L.S.
Fig. 79



NUMBER	DIRECTION	DISTANCE
L1	S 71°27'29" E	237.18'
L2	N 77°52'01" E	137.28'
L3	S 27°20'08" W	110.23'
L4	S 31°52'02" W	198.00'
L5	S 33°37'02" W	198.00'
L6	S 31°37'02" W	198.00'
L7	S 35°22'02" W	122.39'
L8	S 35°22'02" W	75.61'
L9	S 36°32'02" W	198.00'
L10	S 34°07'02" W	198.00'
L11	S 35°37'02" W	198.00'
L12	S 37°52'02" W	198.00'
L13	S 86°00'00" W	82.00'
L14	N 10°08'33" E	198.18'



HMW TIMBERLANDS, LLC

PT–PT	BEARING	DISTANCE
12–124	N 57°37'31" W	638.42'
124–125	N 58°25'40" W	48.74'
125–126	N 14°42'39" E	119.24'
126–127	N 03°13'53" E	313.52'
127–128	N 13°47'22" E	306.63'
128–129	N 13°57'27" E	104.89'
129–130	N 15°52'27" E	182.04'
130–131	N 13°56'09" E	178.28'
131–132	N 08°29'27" E	255.14'
132–133	N 01°53'56" W	238.39'
133–134	N 04°34'00" E	366.02'
134–135	N 05°57'30" E	318.48'
135–136	N 18°08'47" E	303.10'
136–137	N 19°24'36" E	295.31'
137–138	N 29°08'33" E	348.87'
138–139	N 19°44'52" E	284.97'
139–140	N 27°25'08" E	186.92'
140–156	N 16°05'16" E	203.83'
156–155	N 28°28'08" E	340.05'
155–117	N 24°03'44" E	238.70'
117–116	N 39°20'14" E	817.22'
116–103	N 40°14'36" E	305.92'
103–104	N 32°50'05" E	187.37'
104–105	N 31°27'05" E	234.56'
105–114	S 61°59'33" E	1,826.12'
114–113	S 62°01'49" E	315.60'
113–112	S 65°16'11" E	419.77'
112–111	S 13°43'06" E	679.53'
111–110	S 88°56'21" E	499.38'

Fig. 81

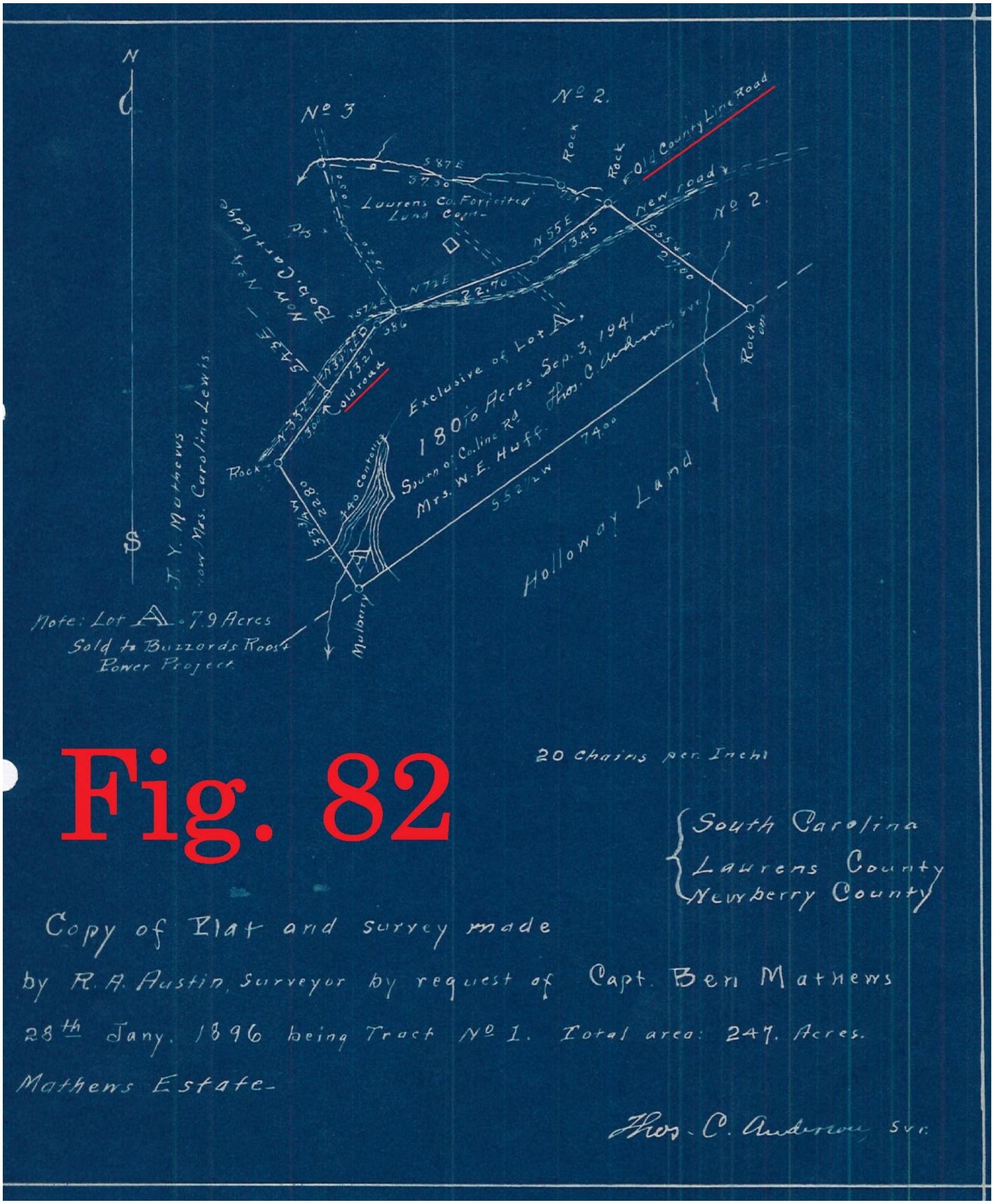
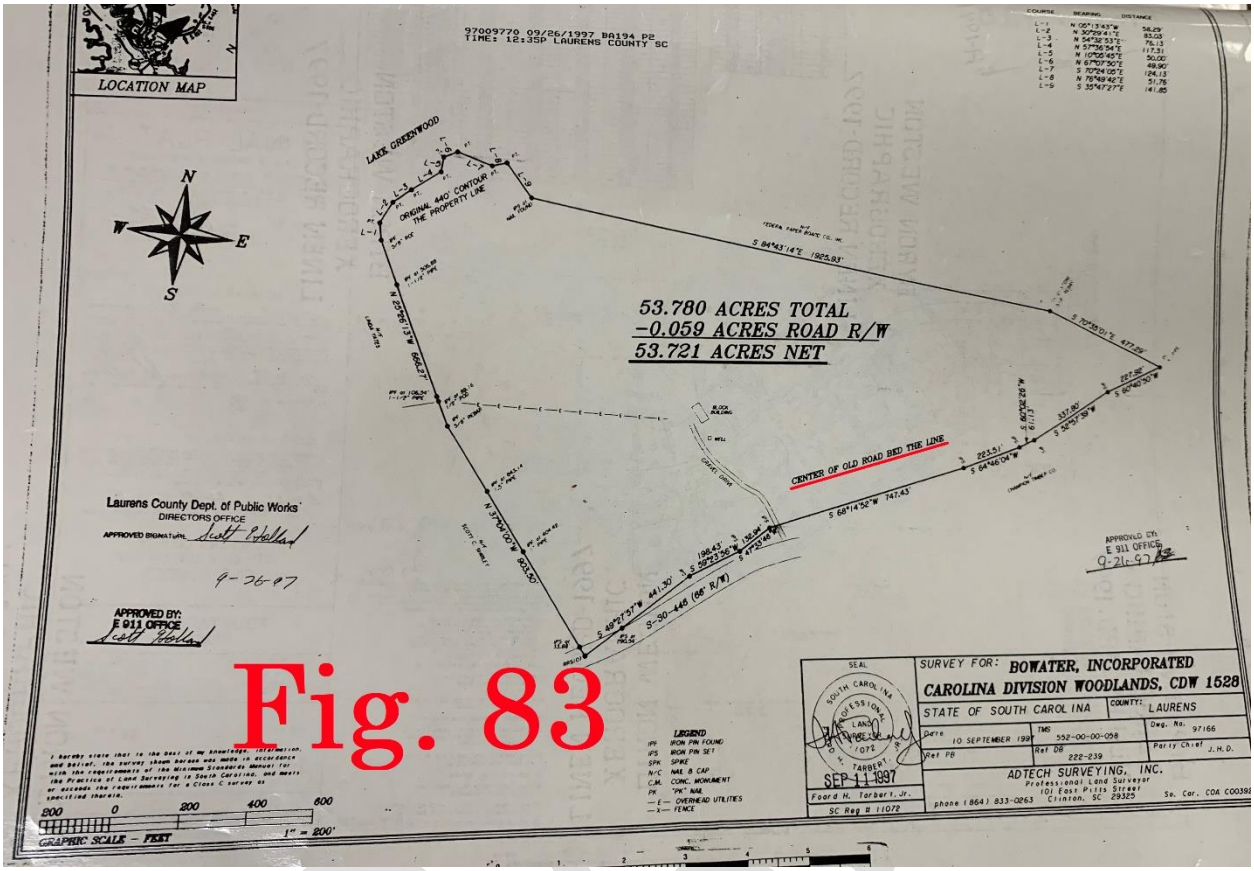
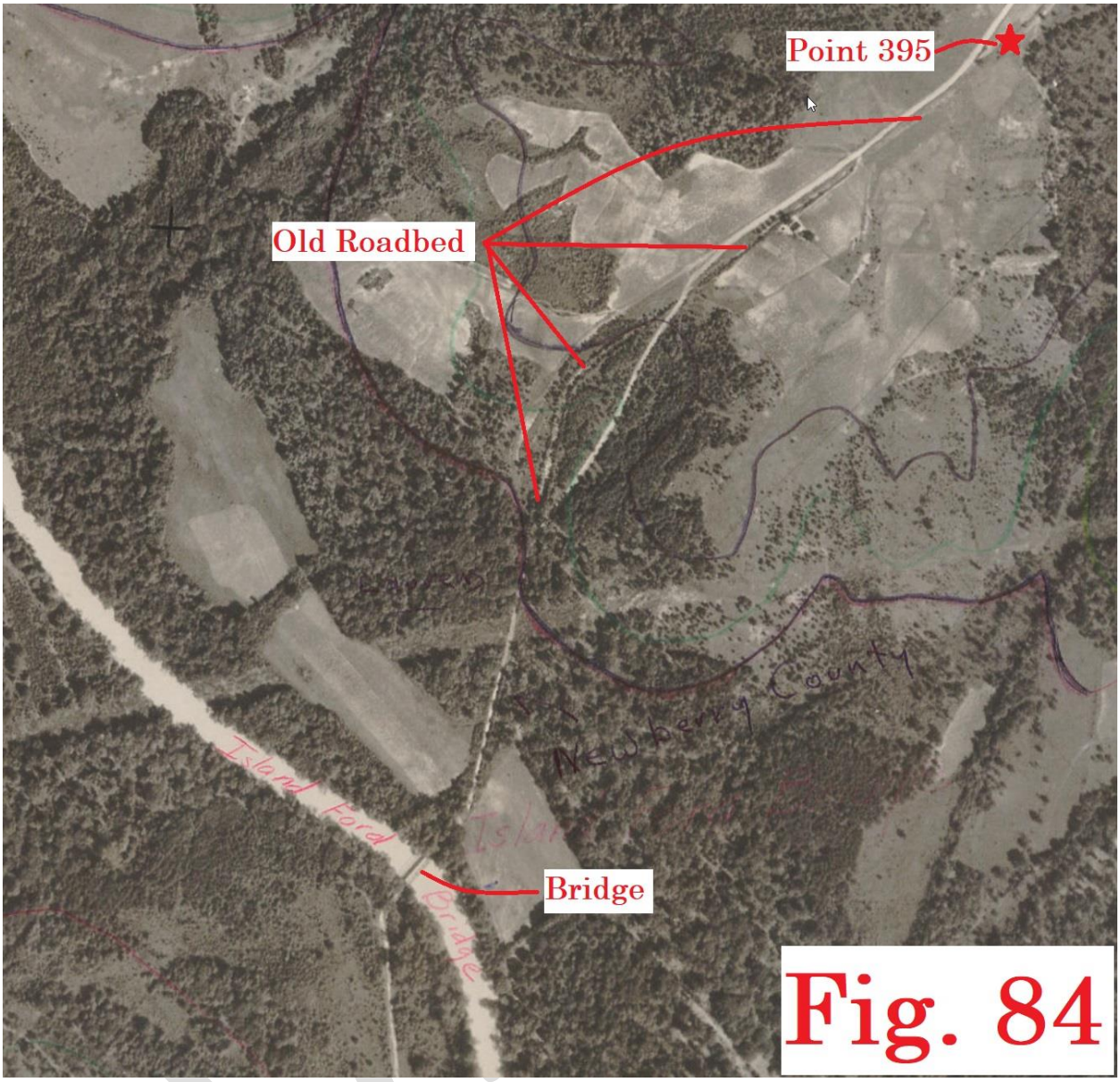

N
S
Nº 3
Nº 2.
Nº 2.
Old County Line Road
New road
Laurens Co. Forfeited Land Com.
Rock
Bob Cartledge
Now Neely
J. Y. Mathews
now Mrs. Caroline Lewis.
Old road
Exclusive of Lot A.
180 7/10 Acres Sep. 3, 1941
South of Co. line Rd
Mrs. W. E. Huff.
Thos. C. Anderson, Svr.
Holloway Land
Mulberry
Note: Lot A. 7.9 Acres
Sold to Buzzards Roost
Power Project.
20 Chains per Inch
South Carolina
Laurens County
Newberry County
Copy of Plat and survey made
by R. A. Austin, Surveyor by request of Capt. Ben Mathews
28th Jany. 1896 being Tract Nº 1. Total area: 247. Acres.
Mathews Estate.
Thos. C. Anderson Svr.

Fig. 82


97009770 09/26/1997 BA194 P2
TIME: 12:35P LAURENS COUNTY SC
LOCATION MAP
LAKE GREENWOOD
ORIGINAL 440' CONTOUR
THE PROPERTY LINE
53.780 ACRES TOTAL
-0.059 ACRES ROAD R/W
53.721 ACRES NET
CENTER OF OLD ROAD BED THE LINE
Laurens County Dept. of Public Works
DIRECTORS OFFICE
APPROVED BY:
E 911 OFFICE
9-26-97
APPROVED BY:
E 911 OFFICE
9-21-97
Fig. 83
LEGEND
SURVEY FOR: BOWATER, INCORPORATED
CAROLINA DIVISION WOODLANDS, CDW 1528
STATE OF SOUTH CAROLINA
COUNTY: LAURENS
10 SEPTEMBER 1997
552-00-00-058
97166
222-239
J.H.D.
SEP 11 1997
Foard H. Torbert, Jr.
SC Reg # 11072
ADTECH SURVEYING, INC.
Professional Land Surveyor
101 East Pitts Street
Clinton, SC 29325
phone (864) 833-0263
GRAPHIC SCALE - FEET
1" = 200'


Point 395
Old Roadbed
Bridge
Fig. 84

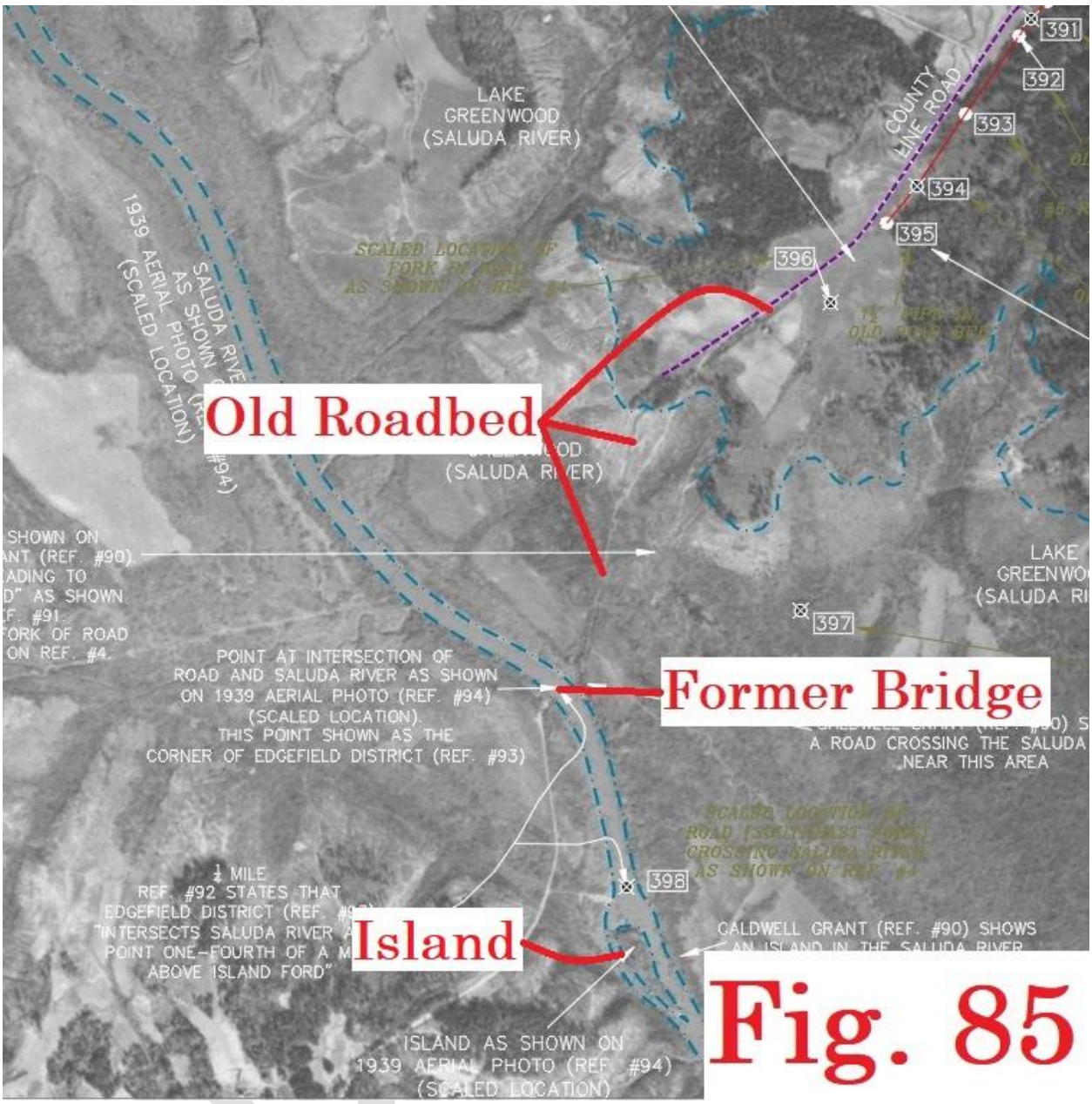

LAKE
GREENWOOD
(SALUDA RIVER)
COUNTY LINE ROAD
391
392
393
394
395
396
397
398
Old Roadbed
Former Bridge
Island
POINT AT INTERSECTION OF ROAD AND SALUDA RIVER AS SHOWN ON 1939 AERIAL PHOTO (REF. #94) (SCALED LOCATION). THIS POINT SHOWN AS THE CORNER OF EDGEFIELD DISTRICT (REF. #93)
A ROAD CROSSING THE SALUDA NEAR THIS AREA
CALDWELL GRANT (REF. #90) SHOWS AN ISLAND IN THE SALUDA RIVER
ISLAND AS SHOWN ON 1939 AERIAL PHOTO (REF. #94) (SCALED LOCATION)

Fig. 85

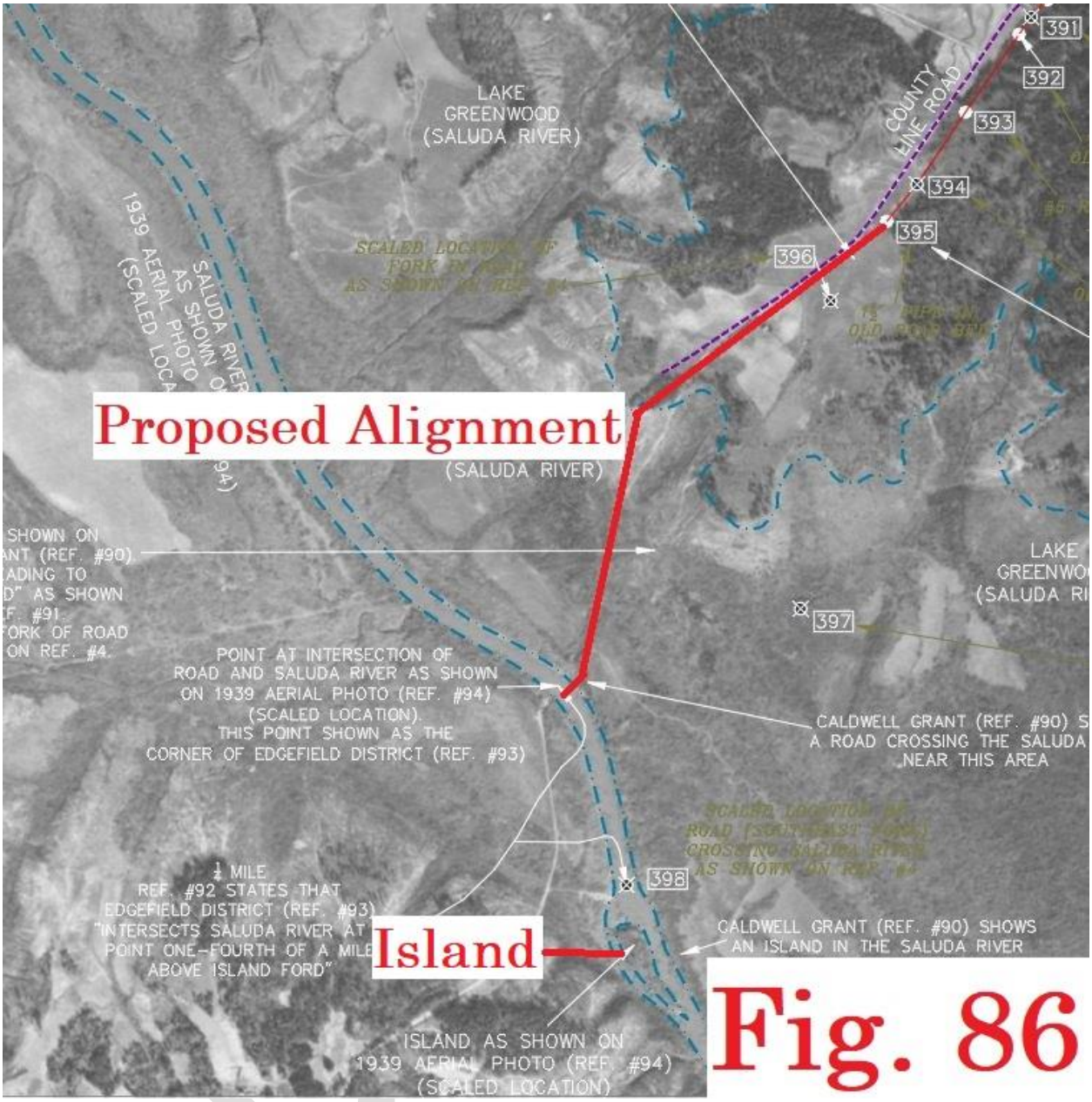

LAKE
GREENWOOD
(SALUDA RIVER)
COUNTY LINE ROAD
391
392
393
394
395
396
397
398
Proposed Alignment
(SALUDA RIVER)
POINT AT INTERSECTION OF ROAD AND SALUDA RIVER AS SHOWN ON 1939 AERIAL PHOTO (REF. #94) (SCALED LOCATION). THIS POINT SHOWN AS THE CORNER OF EDGEFIELD DISTRICT (REF. #93)
CALDWELL GRANT (REF. #90) S A ROAD CROSSING THE SALUDA NEAR THIS AREA
¼ MILE REF. #92 STATES THAT EDGEFIELD DISTRICT (REF. #93) "INTERSECTS SALUDA RIVER AT POINT ONE-FOURTH OF A MILE ABOVE ISLAND FORD"
Island
CALDWELL GRANT (REF. #90) SHOWS AN ISLAND IN THE SALUDA RIVER
ISLAND AS SHOWN ON 1939 AERIAL PHOTO (REF. #94) (SCALED LOCATION)

Fig. 86

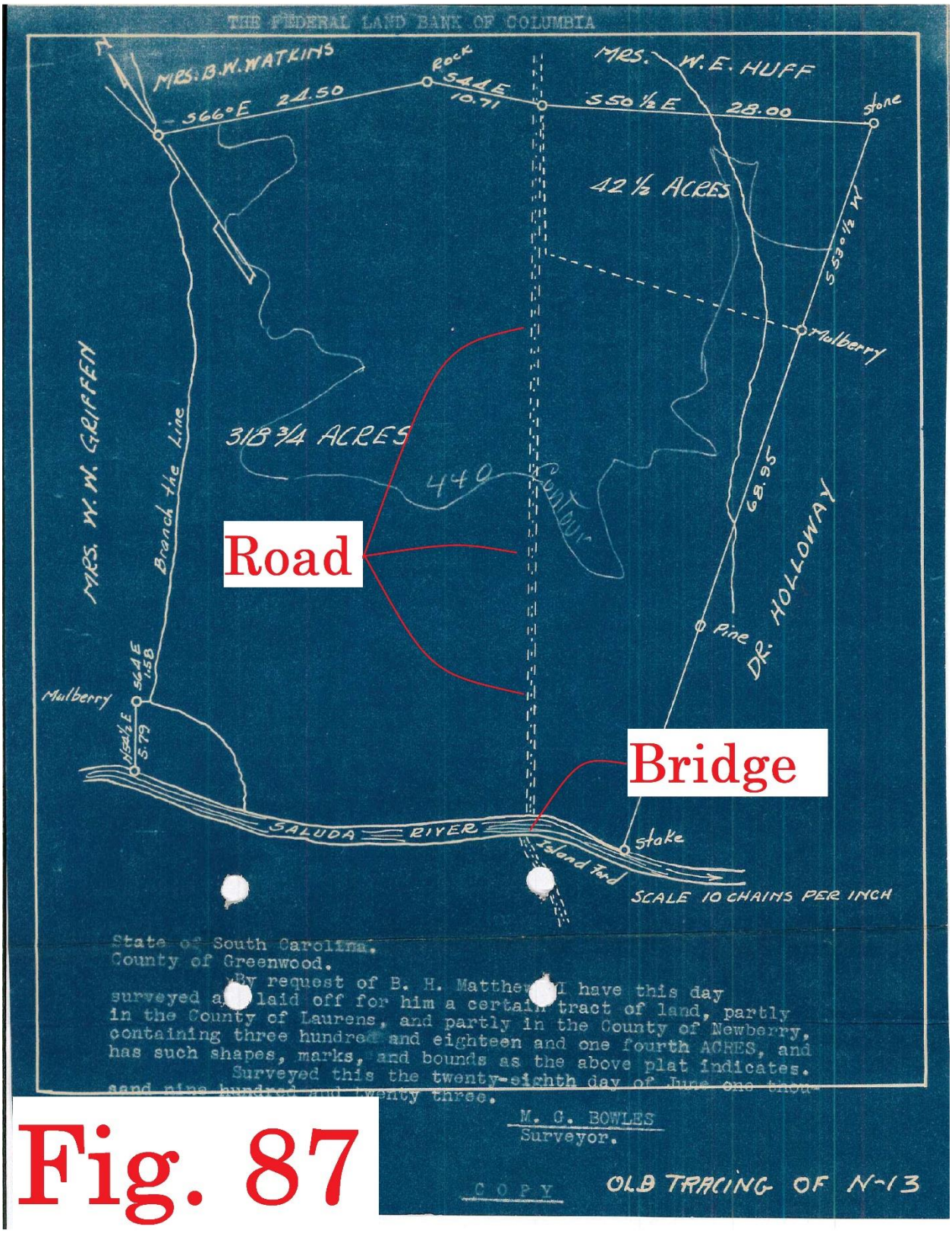

THE FEDERAL LAND BANK OF COLUMBIA
MRS. B.W. WATKINS
MRS. W.E. HUFF
Rock
S44E
10.71
S66°E 24.50
S50½E 28.00
Stone
42½ ACRES
S30½W
Mulberry
MRS. W.W. GRIFFEN
Branch the Line
318¾ ACRES
440
Contour
Road
68.95
DR. HOLLOWAY
Pine
S44E 1.58
Mulberry
N54½E 5.79
Bridge
SALUDA RIVER
Island Ford
Stake
SCALE 10 CHAINS PER INCH
State of South Carolina.
County of Greenwood.
By request of B. H. Matthe[illegible] I have this day surveyed a[illegible] laid off for him a certain tract of land, partly in the County of Laurens, and partly in the County of Newberry, containing three hundred and eighteen and one fourth ACRES, and has such shapes, marks, and bounds as the above plat indicates.
Surveyed this the twenty-eighth day of June one thou[illegible] and nine hundred and twenty three.
M. G. BOWLES
Surveyor.
COPY
OLD TRACING OF N-13

Fig. 87

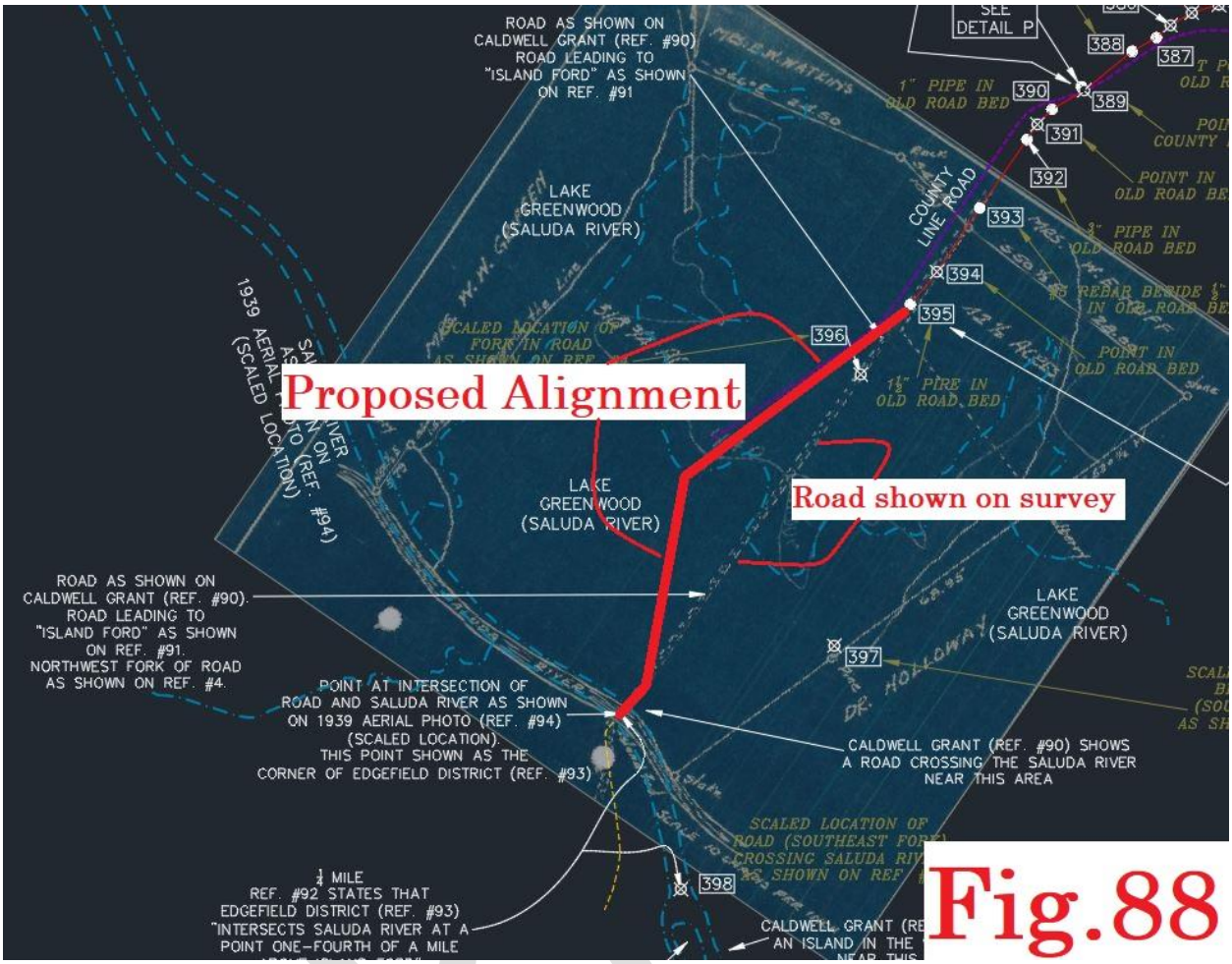

ROAD AS SHOWN ON CALDWELL GRANT (REF. #90) ROAD LEADING TO "ISLAND FORD" AS SHOWN ON REF. #91
SEE DETAIL P
388
387
1" PIPE IN OLD ROAD BED
390
389
391
392
393
394
395
396
397
398
LAKE GREENWOOD (SALUDA RIVER)
COUNTY LINE ROAD
POINT IN OLD ROAD BED
3" PIPE IN OLD ROAD BED
1½" PIPE IN OLD ROAD BED
SCALED LOCATION OF FORK IN ROAD AS SHOWN ON REF
1939 AERIAL PHOTO (REF. #94) (SCALED LOCATION)
Proposed Alignment
Road shown on survey
ROAD AS SHOWN ON CALDWELL GRANT (REF. #90). ROAD LEADING TO "ISLAND FORD" AS SHOWN ON REF. #91. NORTHWEST FORK OF ROAD AS SHOWN ON REF. #4.
POINT AT INTERSECTION OF ROAD AND SALUDA RIVER AS SHOWN ON 1939 AERIAL PHOTO (REF. #94) (SCALED LOCATION). THIS POINT SHOWN AS THE CORNER OF EDGEFIELD DISTRICT (REF. #93)
CALDWELL GRANT (REF. #90) SHOWS A ROAD CROSSING THE SALUDA RIVER NEAR THIS AREA
SCALED LOCATION OF ROAD (SOUTHEAST FORK) CROSSING SALUDA RIVER AS SHOWN ON REF
¼ MILE REF. #92 STATES THAT EDGEFIELD DISTRICT (REF. #93) "INTERSECTS SALUDA RIVER AT A POINT ONE-FOURTH OF A MILE
CALDWELL GRANT (RE AN ISLAND IN THE

Fig.88

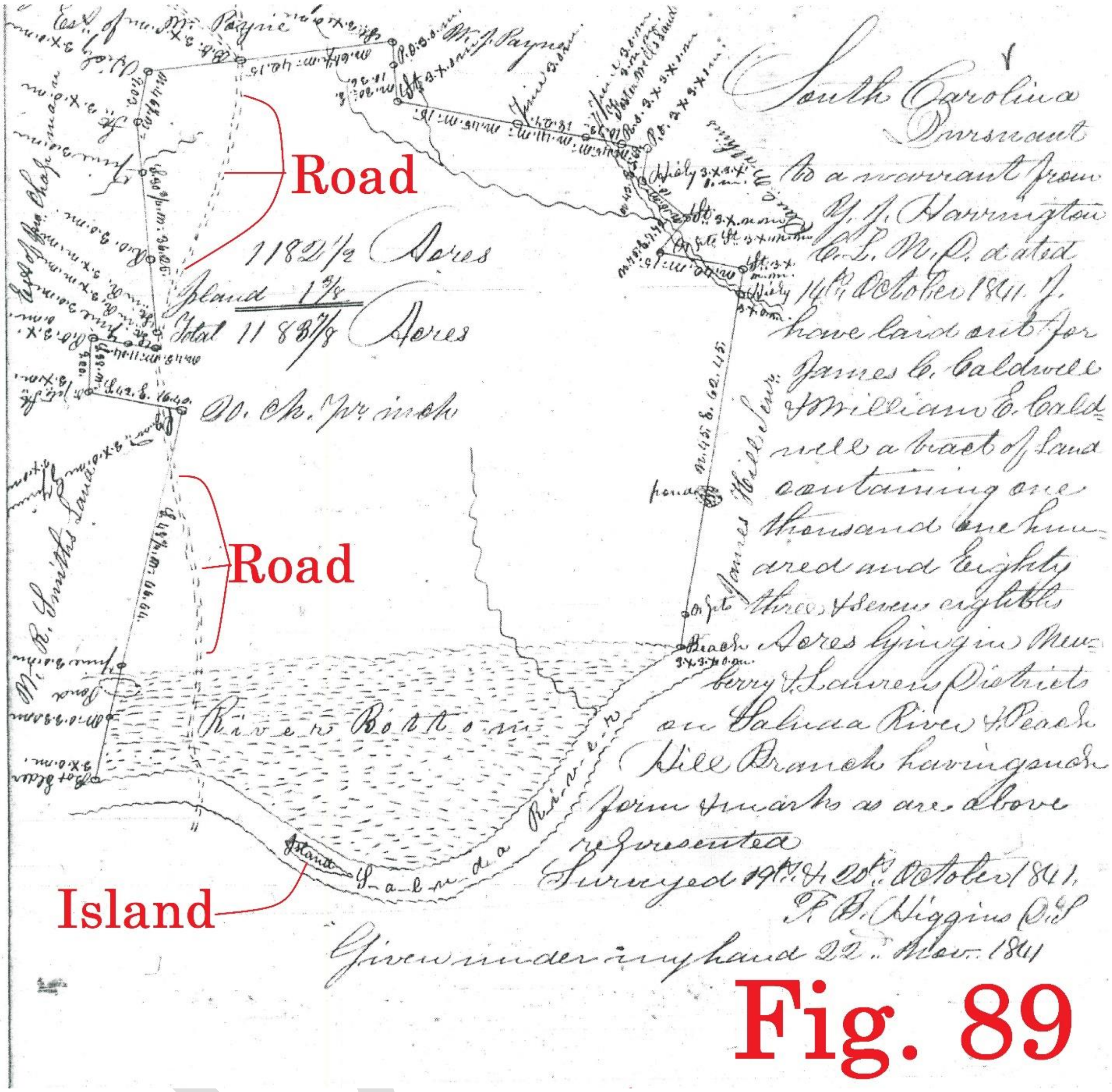

Est. of Wm. Payne
Road
1182 1/2 Acres
Island 1 3/8
Total 1183 7/8 Acres
20 Ch. pr inch
Road
River Bottom
Saluda River
Island
South Carolina
Pursuant
to a warrant from
Y. J. Harrington
C. L. M. C. dated
14th October 1841. I
have laid out for
James C. Caldwell
& William E. Cald
well a tract of land
containing one
thousand one hun
dred and Eighty
three & Seven eighths
Acres lying in New
berry & Laurens Districts
on Saluda River & Peach
Hill Branch having such
form & marks as are above
represented
Surveyed 19th & 20th October 1841.
F. B. Higgins D.S.
Given under my hand 22nd Nov. 1841

Fig. 89

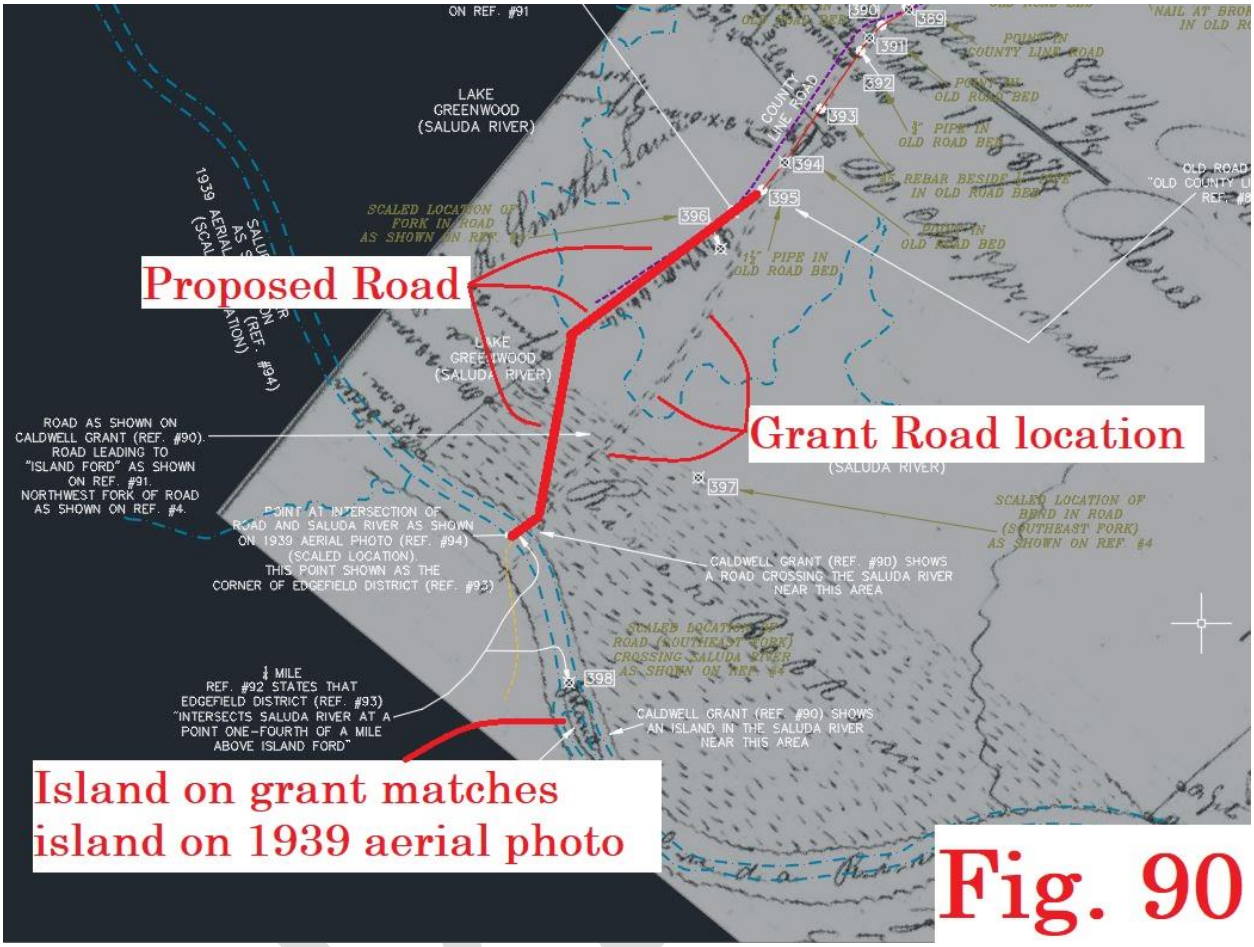

Proposed Road
Grant Road location
Island on grant matches island on 1939 aerial photo
LAKE GREENWOOD (SALUDA RIVER)
ROAD AS SHOWN ON CALDWELL GRANT (REF. #90). ROAD LEADING TO "ISLAND FORD" AS SHOWN ON REF. #91. NORTHWEST FORK OF ROAD AS SHOWN ON REF. #4.
POINT AT INTERSECTION OF ROAD AND SALUDA RIVER AS SHOWN ON 1939 AERIAL PHOTO (REF. #94) (SCALED LOCATION). THIS POINT SHOWN AS THE CORNER OF EDGEFIELD DISTRICT (REF. #93)
CALDWELL GRANT (REF. #90) SHOWS A ROAD CROSSING THE SALUDA RIVER NEAR THIS AREA
CALDWELL GRANT (REF. #90) SHOWS AN ISLAND IN THE SALUDA RIVER NEAR THIS AREA
¼ MILE REF. #92 STATES THAT EDGEFIELD DISTRICT (REF. #93) "INTERSECTS SALUDA RIVER AT A POINT ONE-FOURTH OF A MILE ABOVE ISLAND FORD"
COUNTY LINE ROAD
SCALED LOCATION OF FORK IN ROAD AS SHOWN ON REF. #4
SCALED LOCATION OF BEND IN ROAD (SOUTHEAST FORK) AS SHOWN ON REF. #4
1939 AERIAL (REF. #94)
389
390
391
392
393
394
395
396
397
398

Fig. 90

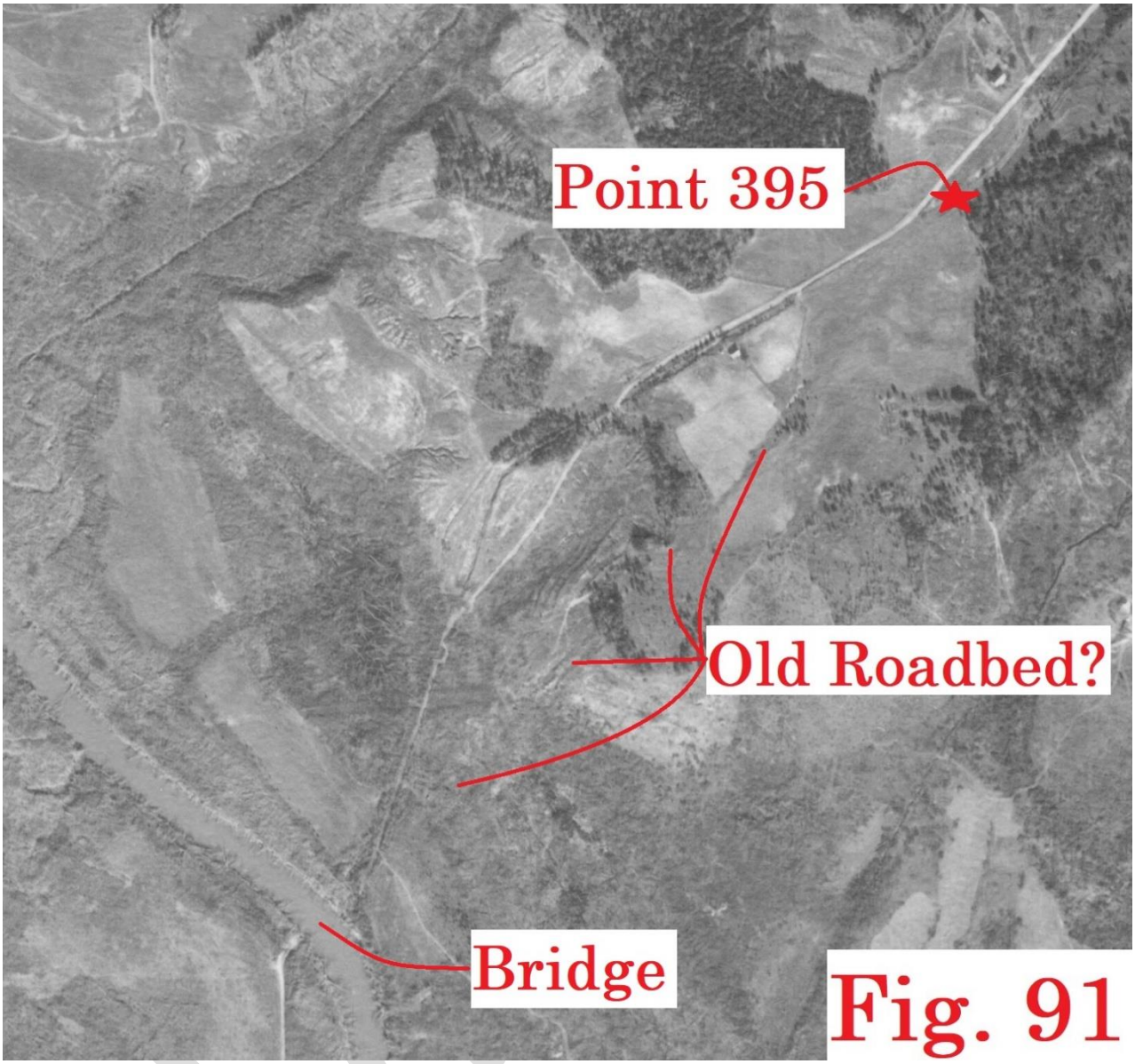


Fig. 91

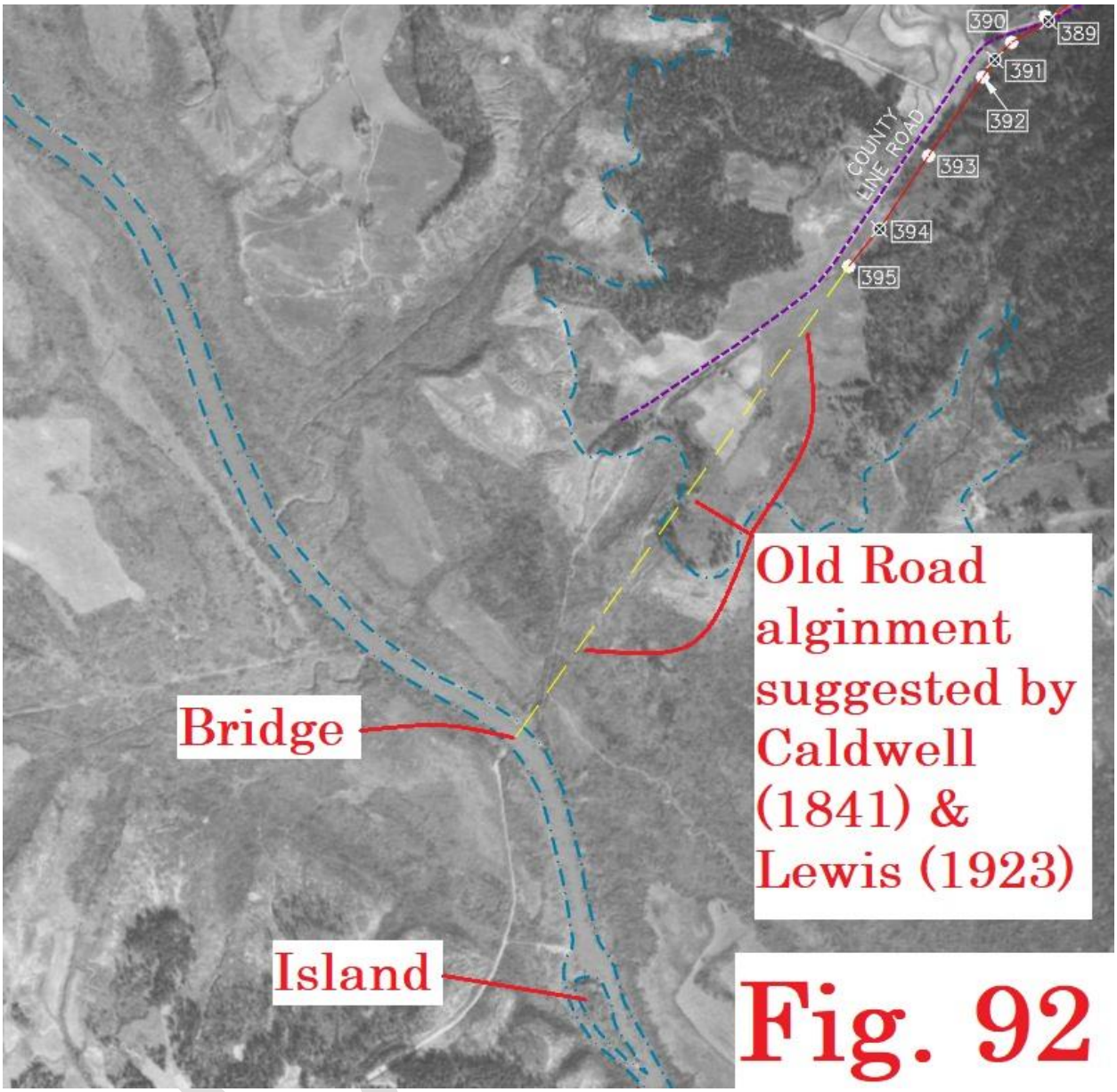
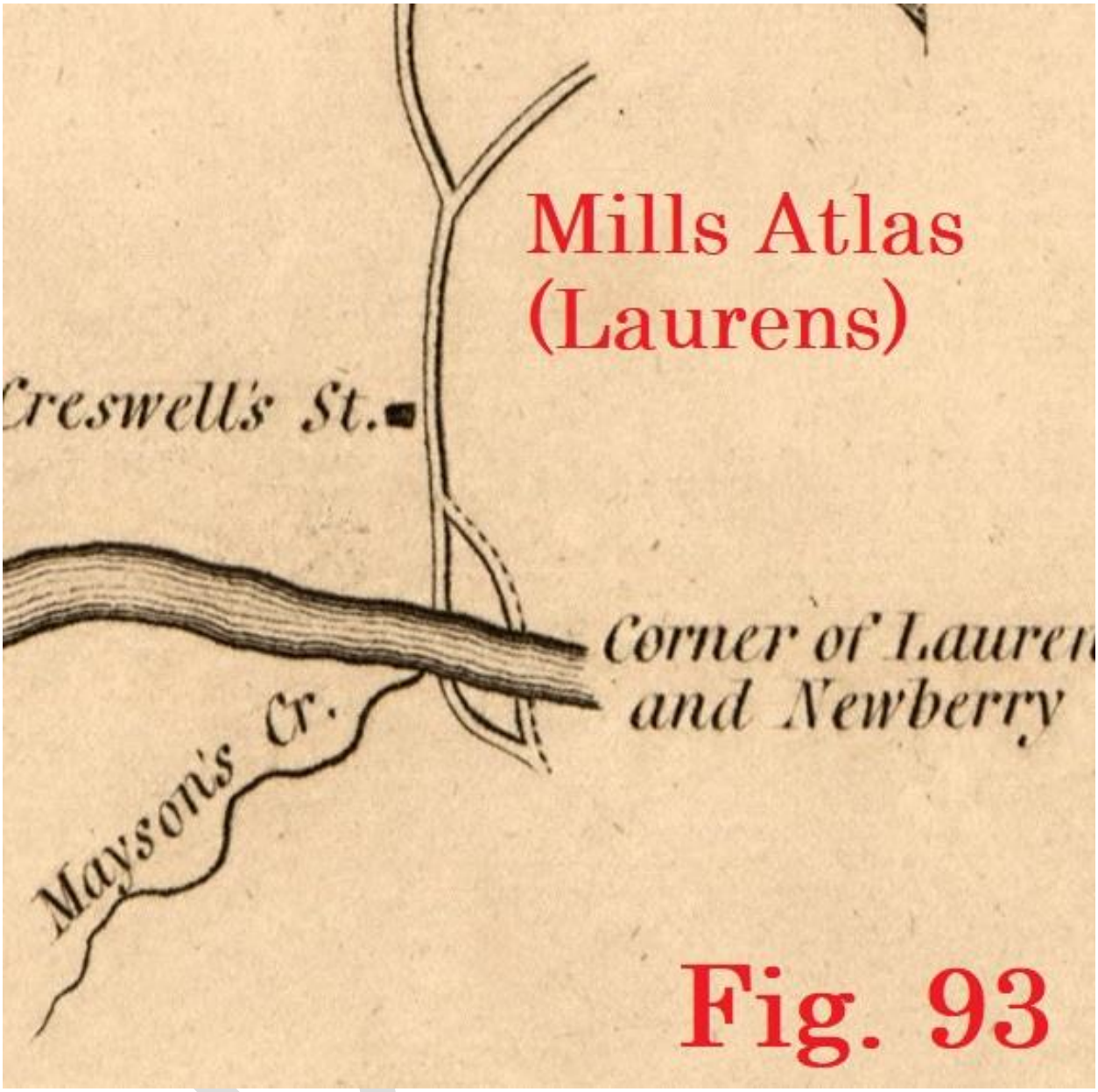

390
389
391
392
393
394
395
COUNTY LINE ROAD
Old Road alginment suggested by Caldwell (1841) & Lewis (1923)
Bridge
Island

Fig. 92


Mills Atlas
(Laurens)
Creswell's St.
Corner of Lauren
and Newberry
Mayson's Cr.
Fig. 93

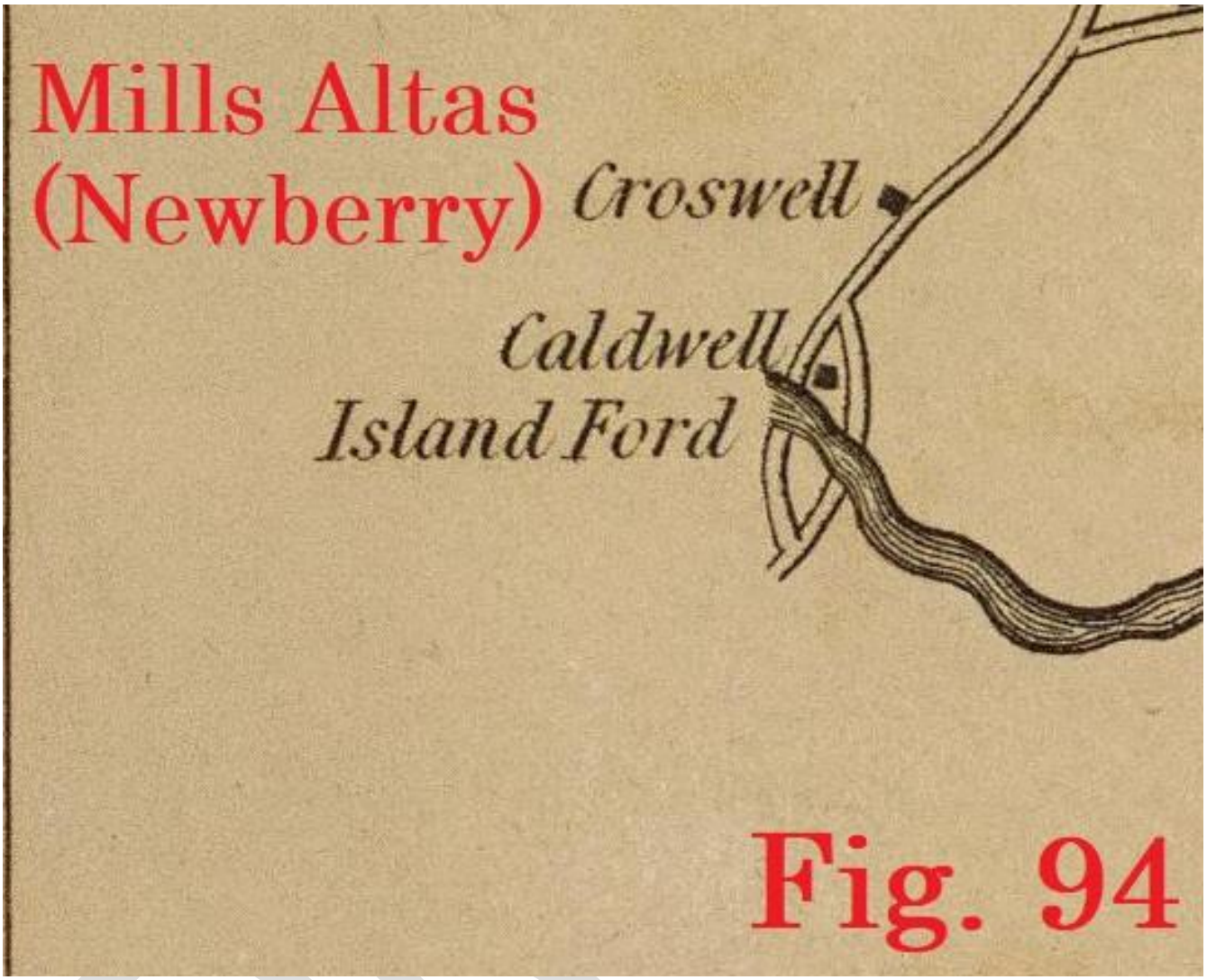
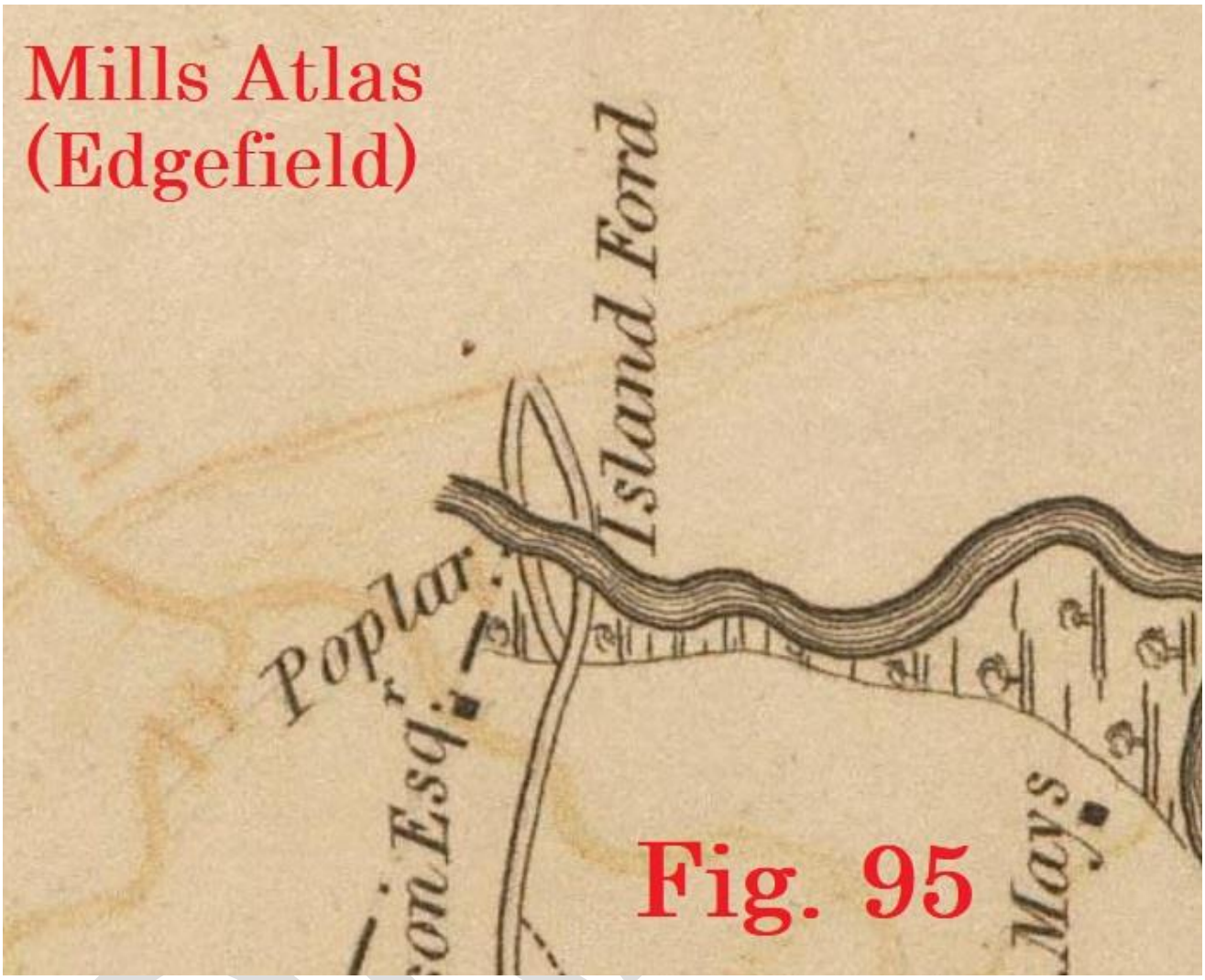
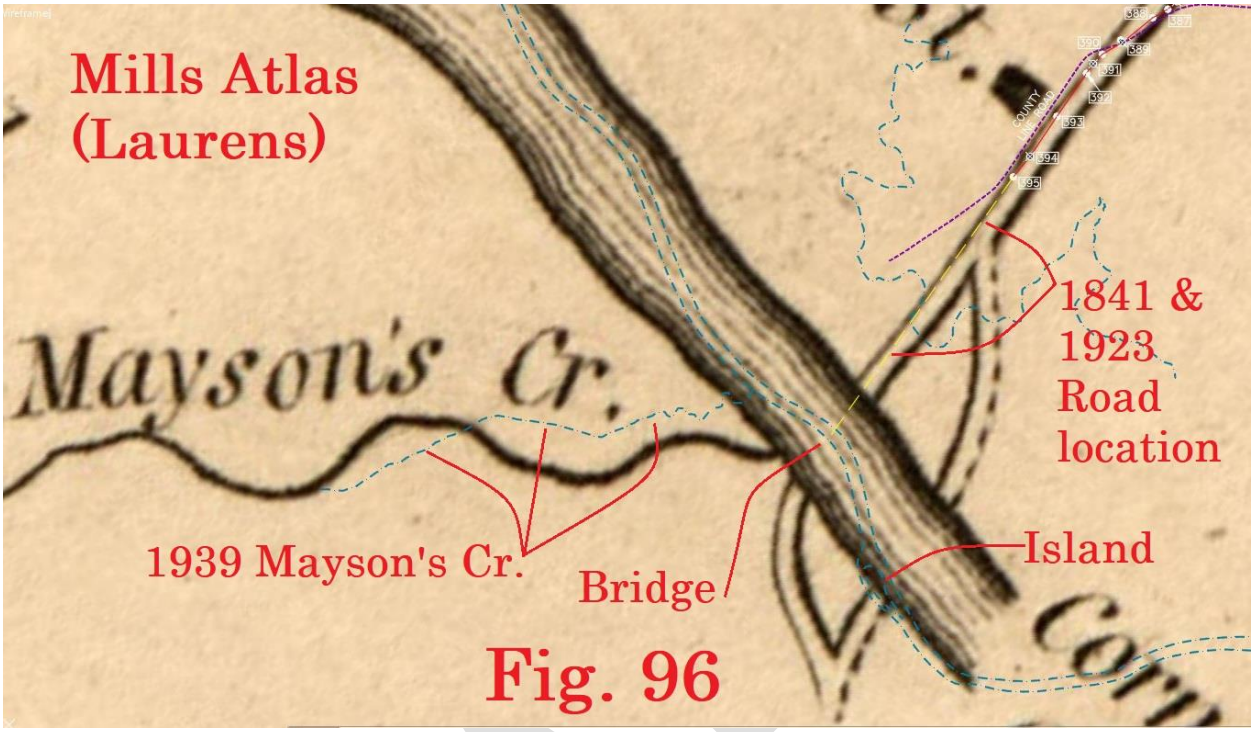
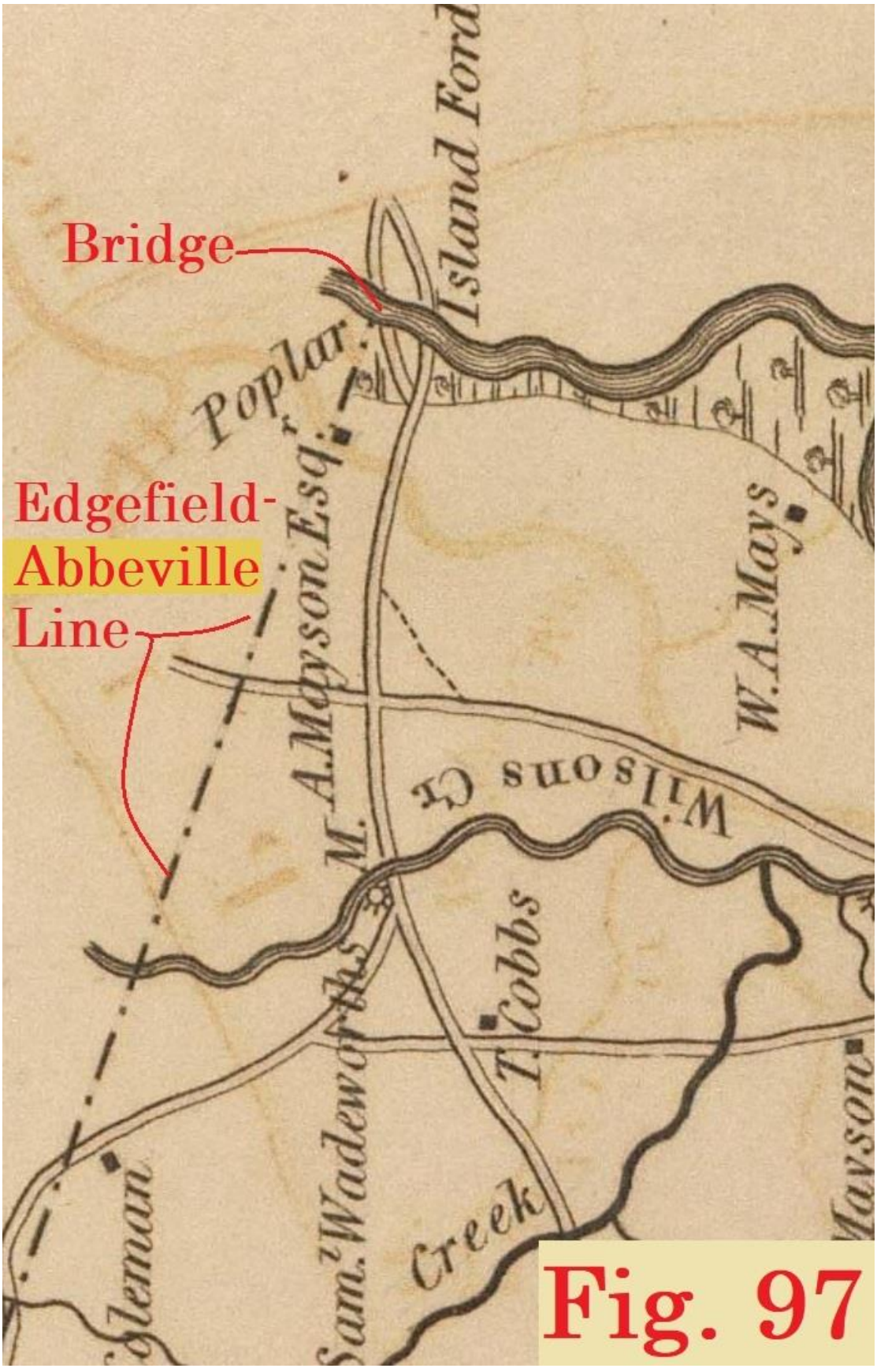


Fig. 94


Mills Atlas
(Edgefield)
Island Ford
Poplar
Fig. 95


Mills Atlas
(Laurens)
Mayson's Cr.
1841 &
1923
Road
location
1939 Mayson's Cr.
Bridge
Island
Fig. 96


Bridge
Edgefield-
Abbeville
Line
Island Ford
Poplar
M. A. Mayson Esq.
W. A. Mays
Wilsons Ck
T. Cobbs
Sam.l Wadeworths
Creek
Fig. 97

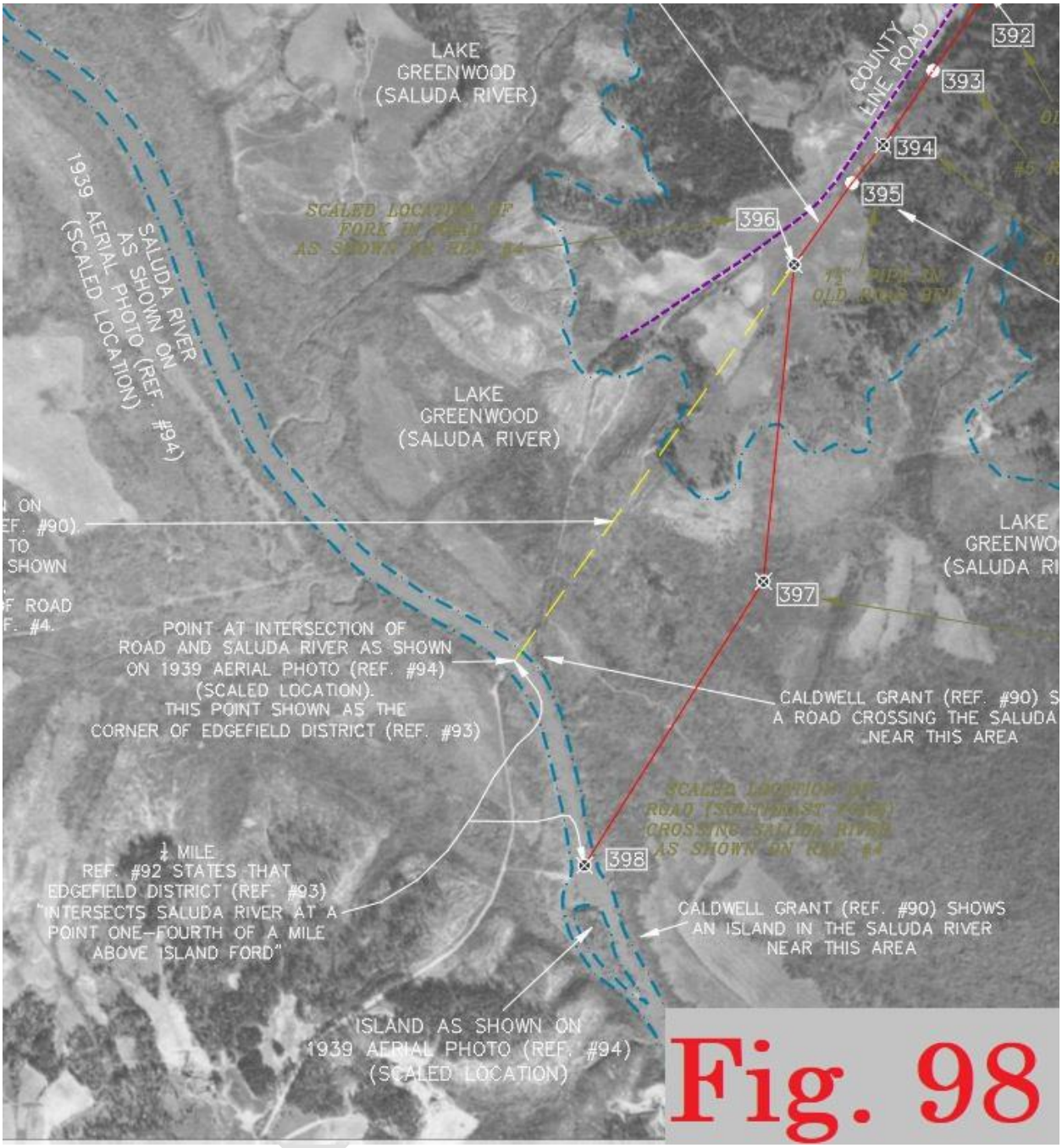

LAKE
GREENWOOD
(SALUDA RIVER)
COUNTY
LINE ROAD
392
393
394
395
396
397
398
SALUDA RIVER
AS SHOWN ON
1939 AERIAL PHOTO (REF. #94)
(SCALED LOCATION)
LAKE
GREENWOOD
(SALUDA RIVER)
POINT AT INTERSECTION OF
ROAD AND SALUDA RIVER AS SHOWN
ON 1939 AERIAL PHOTO (REF. #94)
(SCALED LOCATION).
THIS POINT SHOWN AS THE
CORNER OF EDGEFIELD DISTRICT (REF. #93)
CALDWELL GRANT (REF. #90) S
A ROAD CROSSING THE SALUDA
NEAR THIS AREA
¼ MILE
REF. #92 STATES THAT
EDGEFIELD DISTRICT (REF. #93)
"INTERSECTS SALUDA RIVER AT A
POINT ONE-FOURTH OF A MILE
ABOVE ISLAND FORD"
CALDWELL GRANT (REF. #90) SHOWS
AN ISLAND IN THE SALUDA RIVER
NEAR THIS AREA
ISLAND AS SHOWN ON
1939 AERIAL PHOTO (REF. #94)
(SCALED LOCATION)

Fig. 98

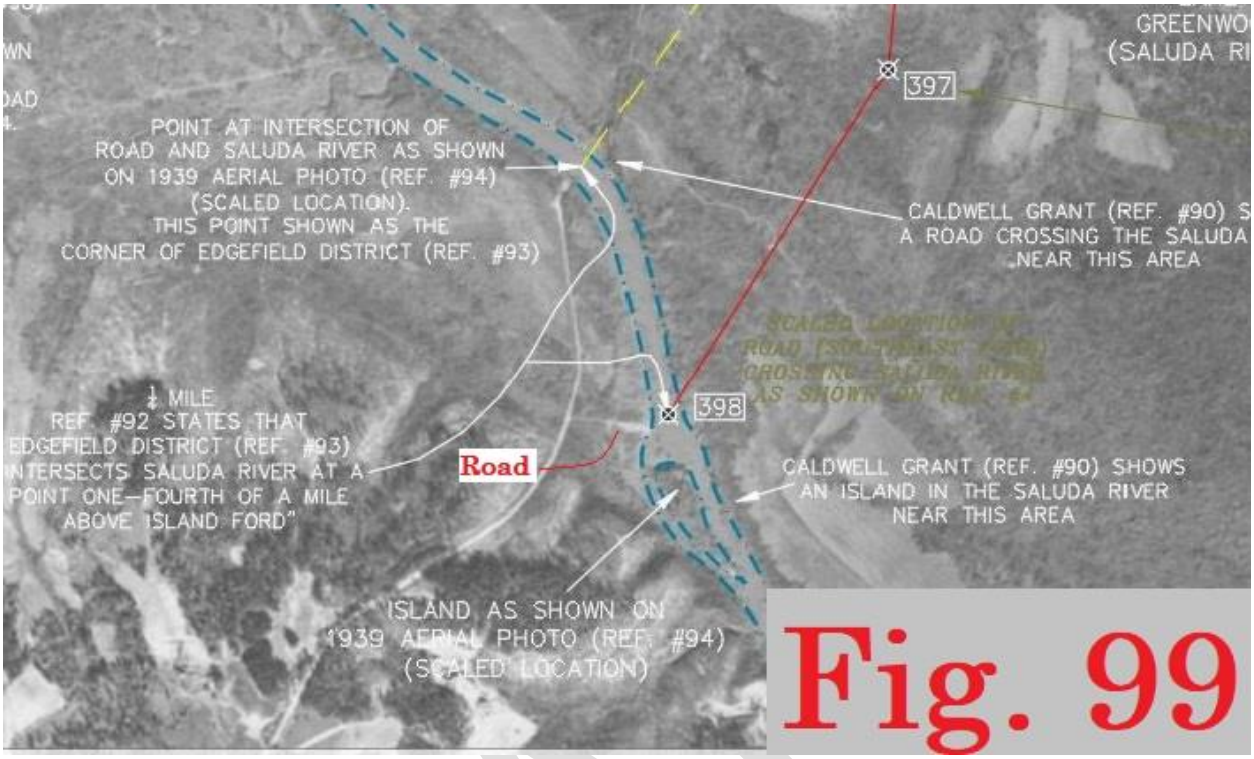

GREENWO
(SALUDA RI
397
POINT AT INTERSECTION OF
ROAD AND SALUDA RIVER AS SHOWN
ON 1939 AERIAL PHOTO (REF. #94)
(SCALED LOCATION).
THIS POINT SHOWN AS THE
CORNER OF EDGEFIELD DISTRICT (REF. #93)
CALDWELL GRANT (REF. #90) S
A ROAD CROSSING THE SALUDA
NEAR THIS AREA
MILE
REF. #92 STATES THAT
EDGEFIELD DISTRICT (REF. #93)
INTERSECTS SALUDA RIVER AT A
POINT ONE-FOURTH OF A MILE
ABOVE ISLAND FORD"
398
Road
CALDWELL GRANT (REF. #90) SHOWS
AN ISLAND IN THE SALUDA RIVER
NEAR THIS AREA
ISLAND AS SHOWN ON
1939 AERIAL PHOTO (REF. #94)
(SCALED LOCATION)

Fig. 99

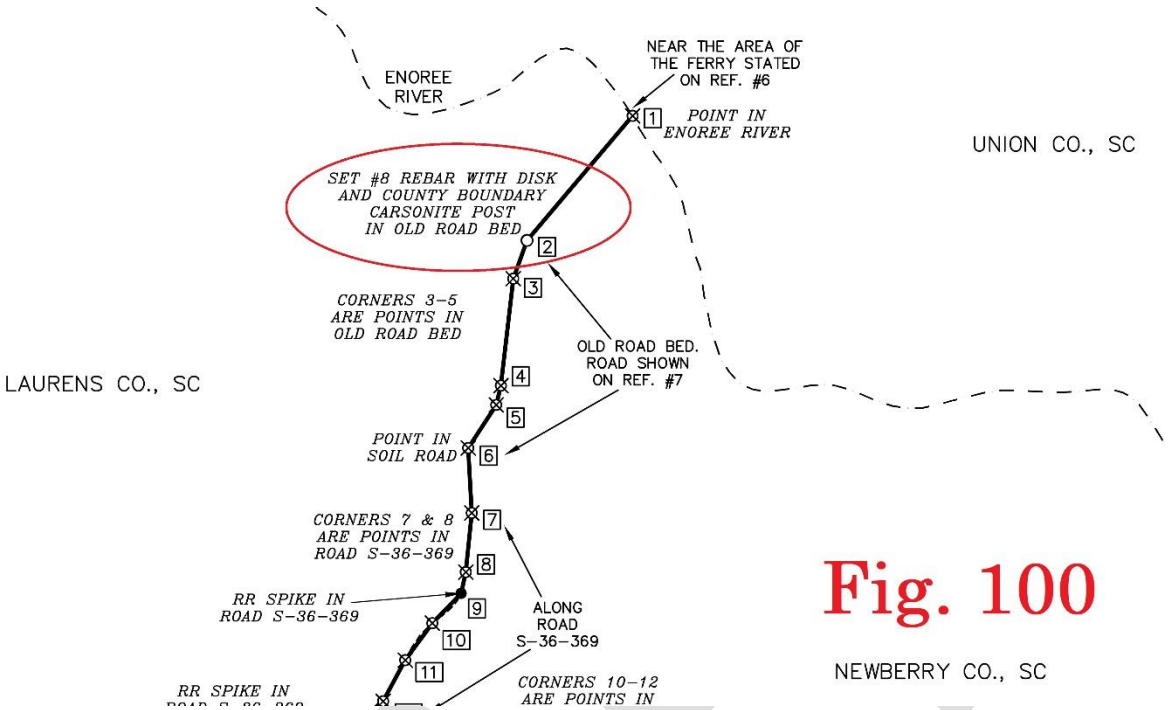


Fig. 100

NEWBERRY CO., SC

Fig.100.1

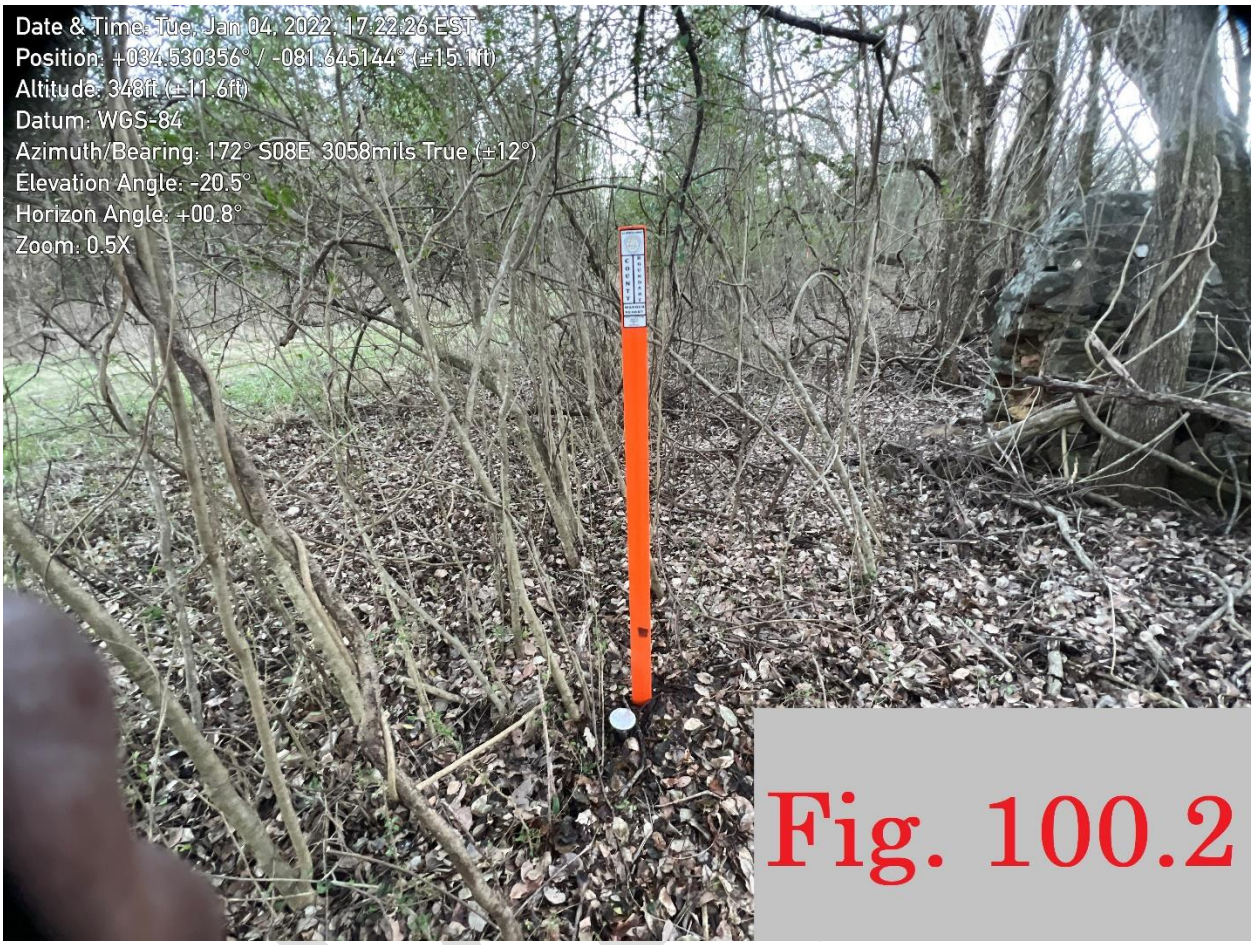


Fig. 100.2

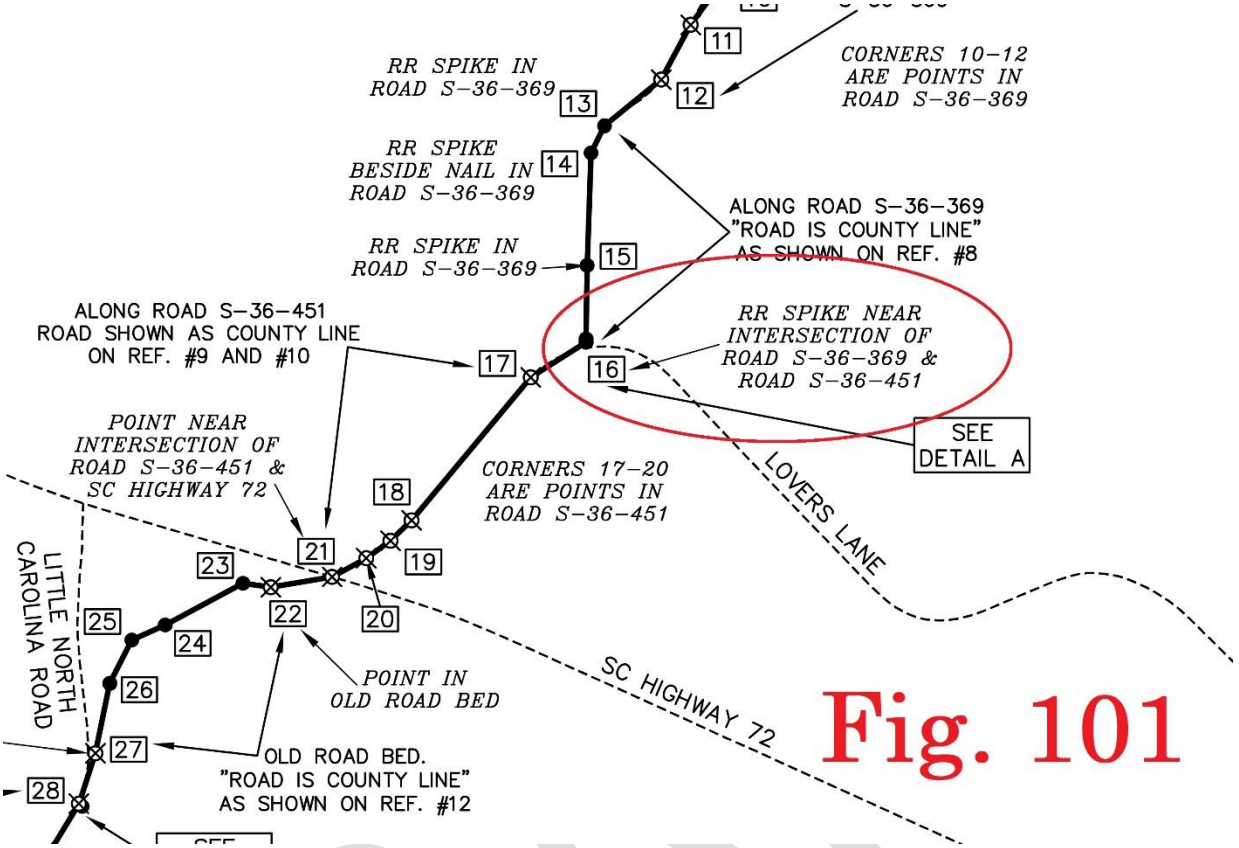
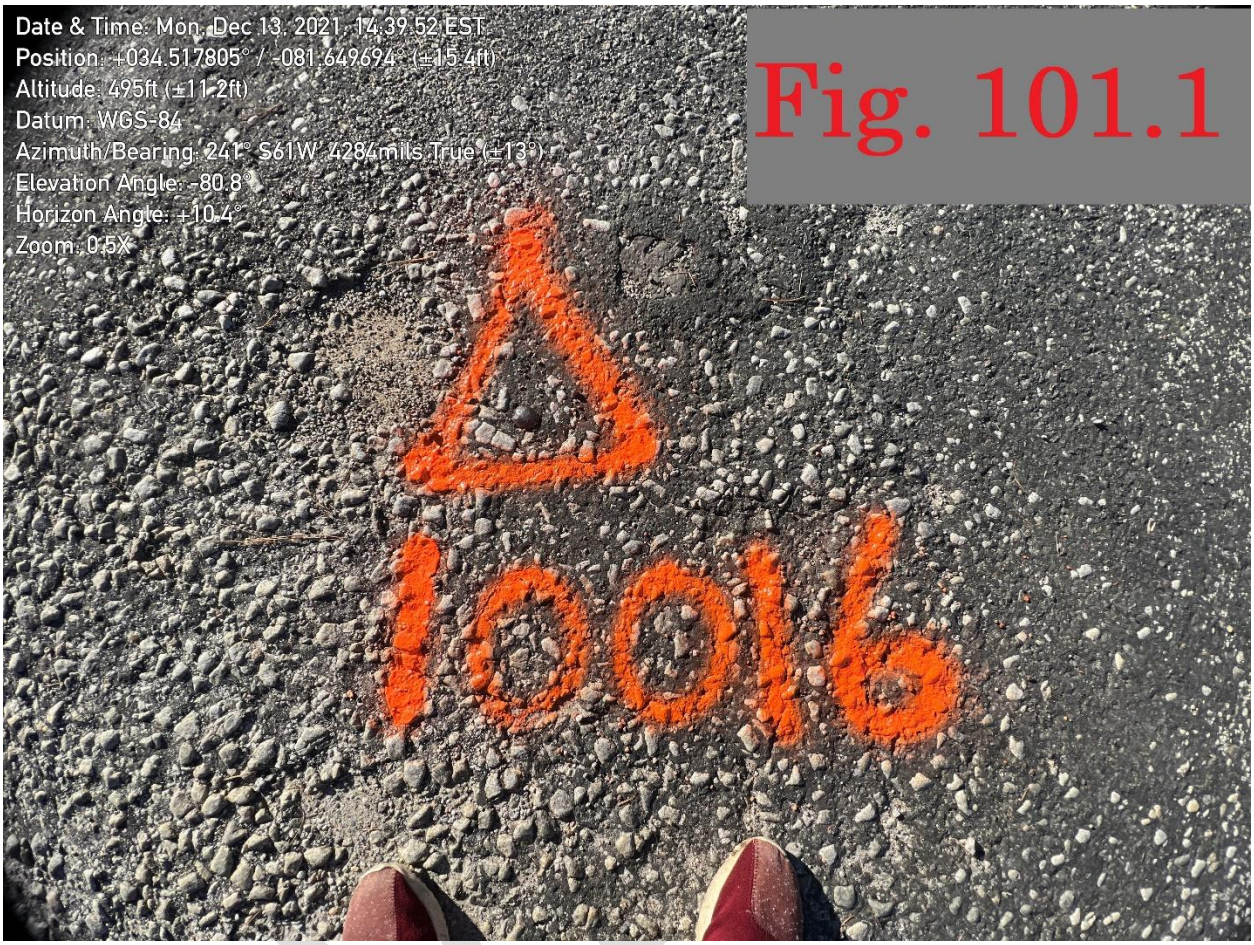


Fig. 101


Date & Time: Mon, Dec 13, 2021, 14:39:52 EST
Position: +034.517805° / -081.649694° (±15.4ft)
Altitude: 495ft (±11.2ft)
Datum: WGS-84
Azimuth/Bearing: 241° S61W 4284mils True (±13°)
Elevation Angle: -80.8°
Horizon Angle: +10.4°
Zoom: 0.5X
Fig. 101.1
A
look

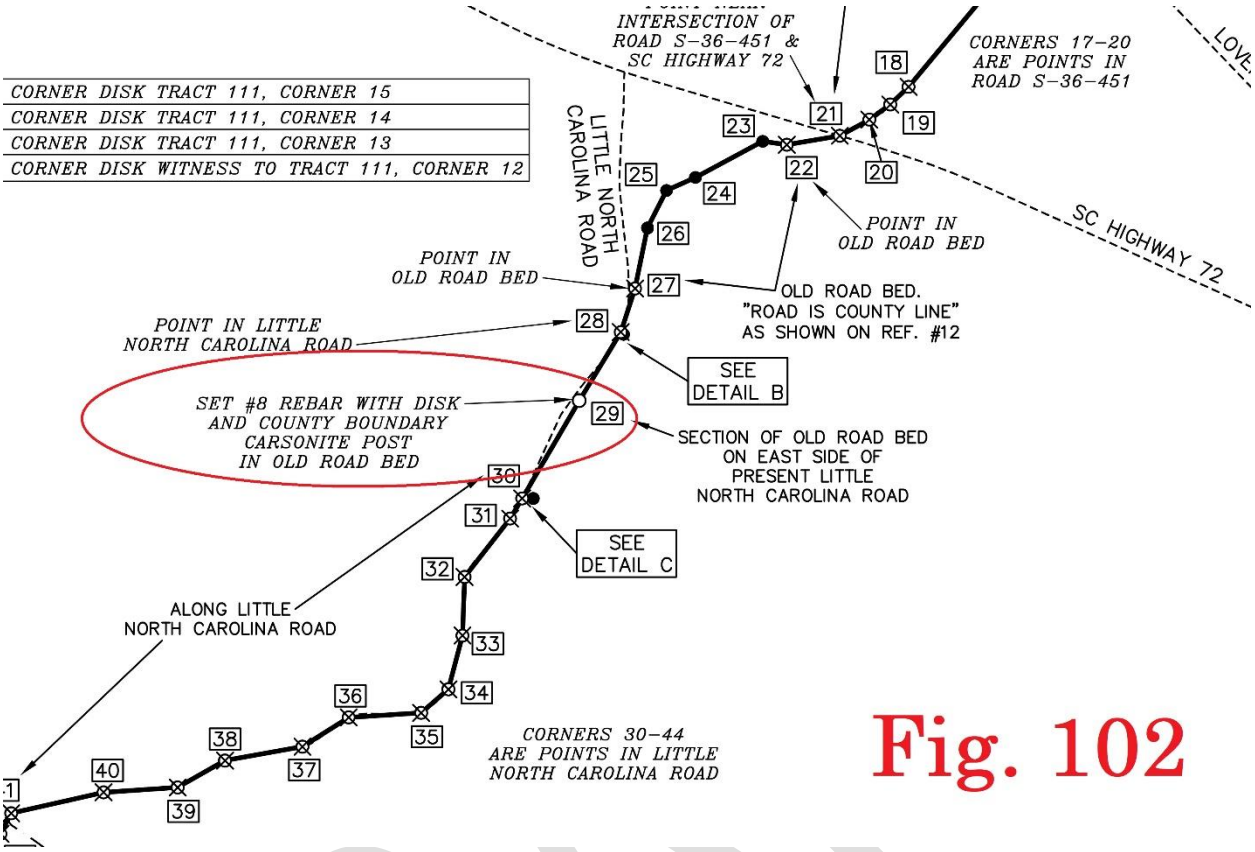


Fig. 102

Fig. 102.1

Fig. 102.2

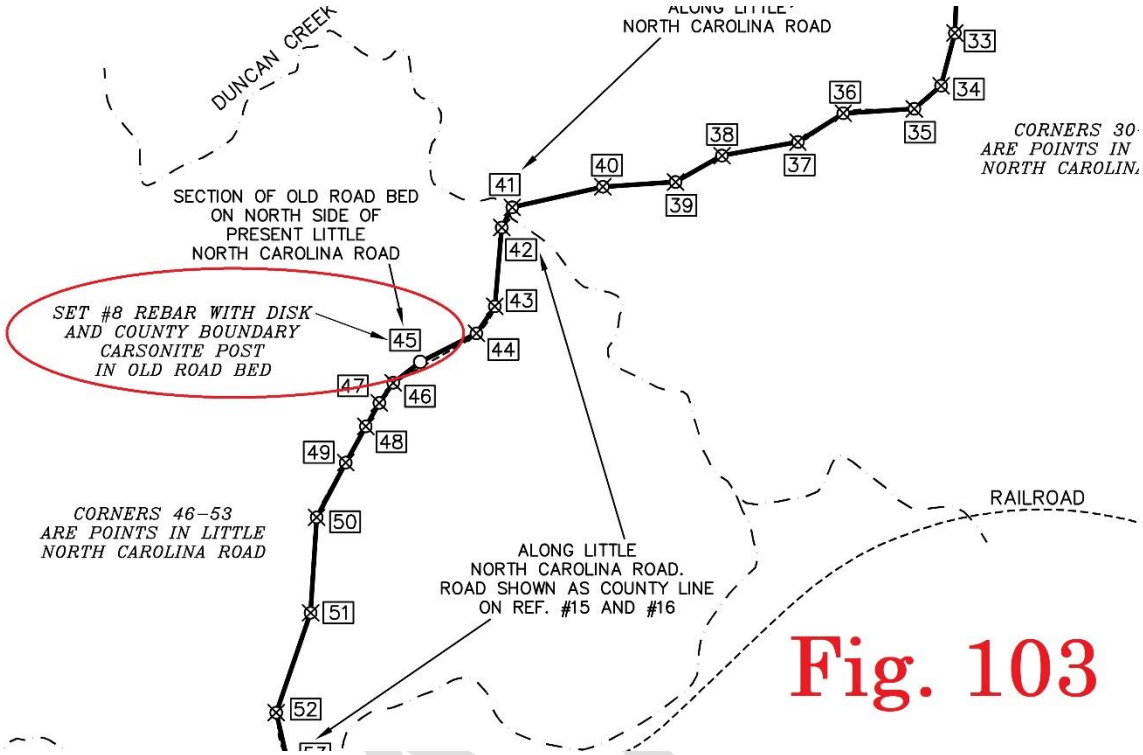


Fig. 103

Fig. 103.1

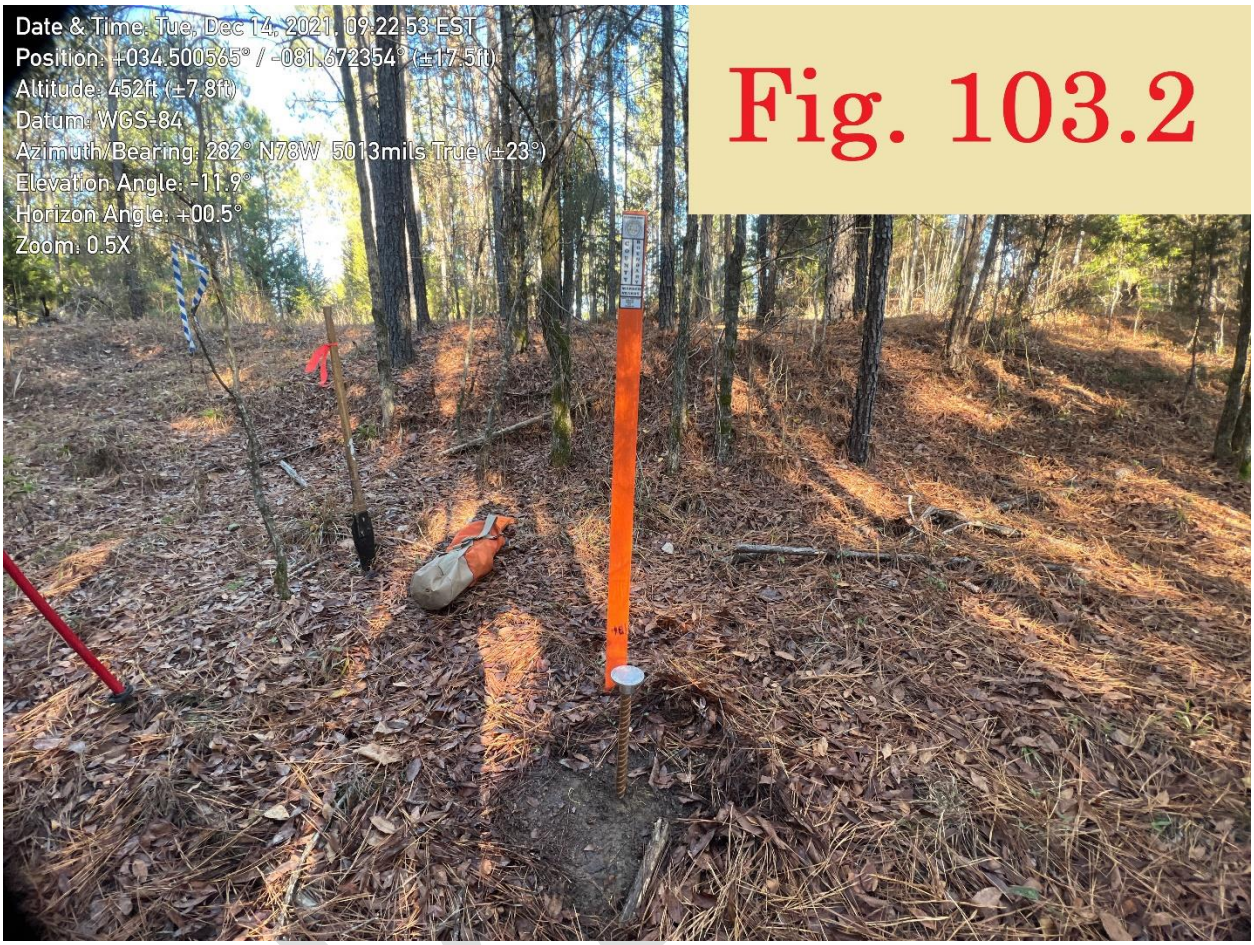


Fig. 103.2

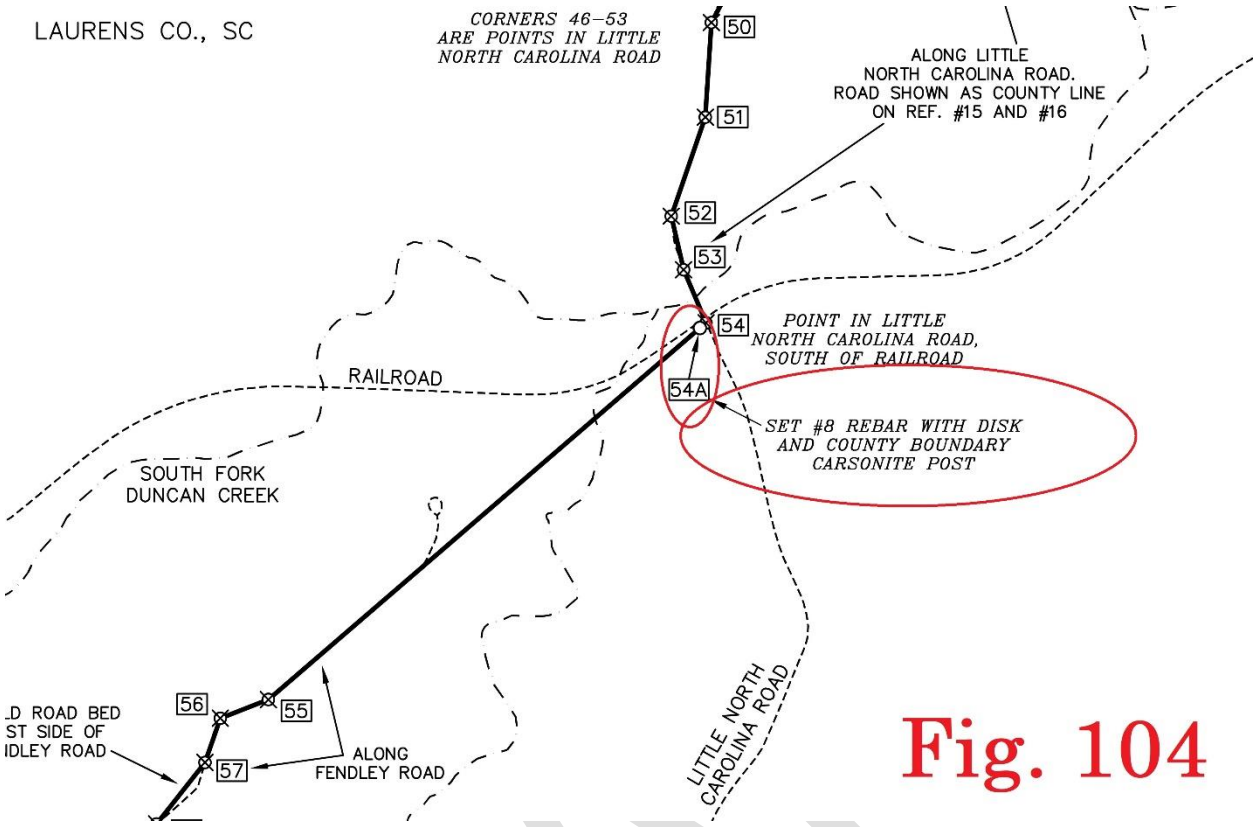


Fig. 104

Fig. 104.1

Fig. 104.2

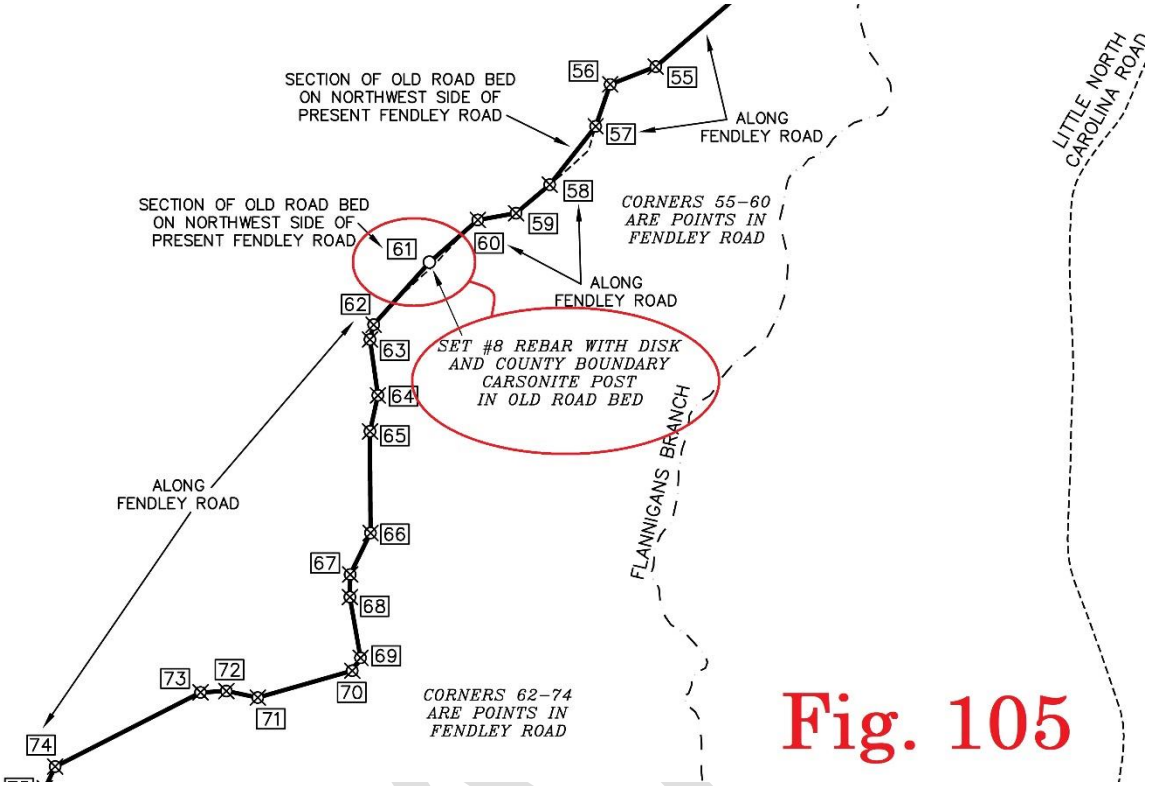


Fig. 105

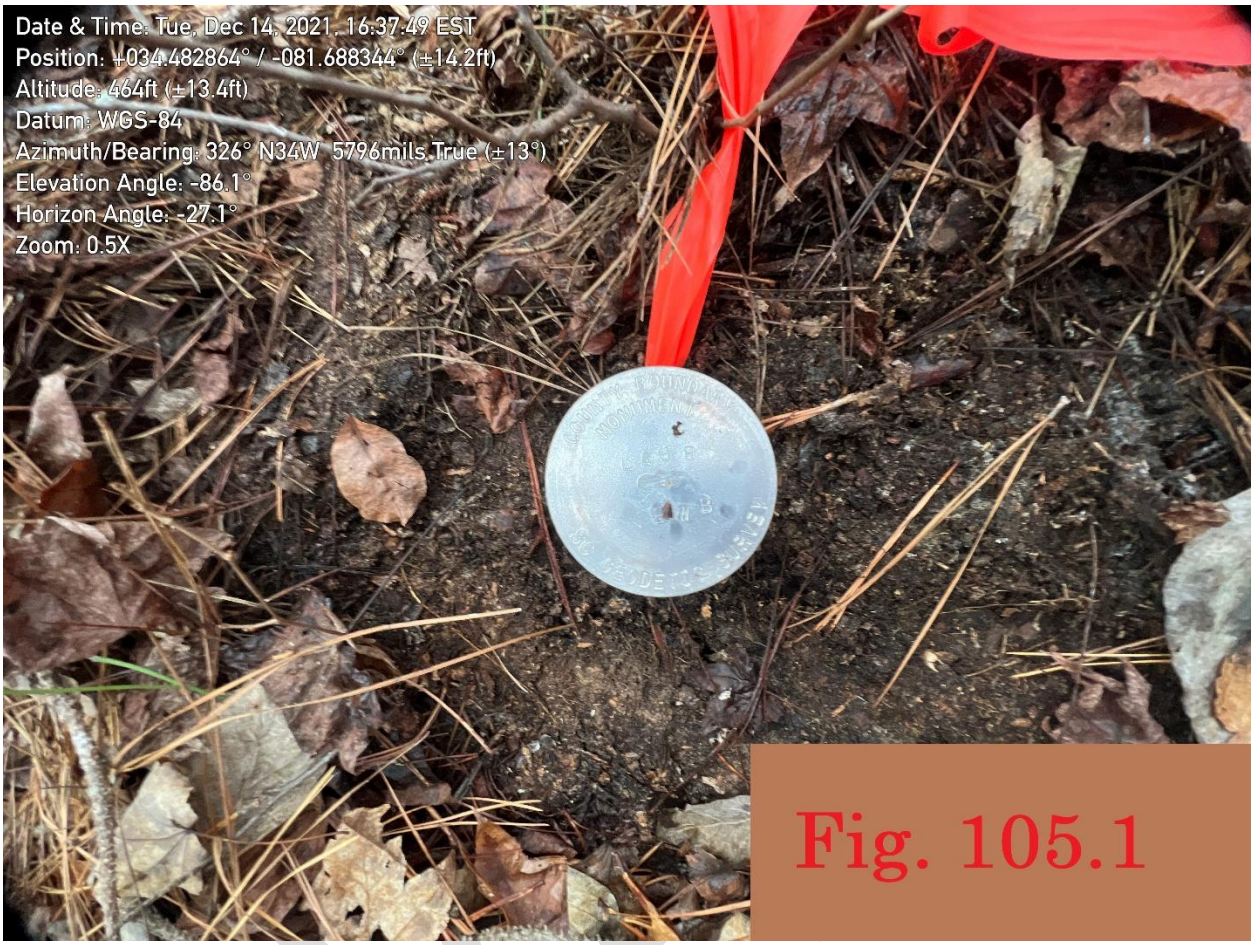


Fig. 105.1

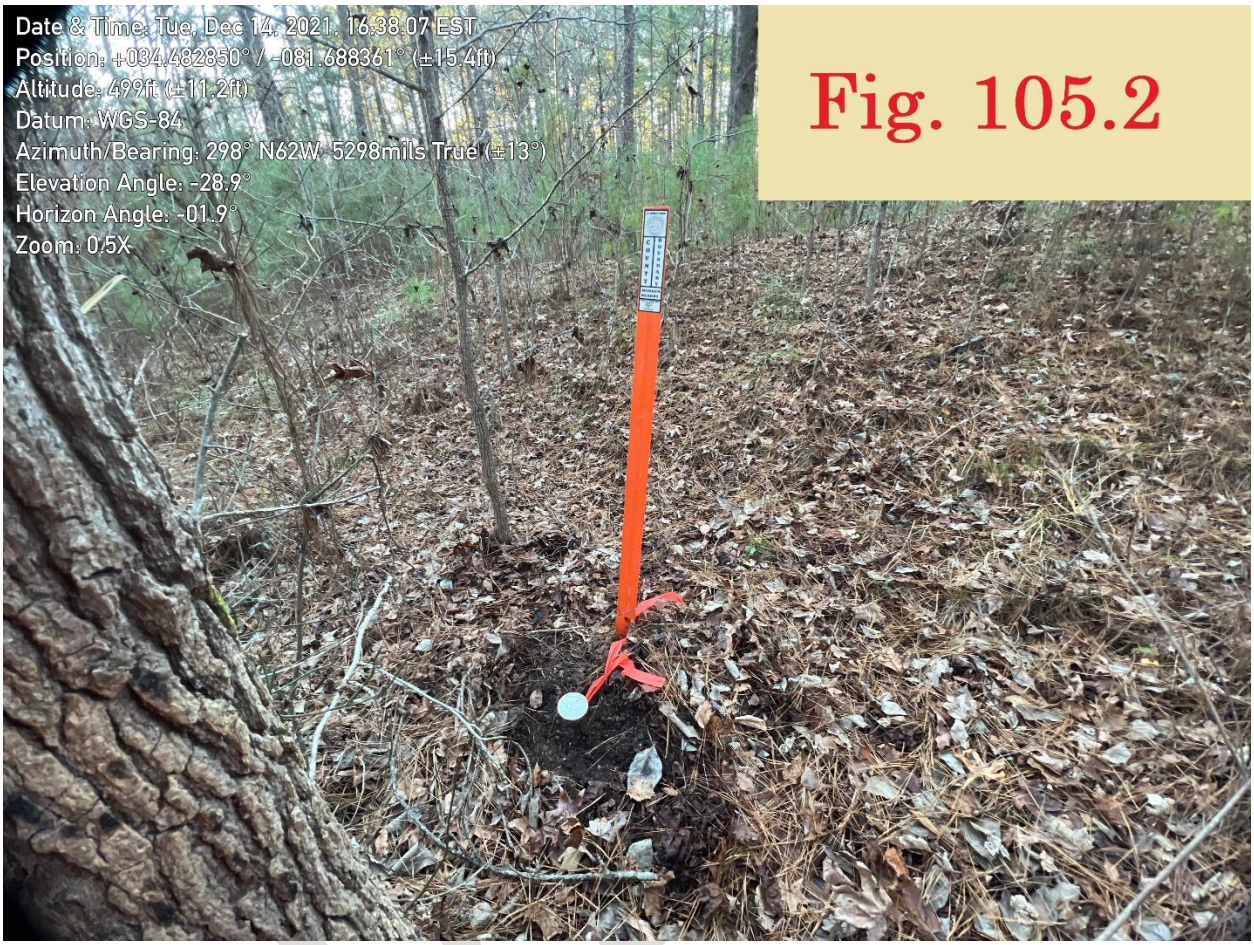


Fig. 105.2

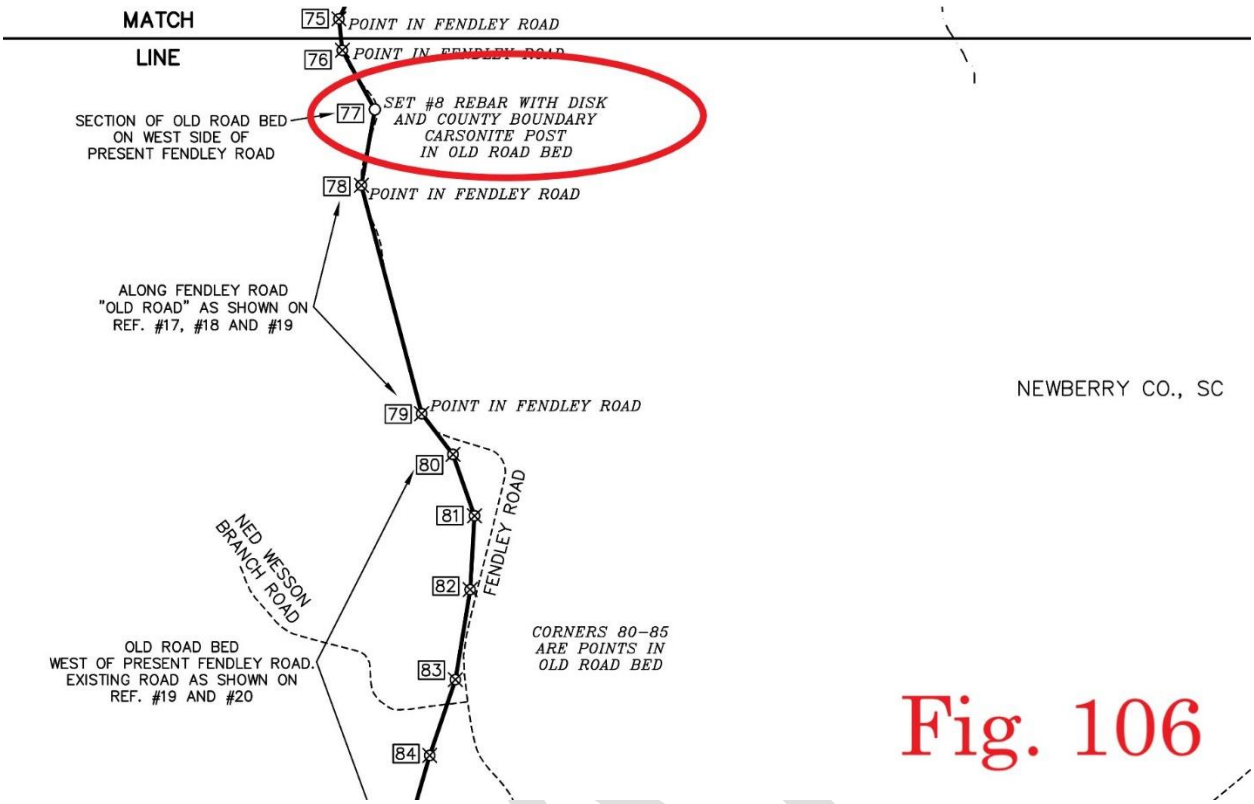


Fig. 106

Fig. 106.1

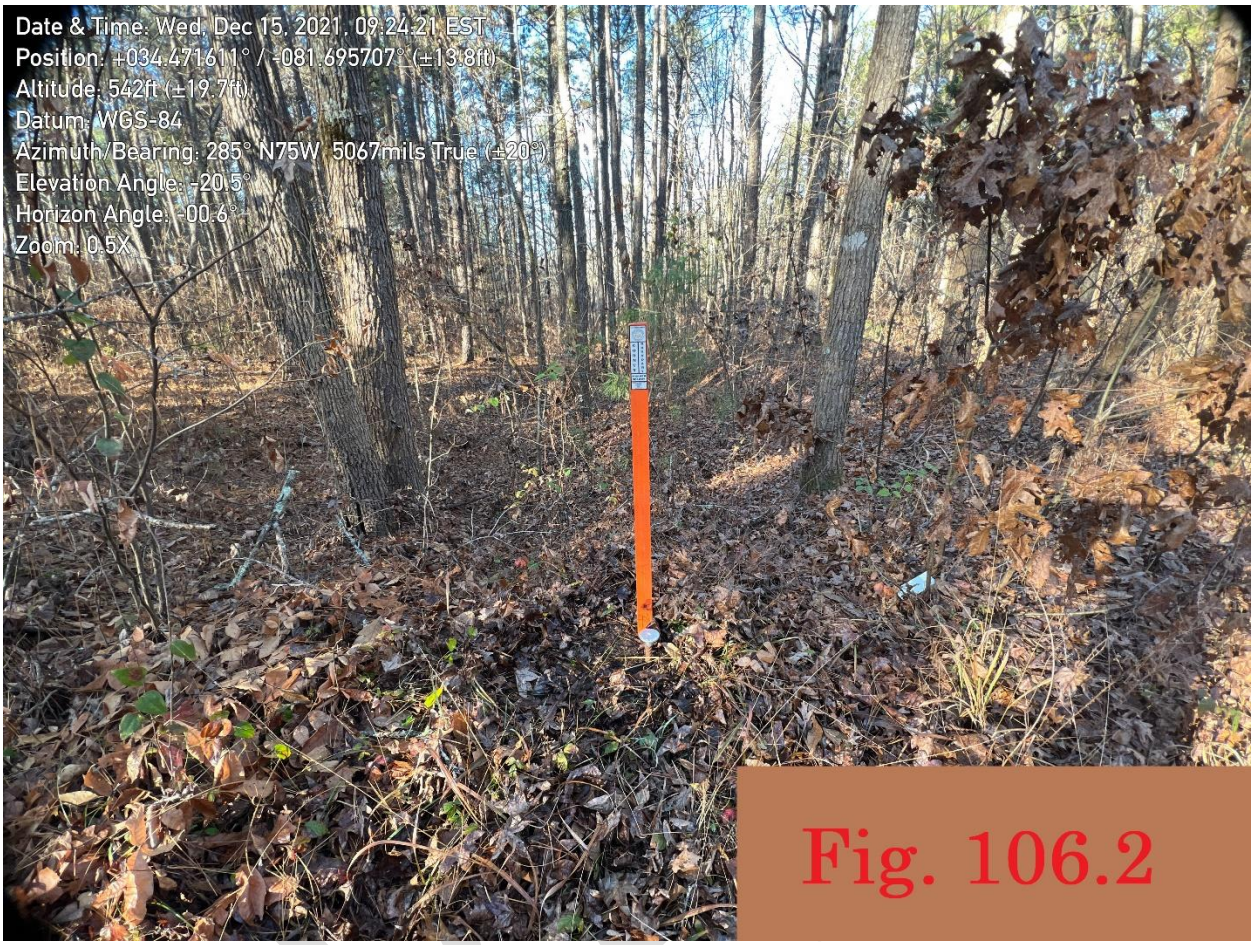


Fig. 106.2

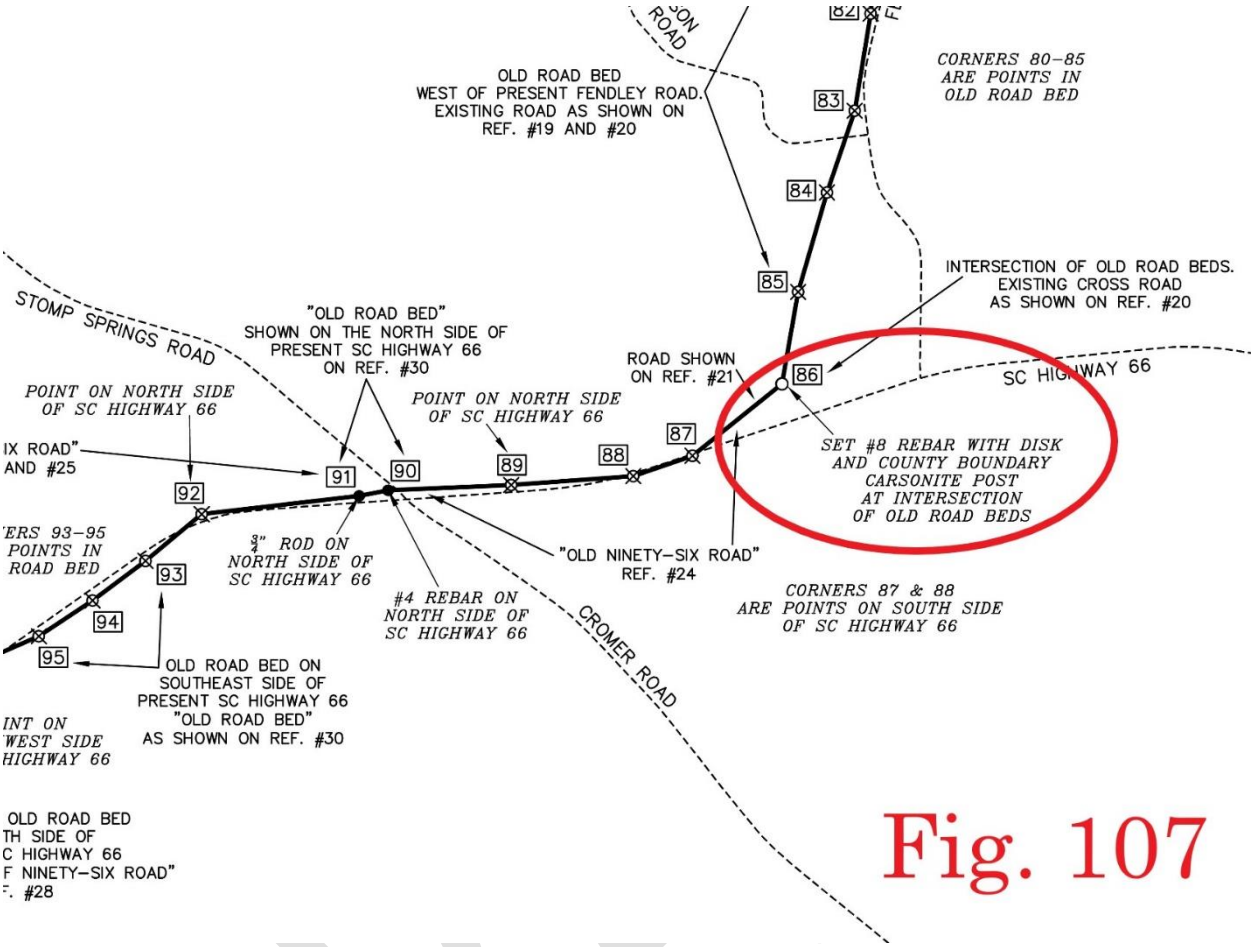

OLD ROAD BED
WEST OF PRESENT FENDLEY ROAD.
EXISTING ROAD AS SHOWN ON
REF. #19 AND #20
CORNERS 80–85
ARE POINTS IN
OLD ROAD BED
INTERSECTION OF OLD ROAD BEDS.
EXISTING CROSS ROAD
AS SHOWN ON REF. #20
STOMP SPRINGS ROAD
"OLD ROAD BED"
SHOWN ON THE NORTH SIDE OF
PRESENT SC HIGHWAY 66
ON REF. #30
ROAD SHOWN
ON REF. #21
SC HIGHWAY 66
POINT ON NORTH SIDE
OF SC HIGHWAY 66
POINT ON NORTH SIDE
OF SC HIGHWAY 66
SET #8 REBAR WITH DISK
AND COUNTY BOUNDARY
CARSONITE POST
AT INTERSECTION
OF OLD ROAD BEDS
"OLD NINETY–SIX ROAD"
REF. #24
CORNERS 87 & 88
ARE POINTS ON SOUTH SIDE
OF SC HIGHWAY 66
¾" ROD ON
NORTH SIDE OF
SC HIGHWAY 66
#4 REBAR ON
NORTH SIDE OF
SC HIGHWAY 66
CROMER ROAD
OLD ROAD BED ON
SOUTHEAST SIDE OF
PRESENT SC HIGHWAY 66
"OLD ROAD BED"
AS SHOWN ON REF. #30
82
83
84
85
86
87
88
89
90
91
92
93
94
95

Fig. 107

Fig. 107.1

Fig. 107.2

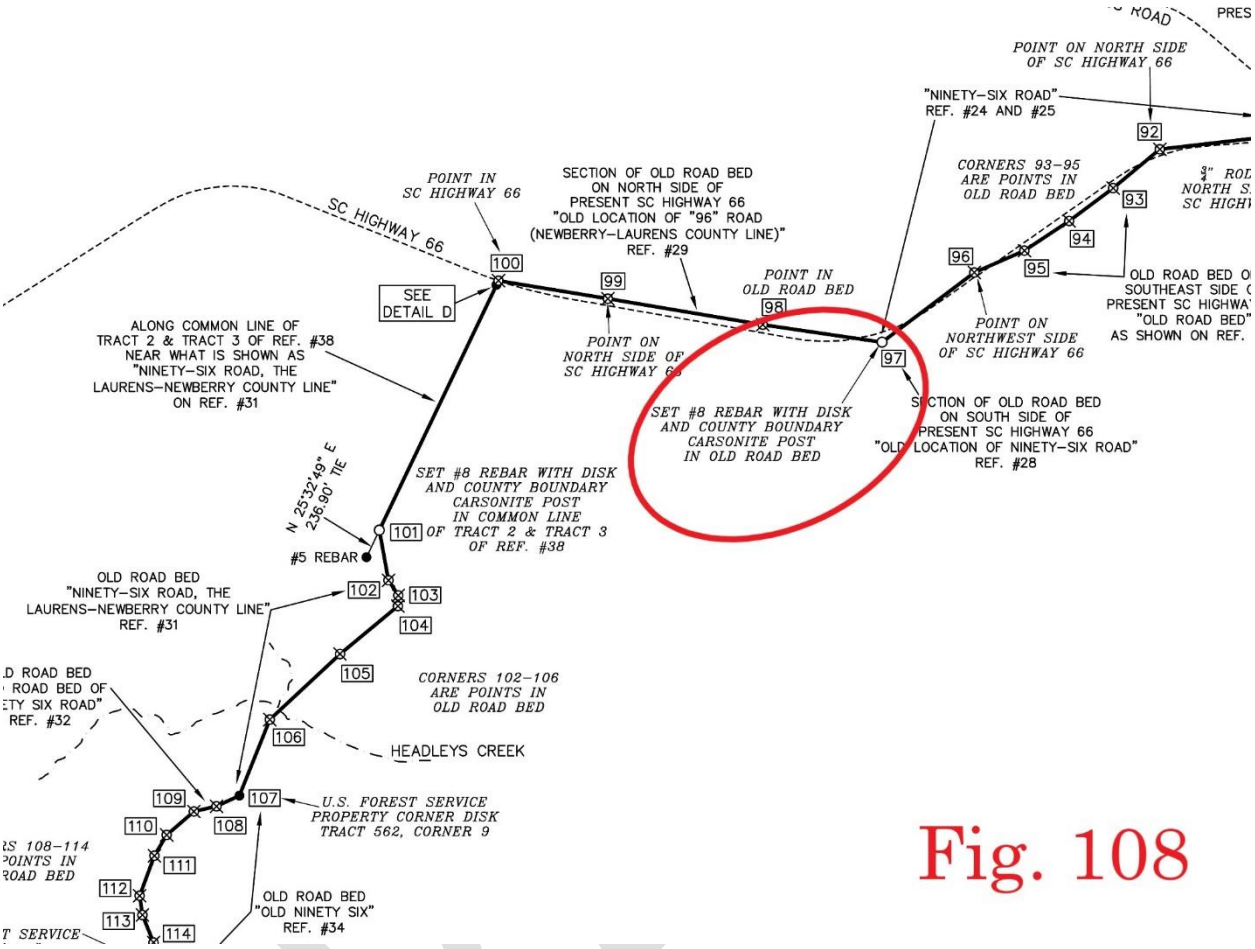

SC HIGHWAY 66
POINT IN SC HIGHWAY 66
SECTION OF OLD ROAD BED ON NORTH SIDE OF PRESENT SC HIGHWAY 66 "OLD LOCATION OF "96" ROAD (NEWBERRY–LAURENS COUNTY LINE)" REF. #29
POINT IN OLD ROAD BED
POINT ON NORTH SIDE OF SC HIGHWAY 66
"NINETY–SIX ROAD" REF. #24 AND #25
POINT ON NORTH SIDE OF SC HIGHWAY 66
CORNERS 93–95 ARE POINTS IN OLD ROAD BED
POINT ON NORTHWEST SIDE OF SC HIGHWAY 66
OLD ROAD BED O SOUTHEAST SIDE (PRESENT SC HIGHWA "OLD ROAD BED" AS SHOWN ON REF.
SEE DETAIL D
ALONG COMMON LINE OF TRACT 2 & TRACT 3 OF REF. #38 NEAR WHAT IS SHOWN AS "NINETY–SIX ROAD, THE LAURENS–NEWBERRY COUNTY LINE" ON REF. #31
SET #8 REBAR WITH DISK AND COUNTY BOUNDARY CARSONITE POST IN OLD ROAD BED
SECTION OF OLD ROAD BED ON SOUTH SIDE OF PRESENT SC HIGHWAY 66 "OLD LOCATION OF NINETY–SIX ROAD" REF. #28
N 25°32'49" E 236.90' TIE
SET #8 REBAR WITH DISK AND COUNTY BOUNDARY CARSONITE POST IN COMMON LINE OF TRACT 2 & TRACT 3 OF REF. #38
#5 REBAR
OLD ROAD BED "NINETY–SIX ROAD, THE LAURENS–NEWBERRY COUNTY LINE" REF. #31
CORNERS 102–106 ARE POINTS IN OLD ROAD BED
HEADLEYS CREEK
U.S. FOREST SERVICE PROPERTY CORNER DISK TRACT 562, CORNER 9
OLD ROAD BED "OLD NINETY SIX" REF. #34
92
93
94
95
96
97
98
99
100
101
102
103
104
105
106
107
108
109
110
111
112
113
114

Fig. 108

Fig. 108.1

Fig. 108.2

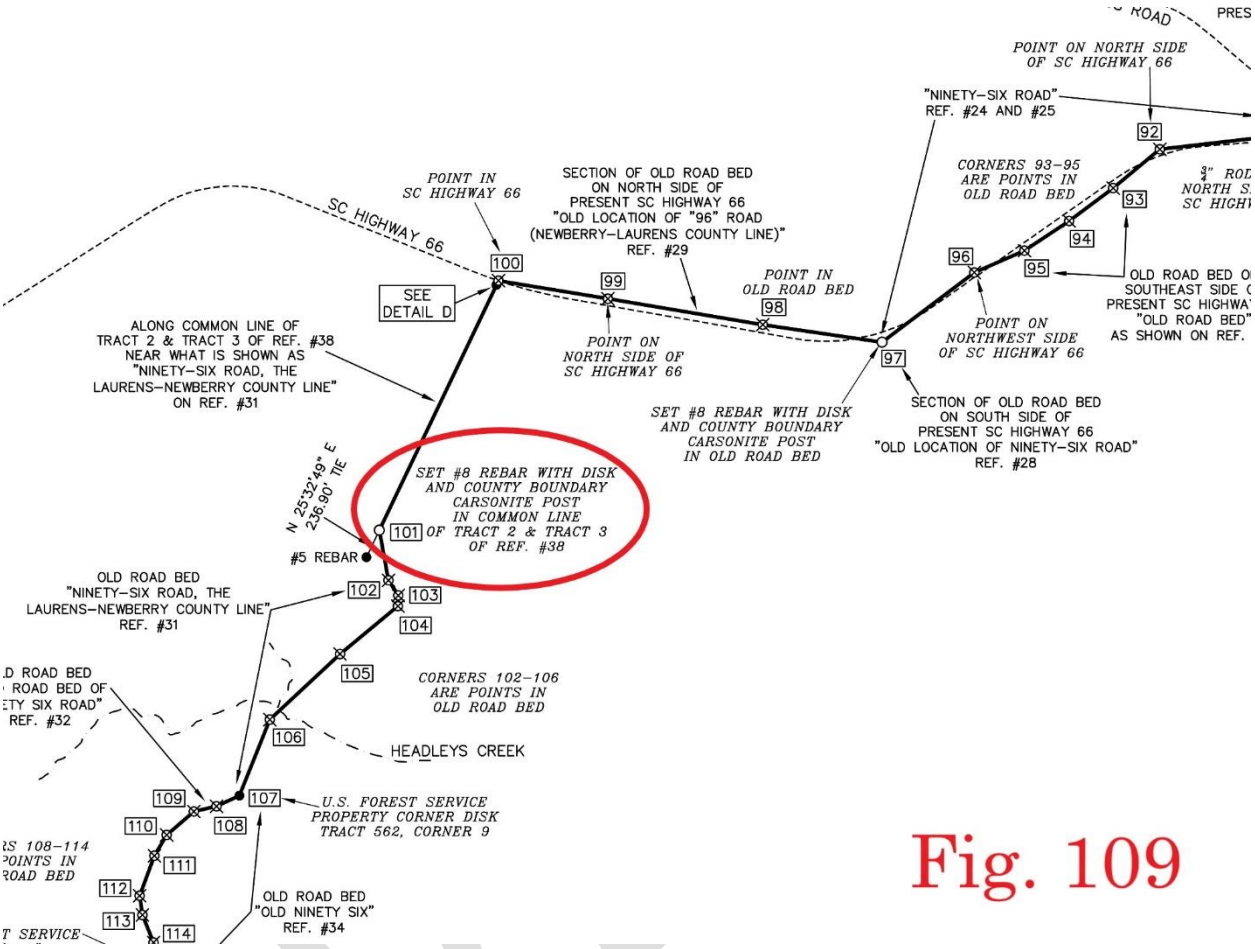

SC HIGHWAY 66
POINT IN SC HIGHWAY 66
SECTION OF OLD ROAD BED ON NORTH SIDE OF PRESENT SC HIGHWAY 66 "OLD LOCATION OF "96" ROAD (NEWBERRY–LAURENS COUNTY LINE)" REF. #29
POINT IN OLD ROAD BED
POINT ON NORTH SIDE OF SC HIGHWAY 66
"NINETY–SIX ROAD" REF. #24 AND #25
CORNERS 93–95 ARE POINTS IN OLD ROAD BED
POINT ON NORTH SIDE OF SC HIGHWAY 66
OLD ROAD BED O SOUTHEAST SIDE (PRESENT SC HIGHWA "OLD ROAD BED" AS SHOWN ON REF.
SEE DETAIL D
ALONG COMMON LINE OF TRACT 2 & TRACT 3 OF REF. #38 NEAR WHAT IS SHOWN AS "NINETY–SIX ROAD, THE LAURENS–NEWBERRY COUNTY LINE" ON REF. #31
SET #8 REBAR WITH DISK AND COUNTY BOUNDARY CARSONITE POST IN OLD ROAD BED
SECTION OF OLD ROAD BED ON SOUTH SIDE OF PRESENT SC HIGHWAY 66 "OLD LOCATION OF NINETY–SIX ROAD" REF. #28
N 25°32'49" E 236.90' TIE
SET #8 REBAR WITH DISK AND COUNTY BOUNDARY CARSONITE POST IN COMMON LINE OF TRACT 2 & TRACT 3 OF REF. #38
#5 REBAR
OLD ROAD BED "NINETY–SIX ROAD, THE LAURENS–NEWBERRY COUNTY LINE" REF. #31
CORNERS 102–106 ARE POINTS IN OLD ROAD BED
HEADLEYS CREEK
U.S. FOREST SERVICE PROPERTY CORNER DISK TRACT 562, CORNER 9
OLD ROAD BED "OLD NINETY SIX" REF. #34
92
93
94
95
96
97
98
99
100
101
102
103
104
105
106
107
108
109
110
111
112
113
114

Fig. 109

Fig. 109.1

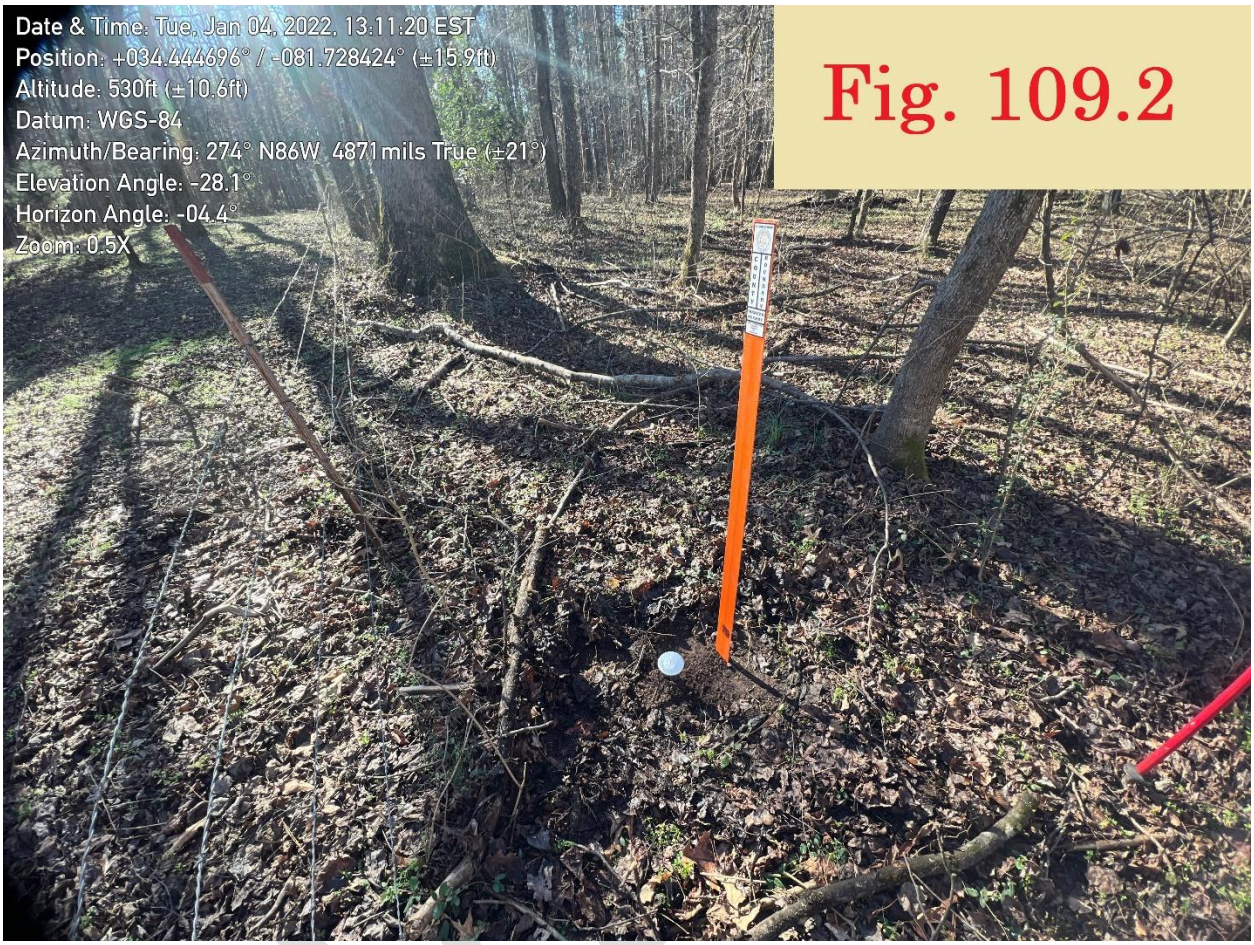


Fig. 109.2

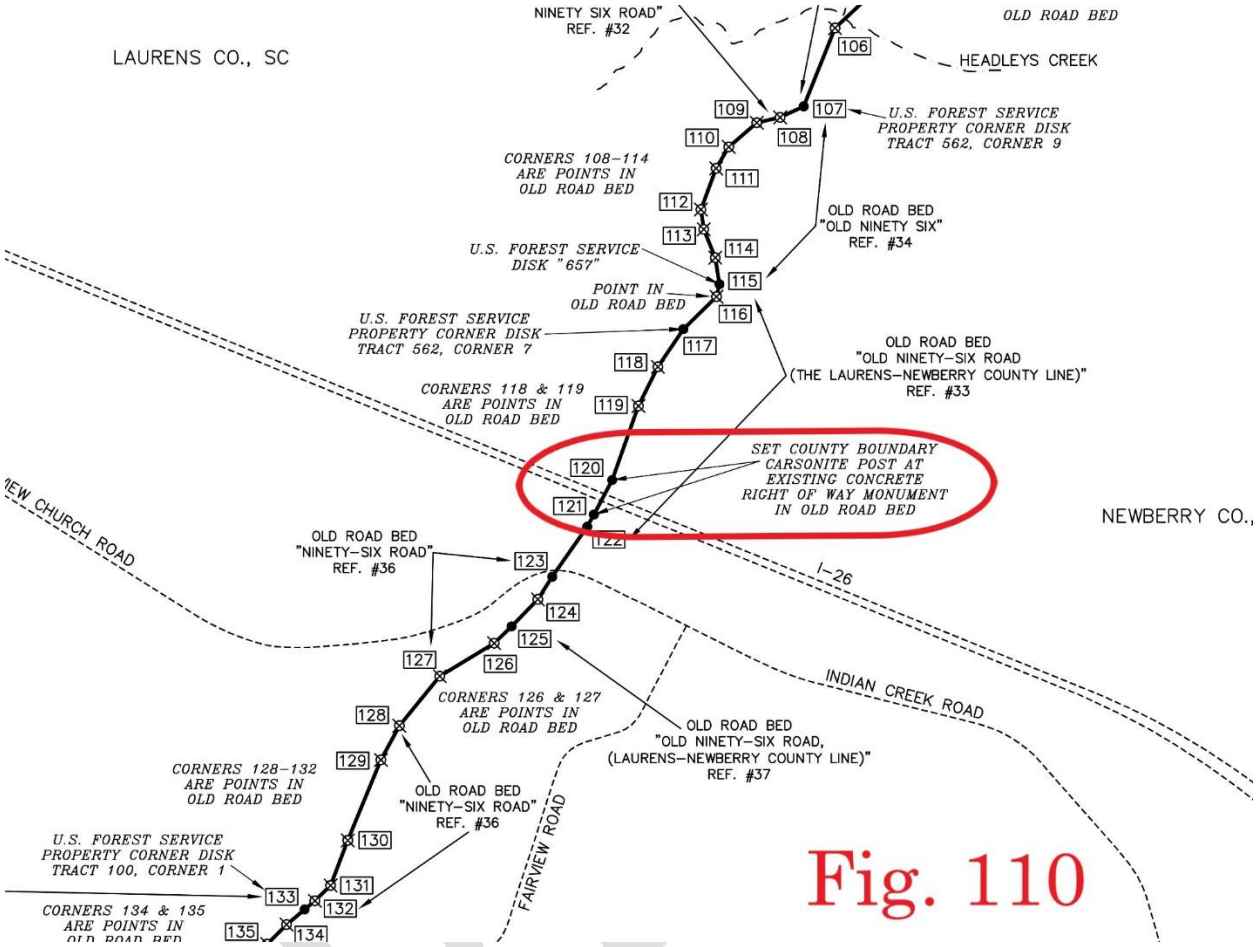

LAURENS CO., SC
NINETY SIX ROAD"
REF. #32
OLD ROAD BED
HEADLEYS CREEK
106
107
109
108
110
111
112
113
114
115
116
117
118
119
120
121
122
123
124
125
126
127
128
129
130
131
132
133
134
135
U.S. FOREST SERVICE
PROPERTY CORNER DISK
TRACT 562, CORNER 9
CORNERS 108–114
ARE POINTS IN
OLD ROAD BED
OLD ROAD BED
"OLD NINETY SIX"
REF. #34
U.S. FOREST SERVICE
DISK "657"
POINT IN
OLD ROAD BED
U.S. FOREST SERVICE
PROPERTY CORNER DISK
TRACT 562, CORNER 7
OLD ROAD BED
"OLD NINETY–SIX ROAD
(THE LAURENS–NEWBERRY COUNTY LINE)"
REF. #33
CORNERS 118 & 119
ARE POINTS IN
OLD ROAD BED
SET COUNTY BOUNDARY
CARSONITE POST AT
EXISTING CONCRETE
RIGHT OF WAY MONUMENT
IN OLD ROAD BED
NEWBERRY CO.,
EW CHURCH ROAD
OLD ROAD BED
"NINETY–SIX ROAD"
REF. #36
I–26
INDIAN CREEK ROAD
CORNERS 126 & 127
ARE POINTS IN
OLD ROAD BED
OLD ROAD BED
"OLD NINETY–SIX ROAD,
(LAURENS–NEWBERRY COUNTY LINE)"
REF. #37
CORNERS 128–132
ARE POINTS IN
OLD ROAD BED
OLD ROAD BED
"NINETY–SIX ROAD"
REF. #36
FAIRVIEW ROAD
U.S. FOREST SERVICE
PROPERTY CORNER DISK
TRACT 100, CORNER 1
CORNERS 134 & 135
ARE POINTS IN

Fig. 110

Fig. 110.1

Fig. 110.2

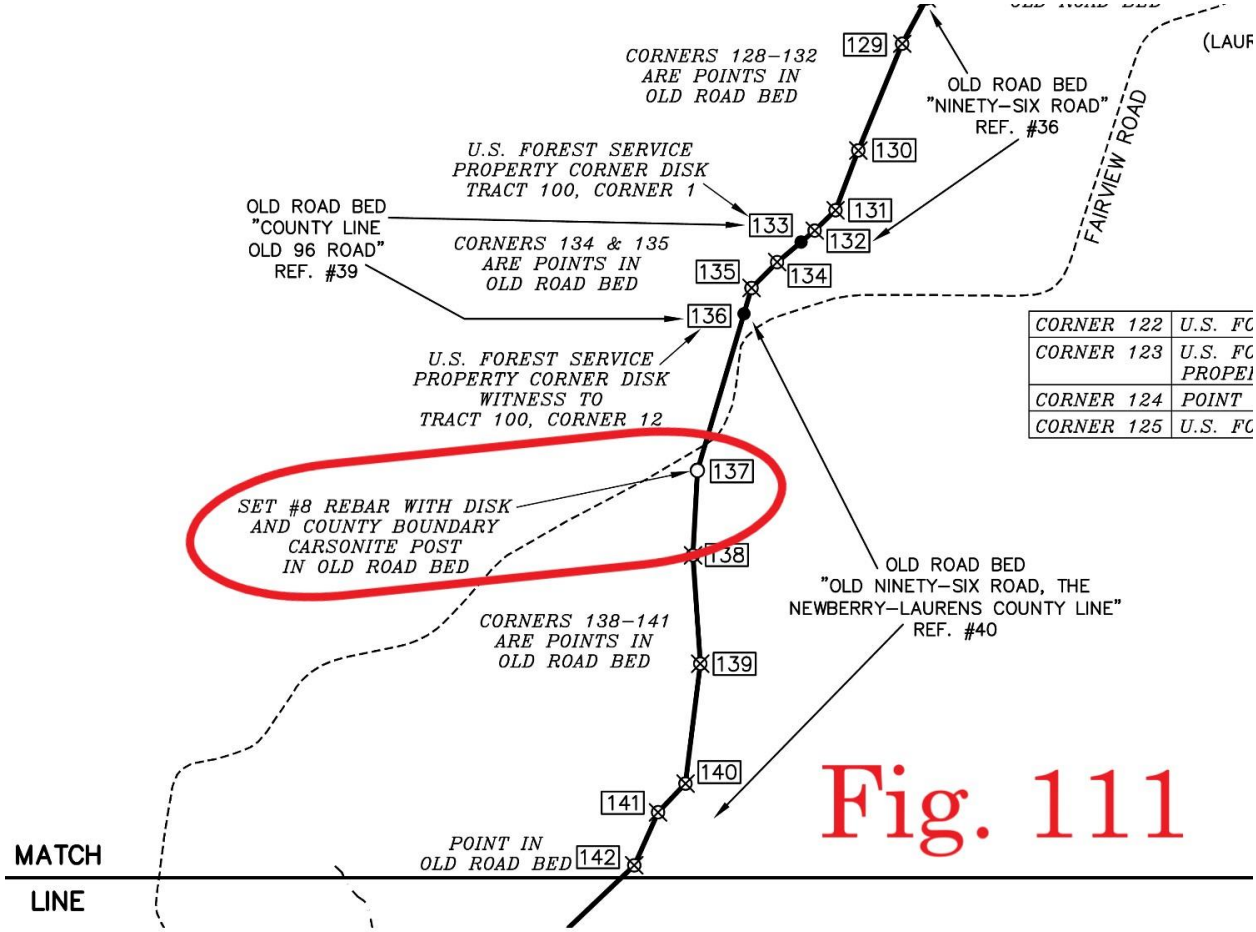


Fig. 111

Fig. 111.1

Fig. 111.2

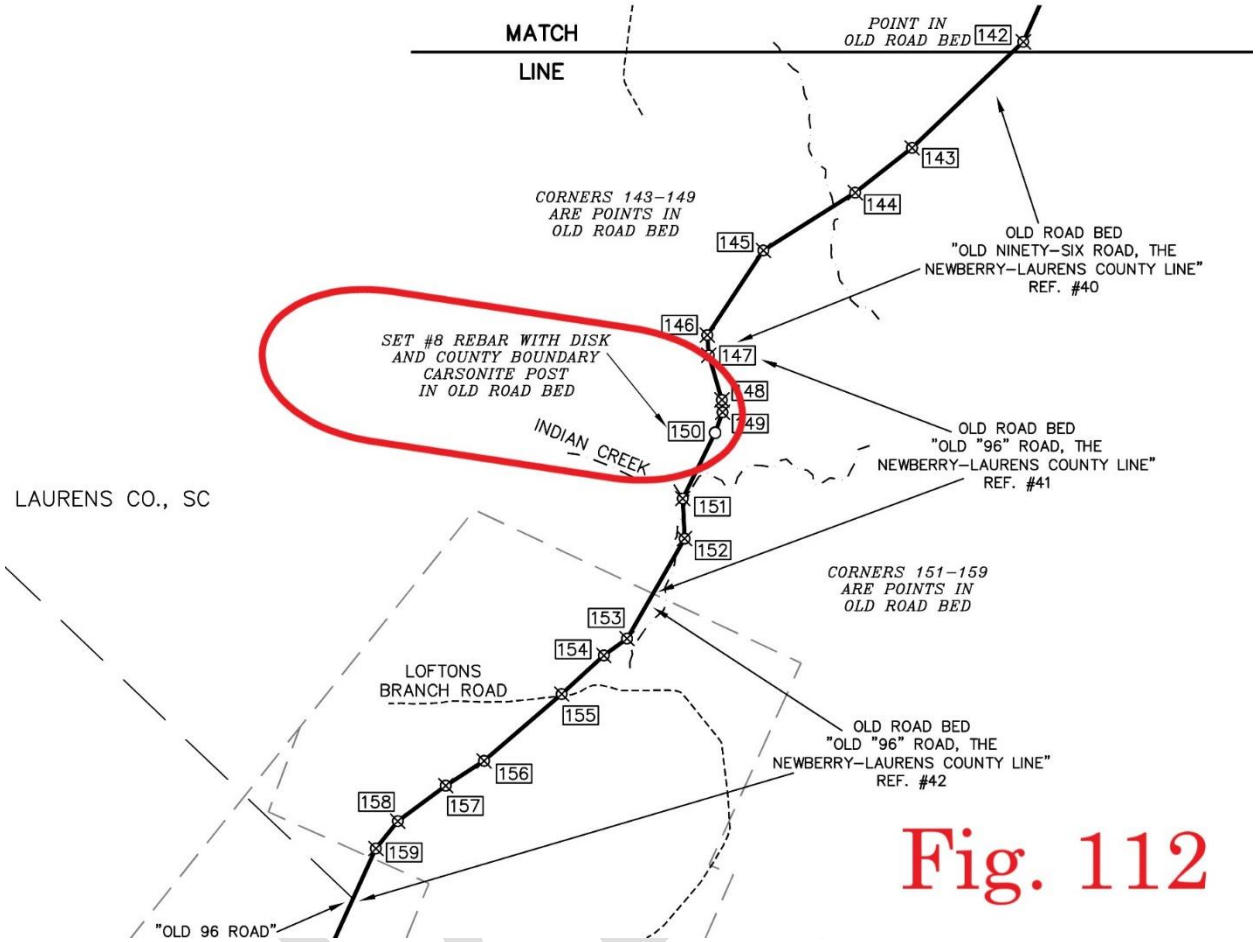


Fig. 112

Fig. 112.1

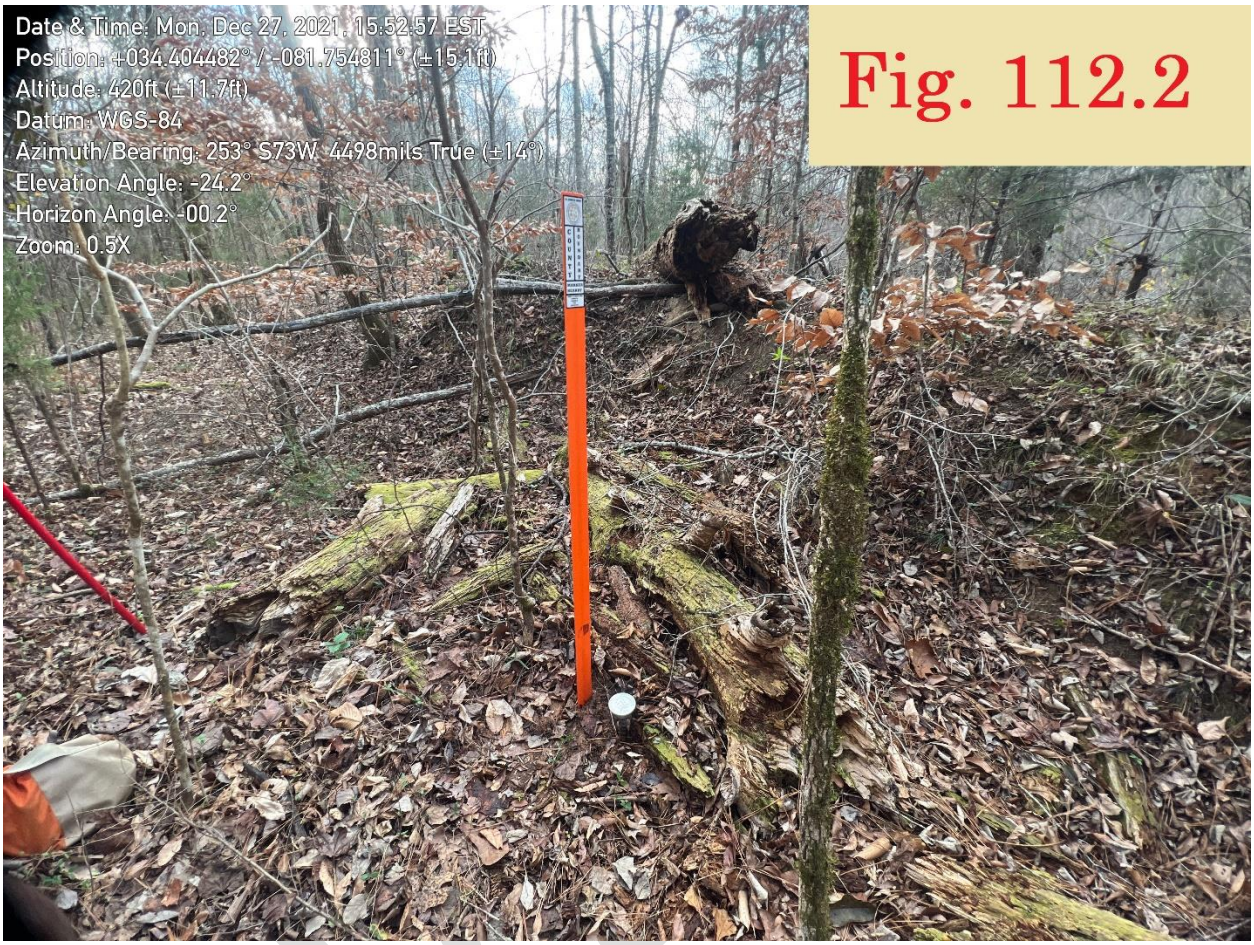


Fig. 112.2

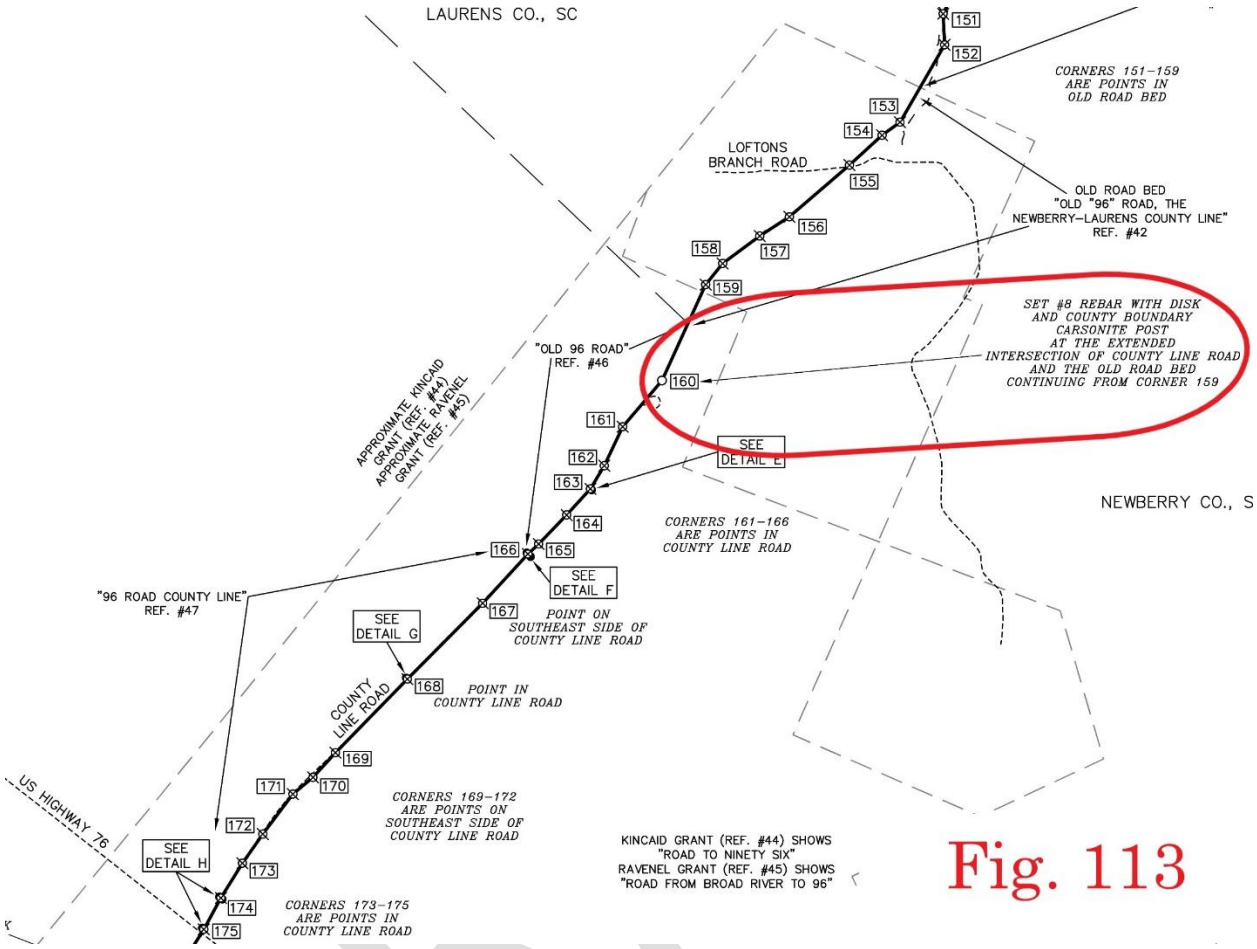

LAURENS CO., SC
NEWBERRY CO., S
151
152
153
154
155
156
157
158
159
160
161
162
163
164
165
166
167
168
169
170
171
172
173
174
175
CORNERS 151–159 ARE POINTS IN OLD ROAD BED
LOFTONS BRANCH ROAD
OLD ROAD BED "OLD "96" ROAD, THE NEWBERRY–LAURENS COUNTY LINE" REF. #42
SET #8 REBAR WITH DISK AND COUNTY BOUNDARY CARSONITE POST AT THE EXTENDED INTERSECTION OF COUNTY LINE ROAD AND THE OLD ROAD BED CONTINUING FROM CORNER 159
"OLD 96 ROAD" REF. #46
APPROXIMATE KINCAID GRANT (REF. #44)
APPROXIMATE RAVENEL GRANT (REF. #45)
SEE DETAIL E
CORNERS 161–166 ARE POINTS IN COUNTY LINE ROAD
"96 ROAD COUNTY LINE" REF. #47
SEE DETAIL F
POINT ON SOUTHEAST SIDE OF COUNTY LINE ROAD
SEE DETAIL G
COUNTY LINE ROAD
POINT IN COUNTY LINE ROAD
US HIGHWAY 76
CORNERS 169–172 ARE POINTS ON SOUTHEAST SIDE OF COUNTY LINE ROAD
SEE DETAIL H
CORNERS 173–175 ARE POINTS IN COUNTY LINE ROAD
KINCAID GRANT (REF. #44) SHOWS "ROAD TO NINETY SIX"
RAVENEL GRANT (REF. #45) SHOWS "ROAD FROM BROAD RIVER TO 96"

Fig. 113

Fig. 113.1

Fig. 113.2

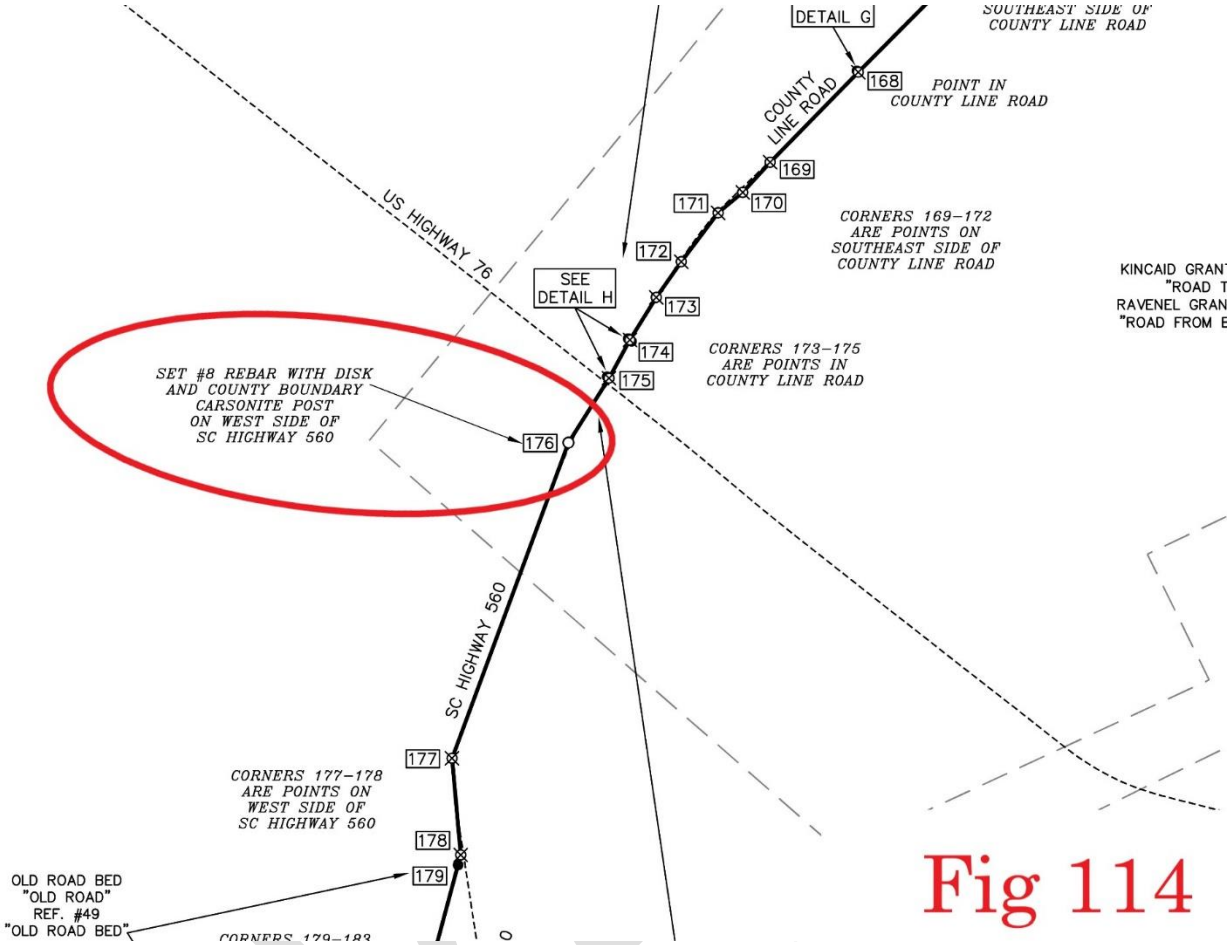


Fig 114

Fig. 114.1

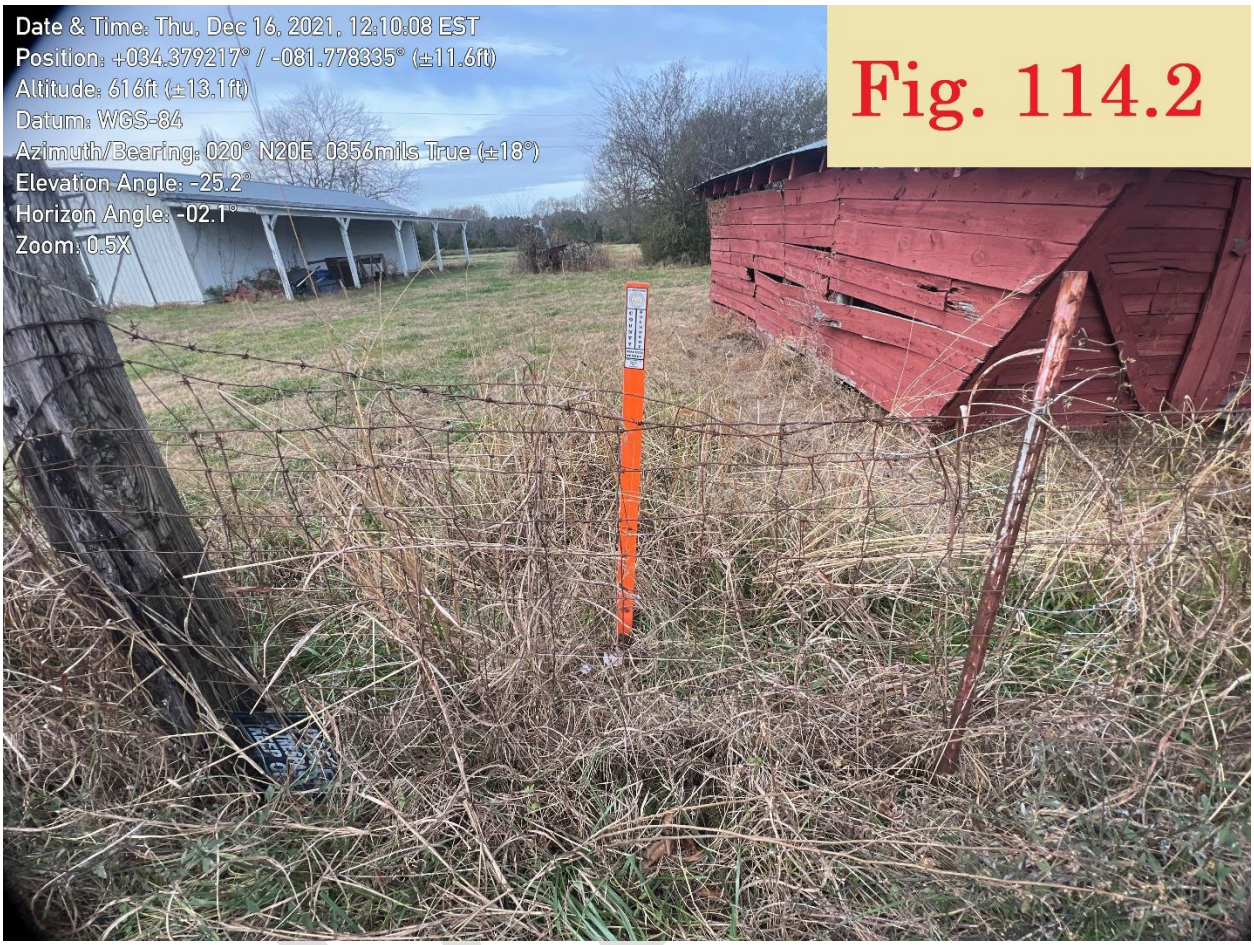


Fig. 114.2

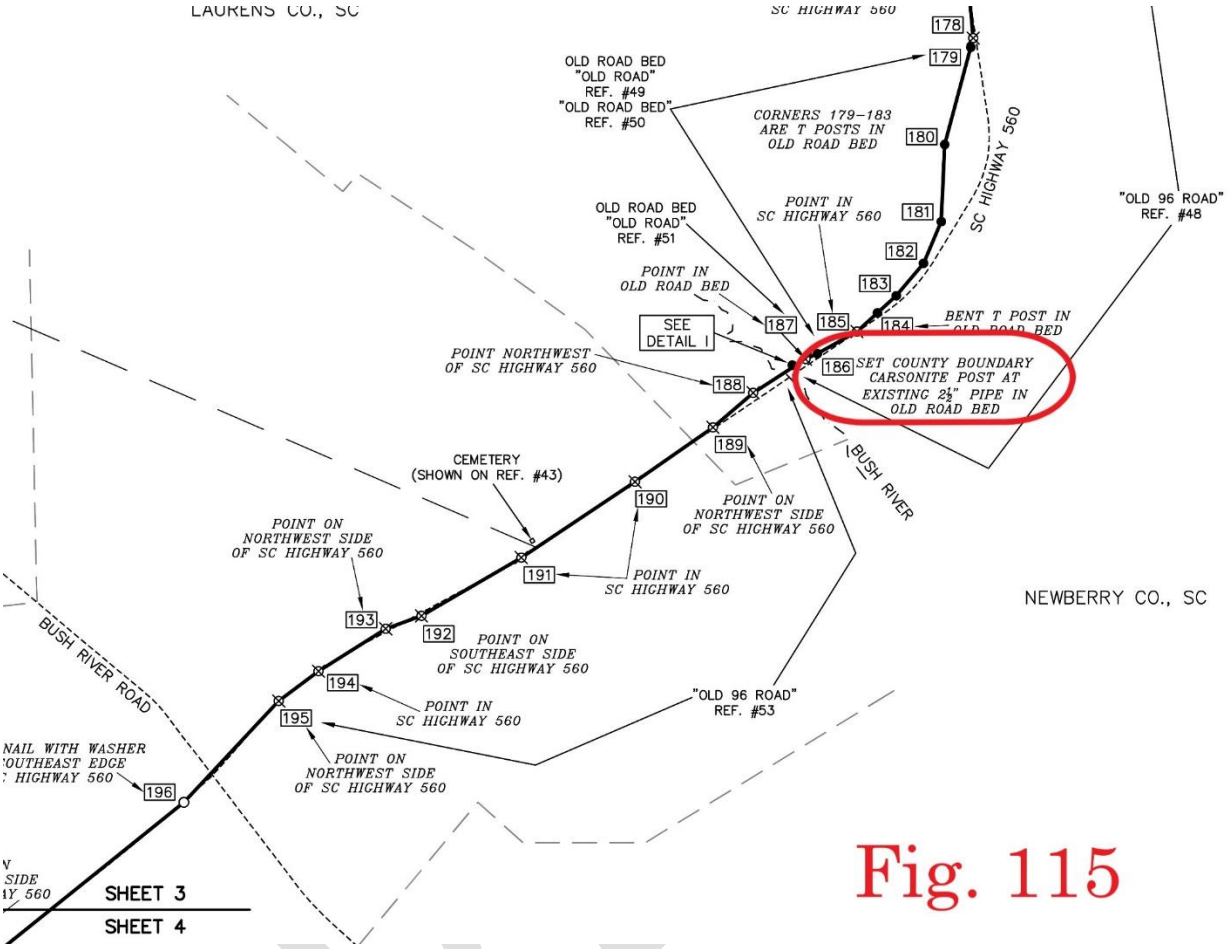


Fig. 115

Fig. 115.1

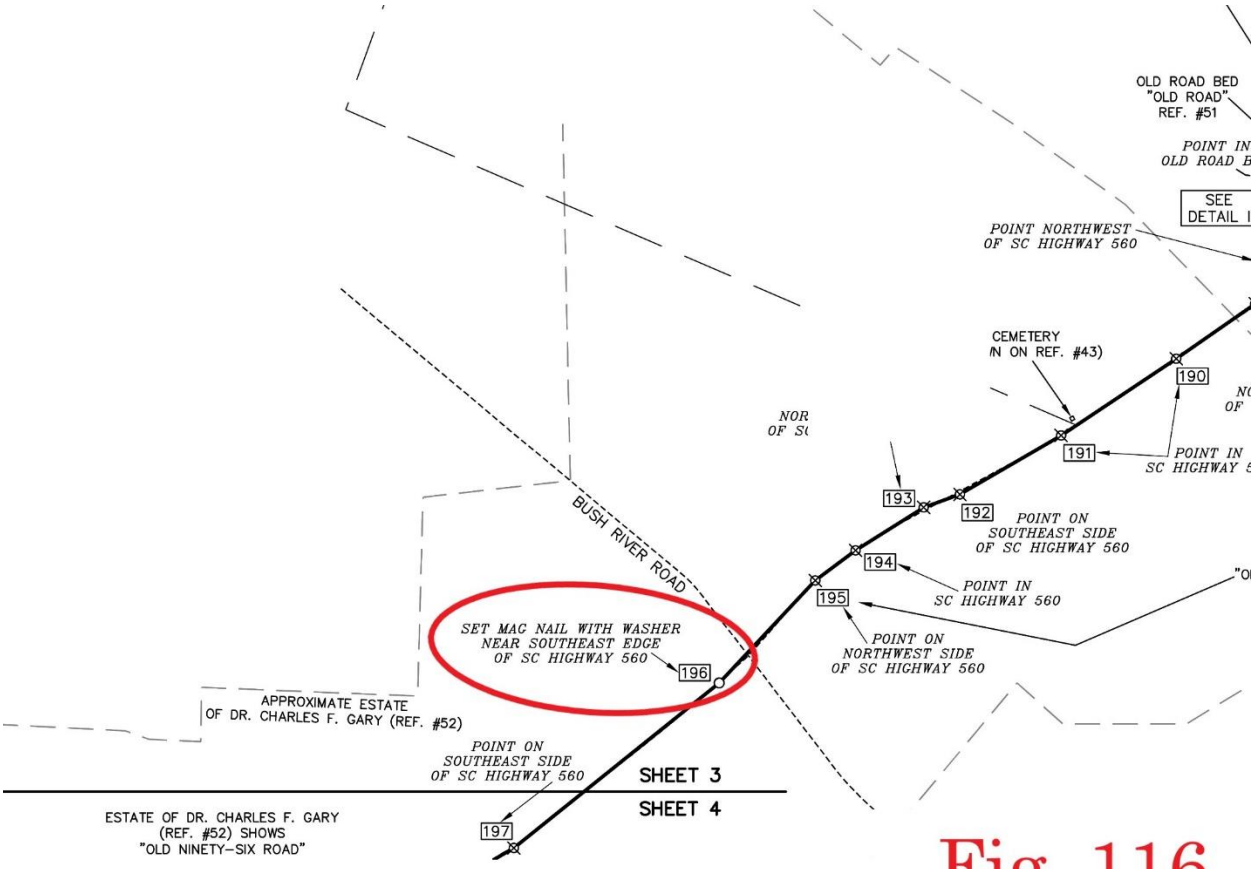


Fig. 116

Fig. 116.1

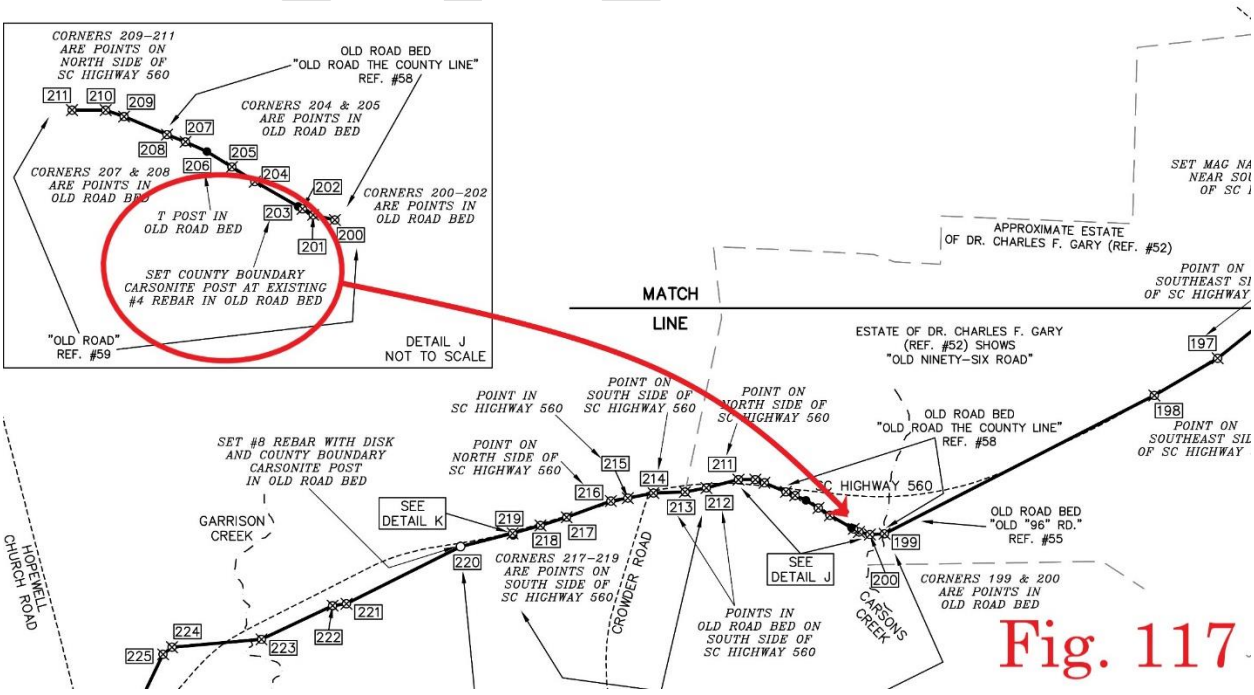


Fig. 117

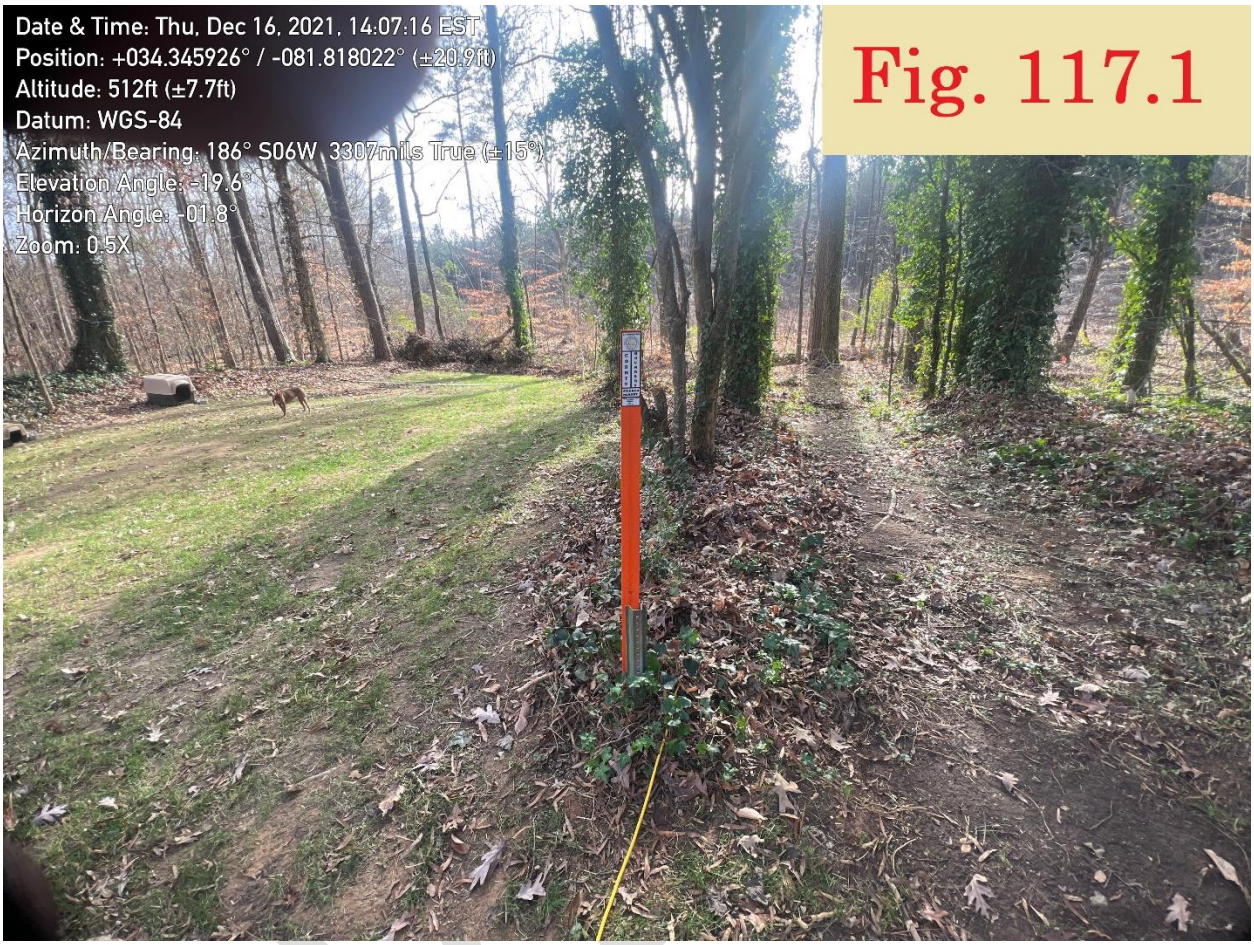
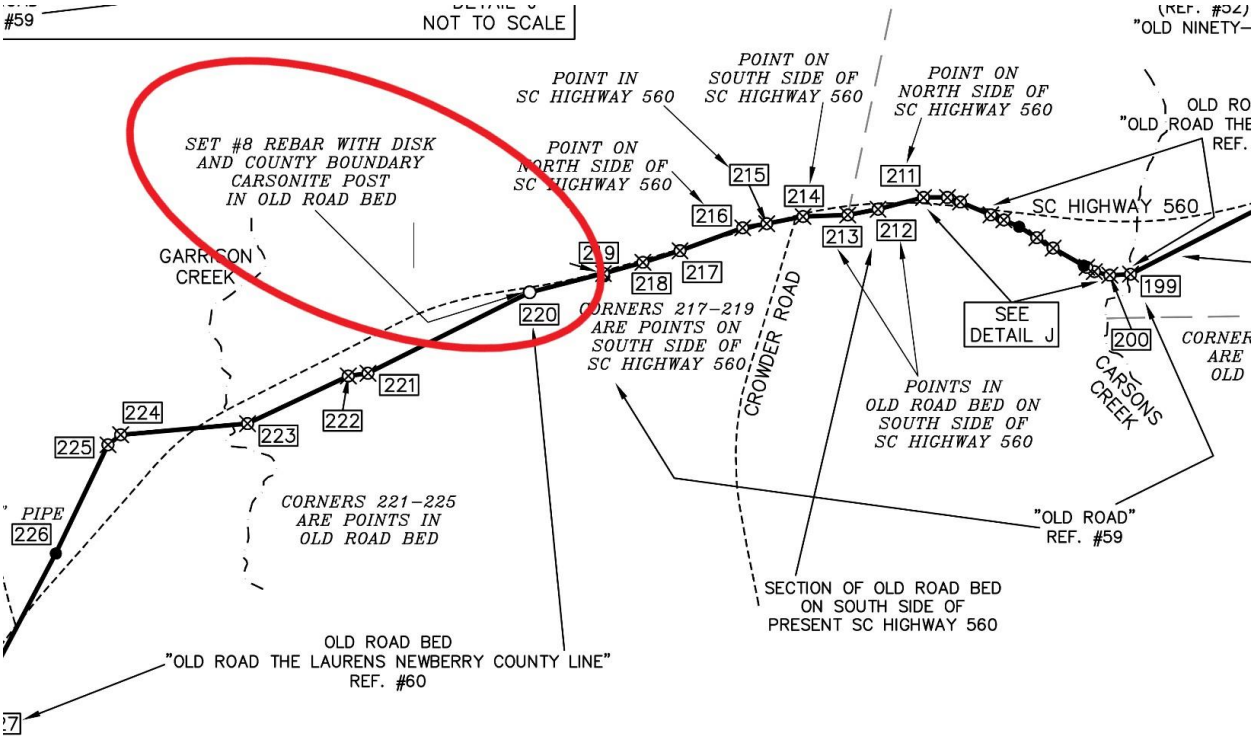


Fig. 117.1



NEWBERRY CO., SC

Fig. 118

Fig. 118.1

Fig. 118.2

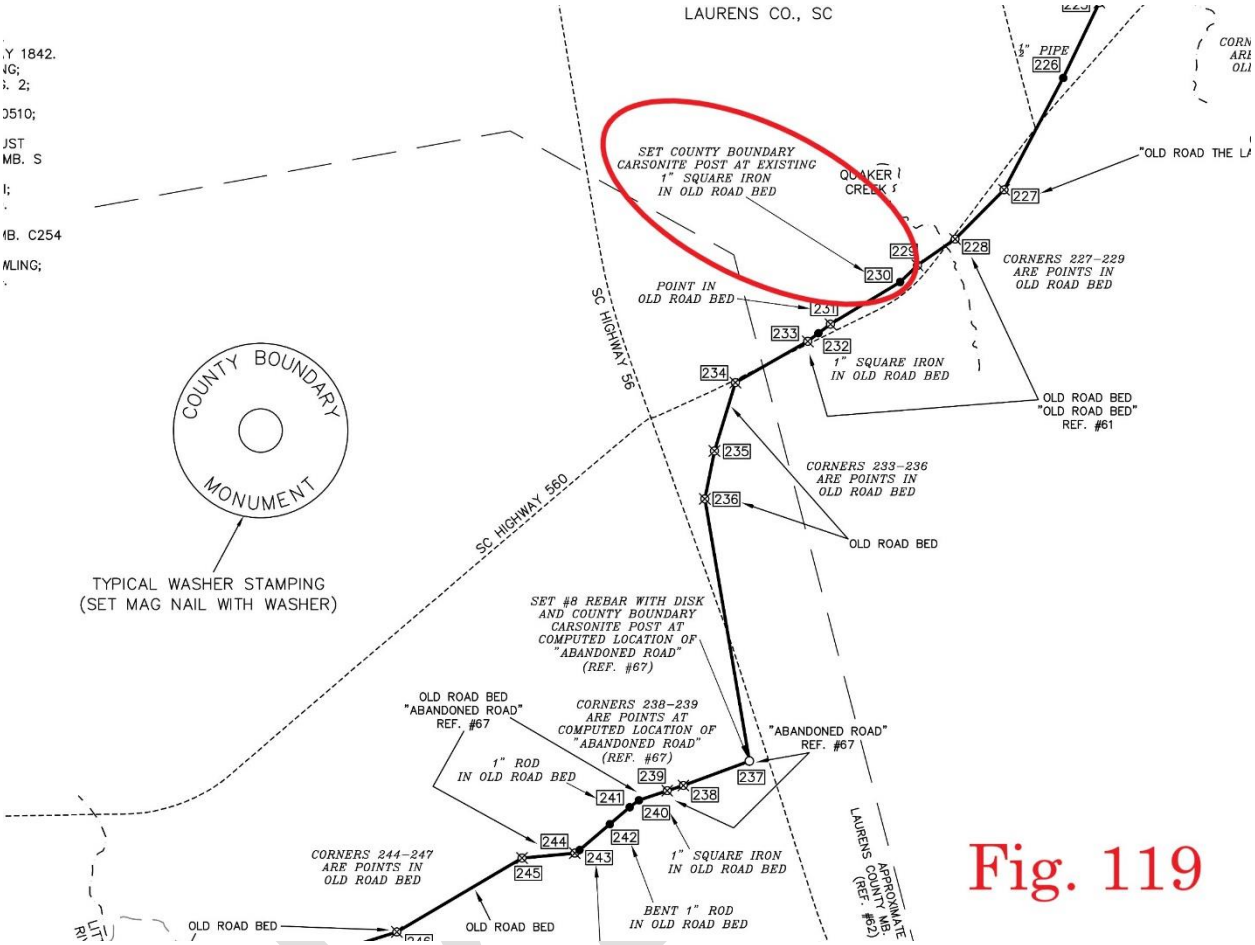


Fig. 119

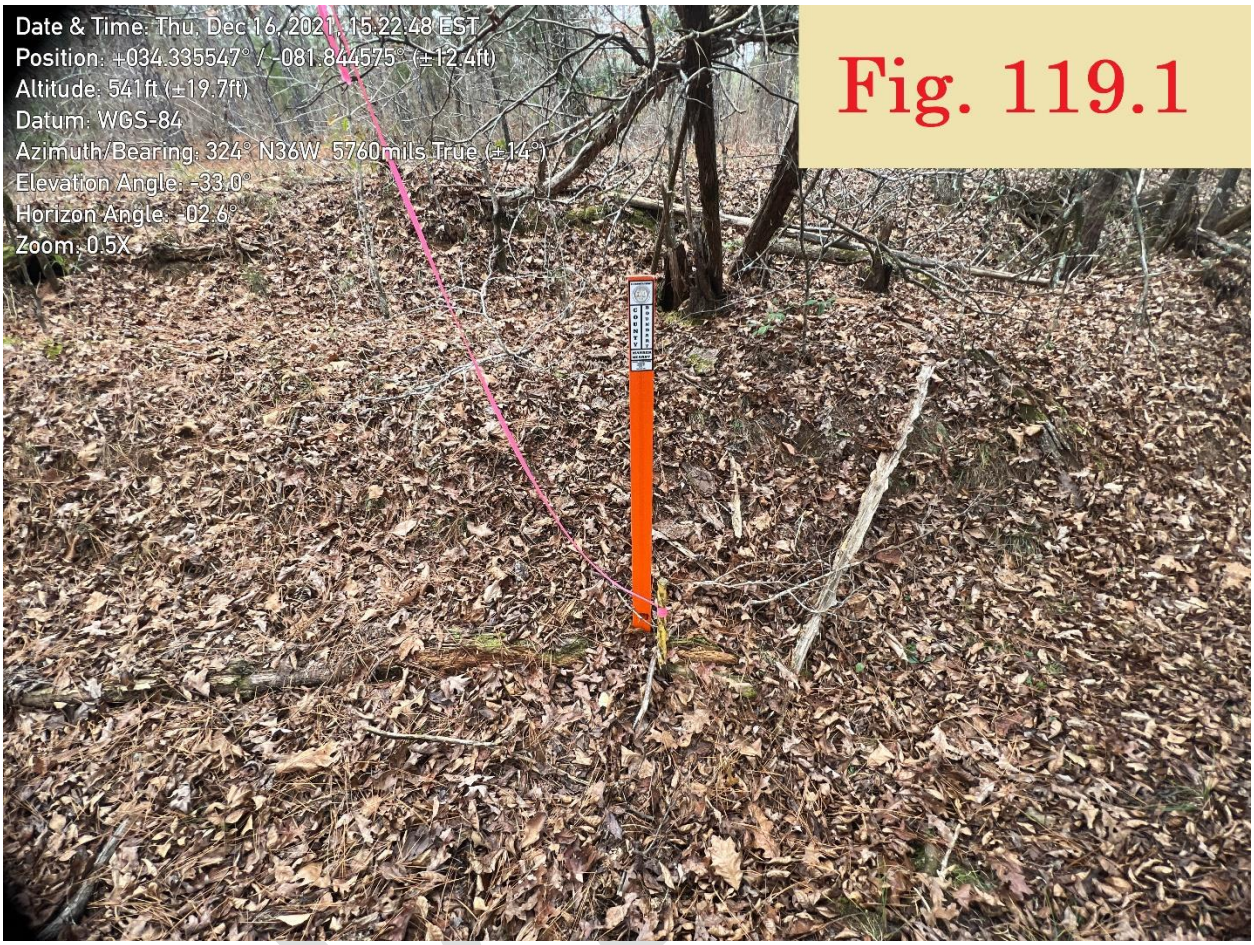


Fig. 119.1

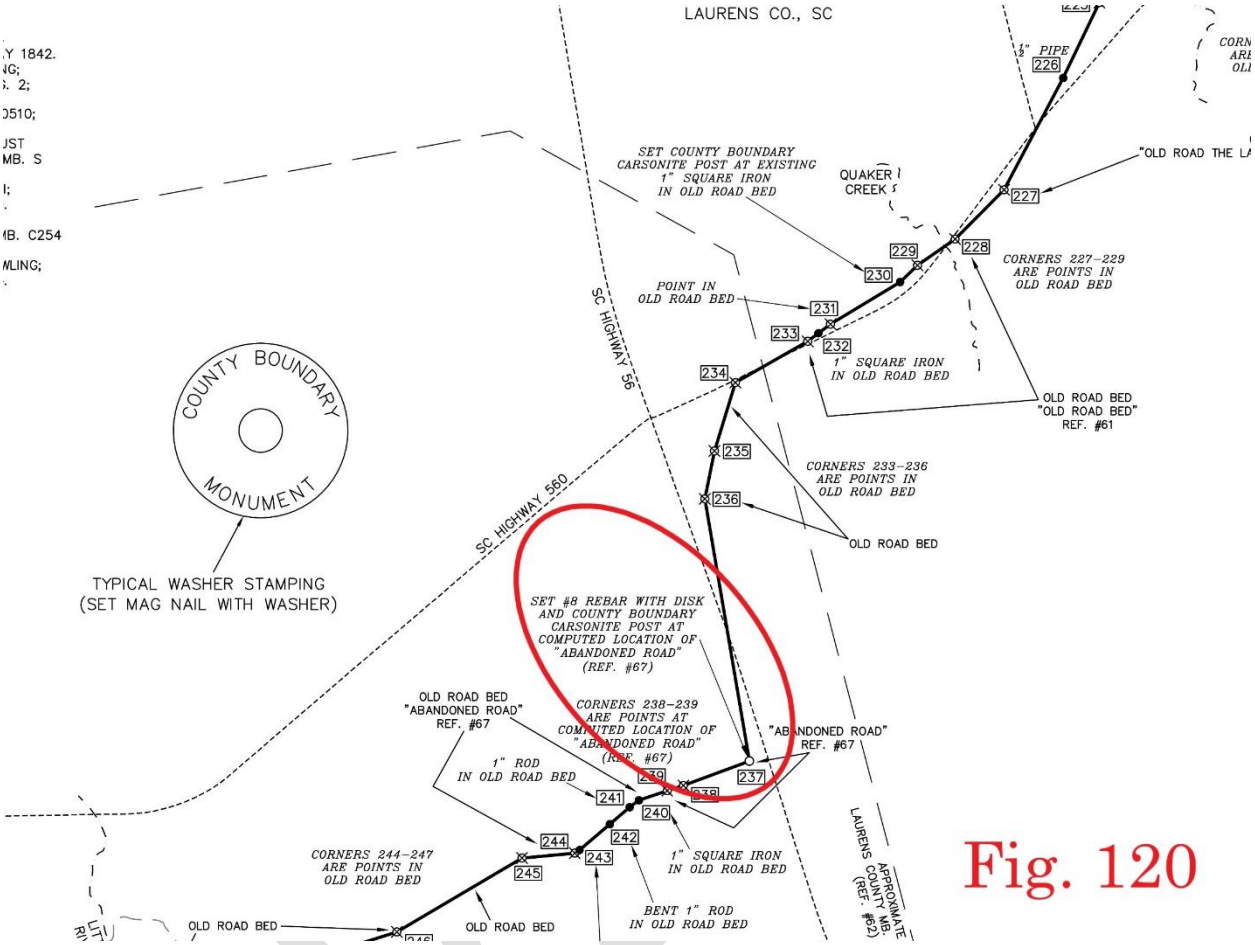


Fig. 120

Fig. 120.1

Fig. 120.2

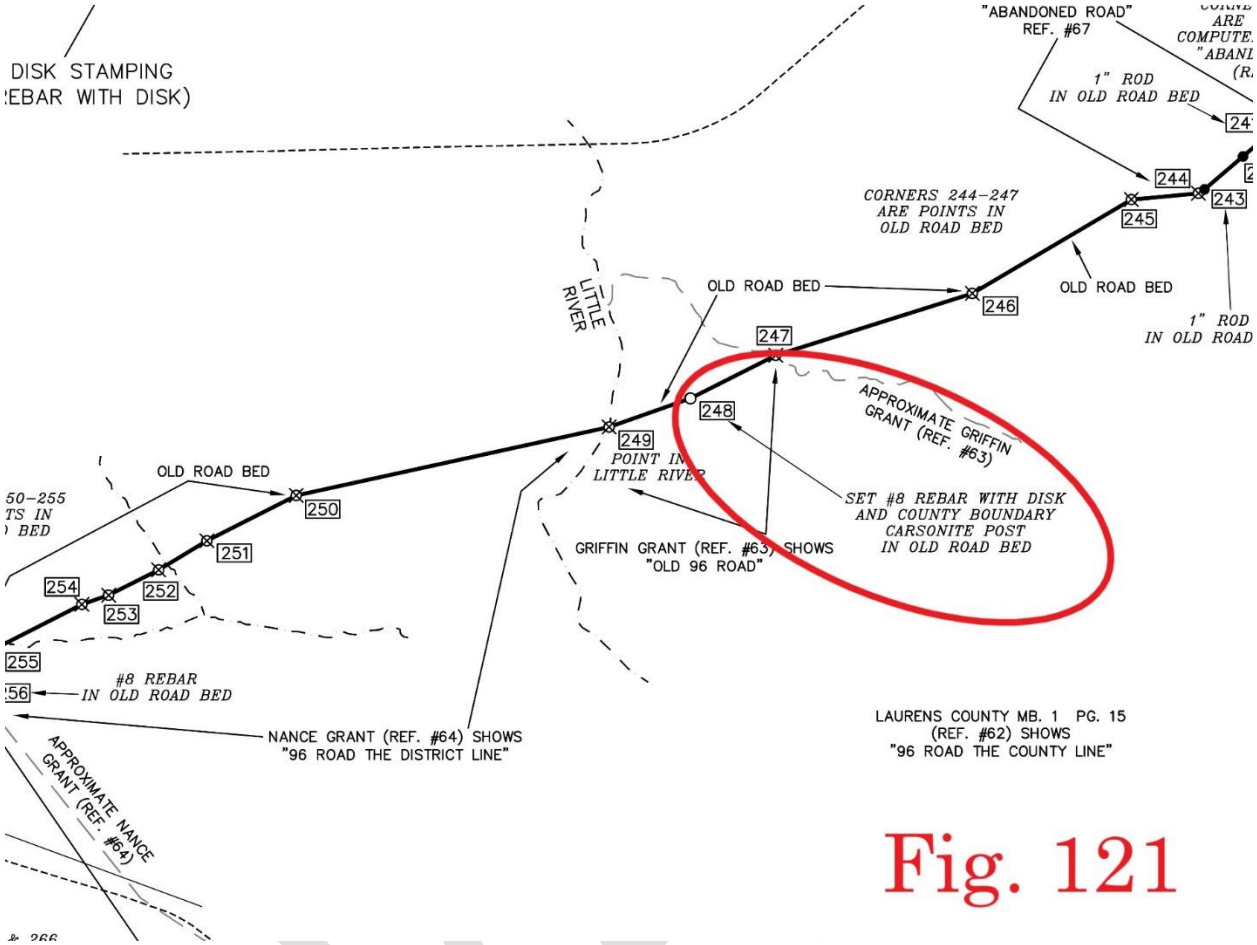

DISK STAMPING
EBAR WITH DISK)
"ABANDONED ROAD"
REF. #67
1" ROD
IN OLD ROAD BED
244
243
245
CORNERS 244–247
ARE POINTS IN
OLD ROAD BED
OLD ROAD BED
246
OLD ROAD BED
1" ROD
IN OLD ROAD
LITTLE
RIVER
247
248
249
POINT IN
LITTLE RIVER
APPROXIMATE GRIFFIN
GRANT (REF. #63)
SET #8 REBAR WITH DISK
AND COUNTY BOUNDARY
CARSONITE POST
IN OLD ROAD BED
GRIFFIN GRANT (REF. #63) SHOWS
"OLD 96 ROAD"
OLD ROAD BED
250
251
252
253
254
255
#8 REBAR
IN OLD ROAD BED
NANCE GRANT (REF. #64) SHOWS
"96 ROAD THE DISTRICT LINE"
LAURENS COUNTY MB. 1 PG. 15
(REF. #62) SHOWS
"96 ROAD THE COUNTY LINE"
APPROXIMATE NANCE
GRANT (REF. #64)

Fig. 121

Fig. 121.1

Fig. 121.2

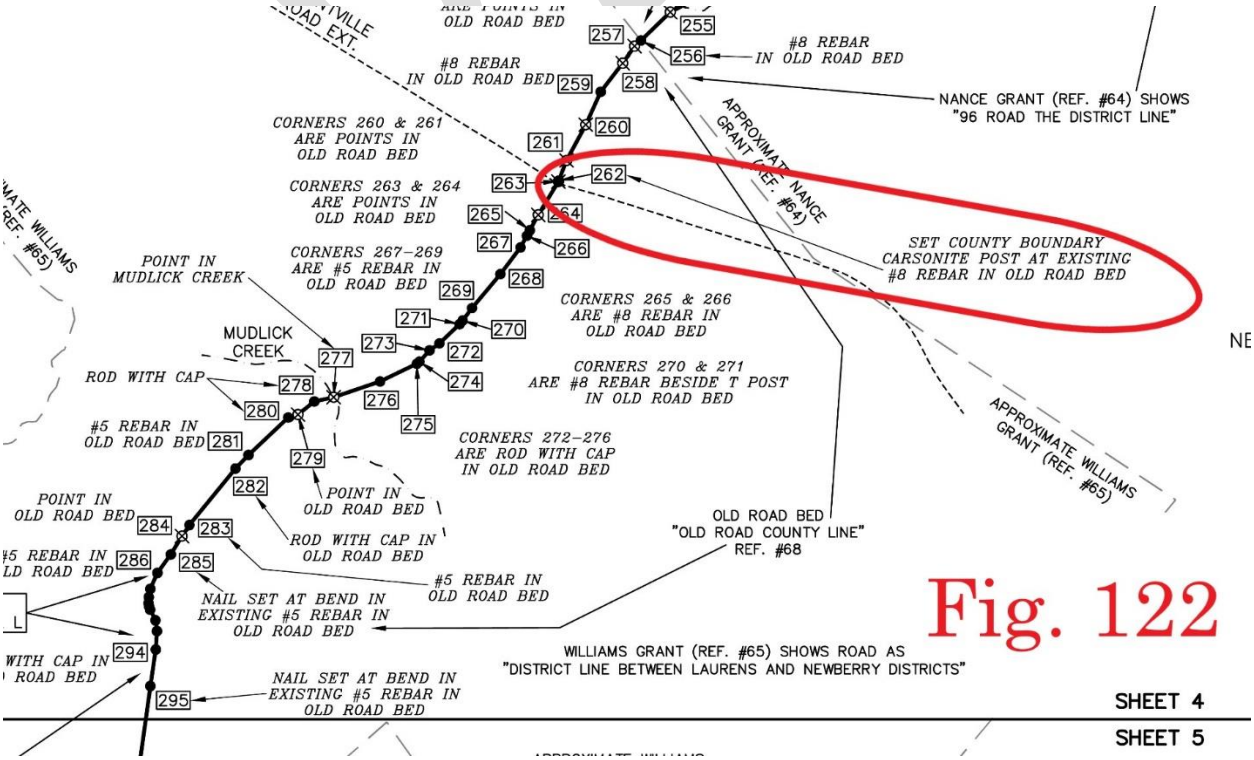


Fig. 122

Fig. 122.1

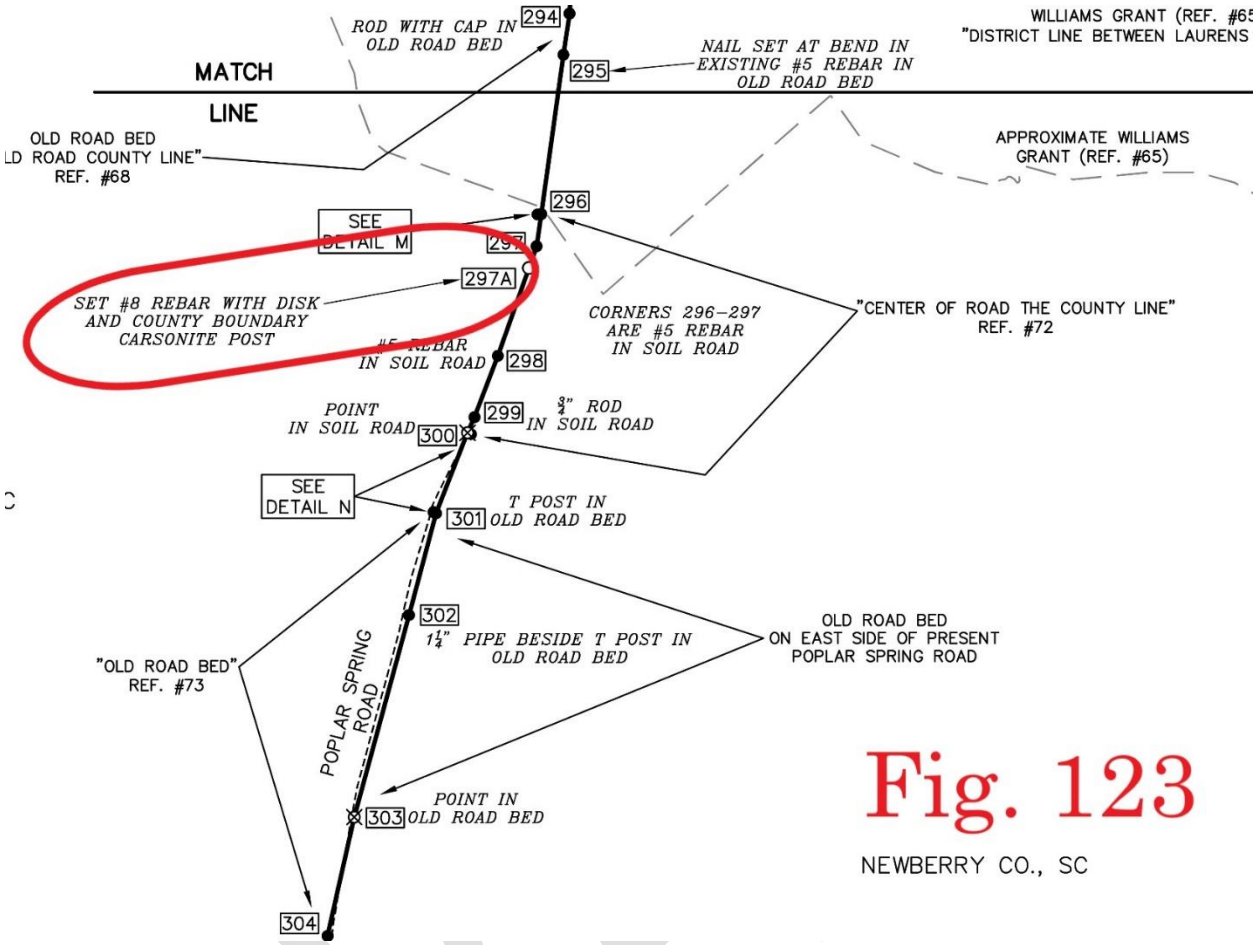


Fig. 123

NEWBERRY CO., SC

Fig. 123.1

Fig. 123.2

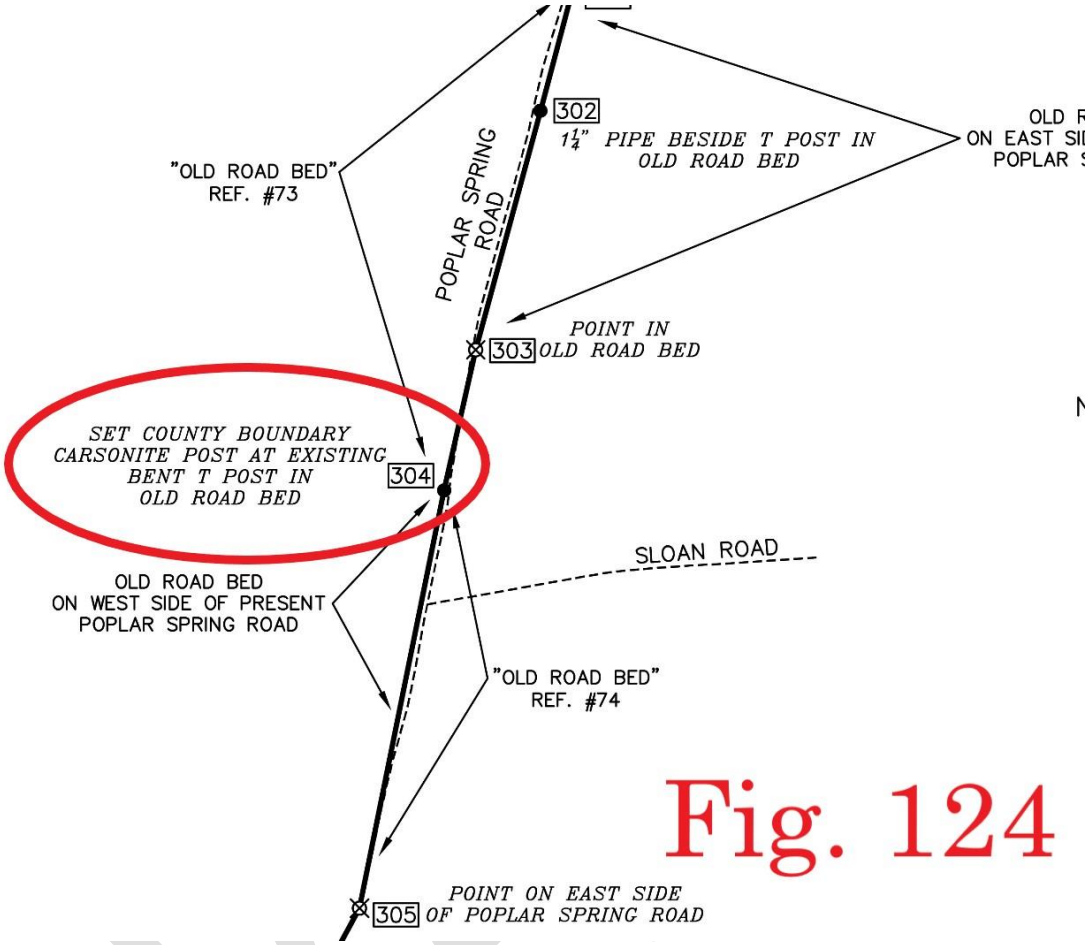


Fig. 124

Fig. 124.1

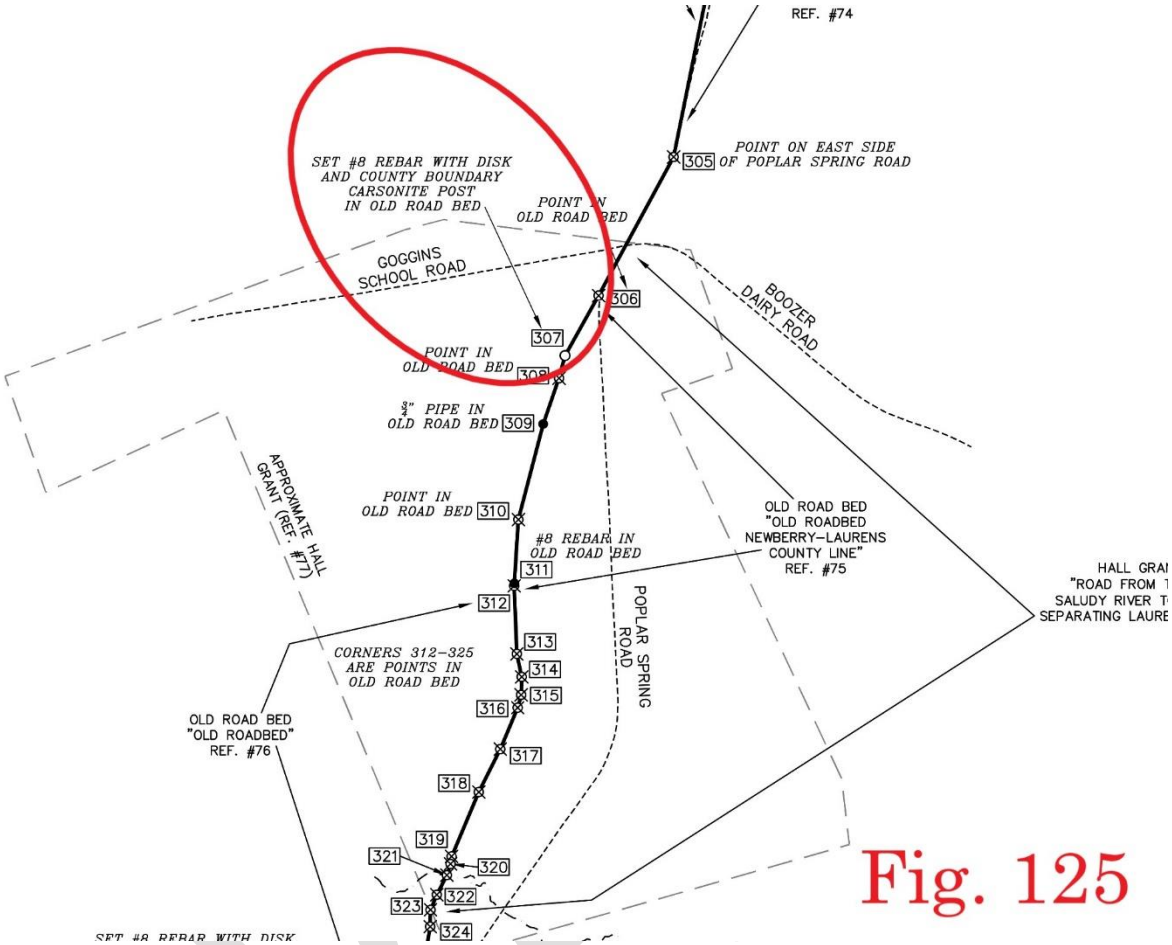


Fig. 125

Fig. 125.1

Fig. 125.2

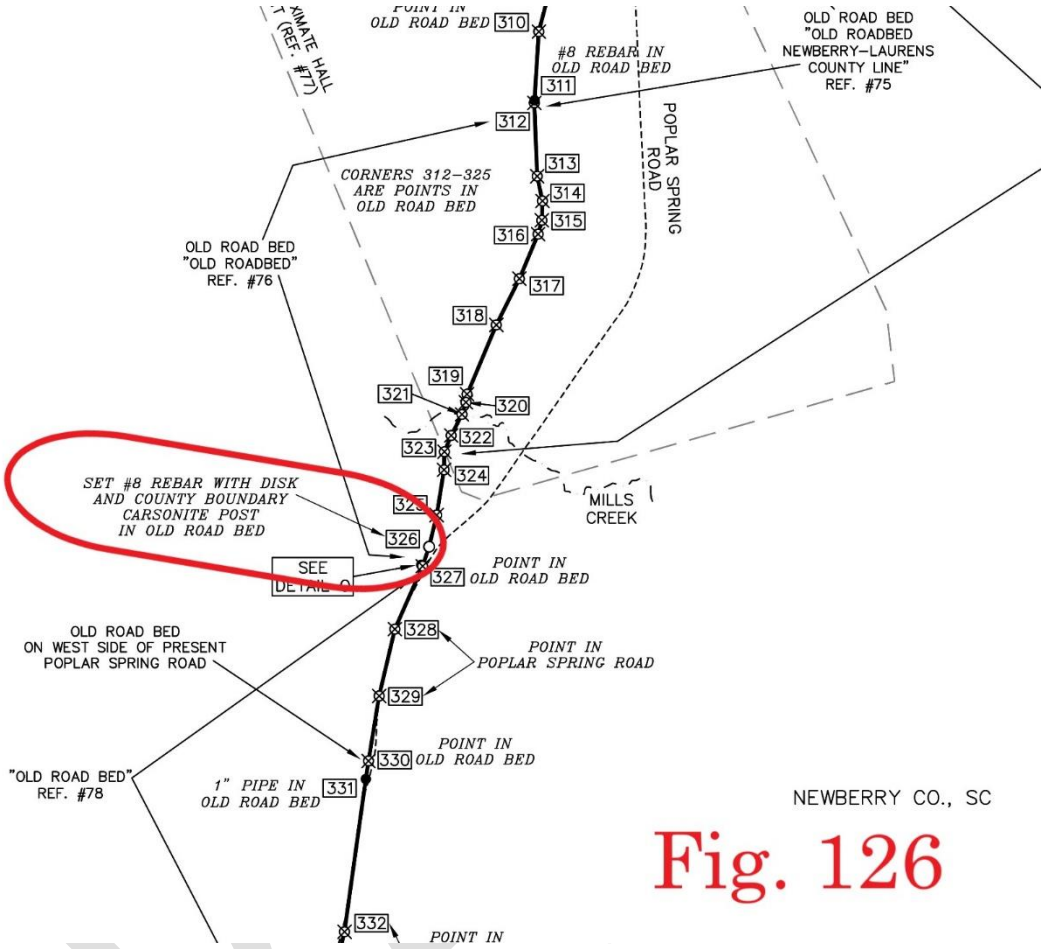


Fig. 126

Fig. 126.1

Fig. 126.2

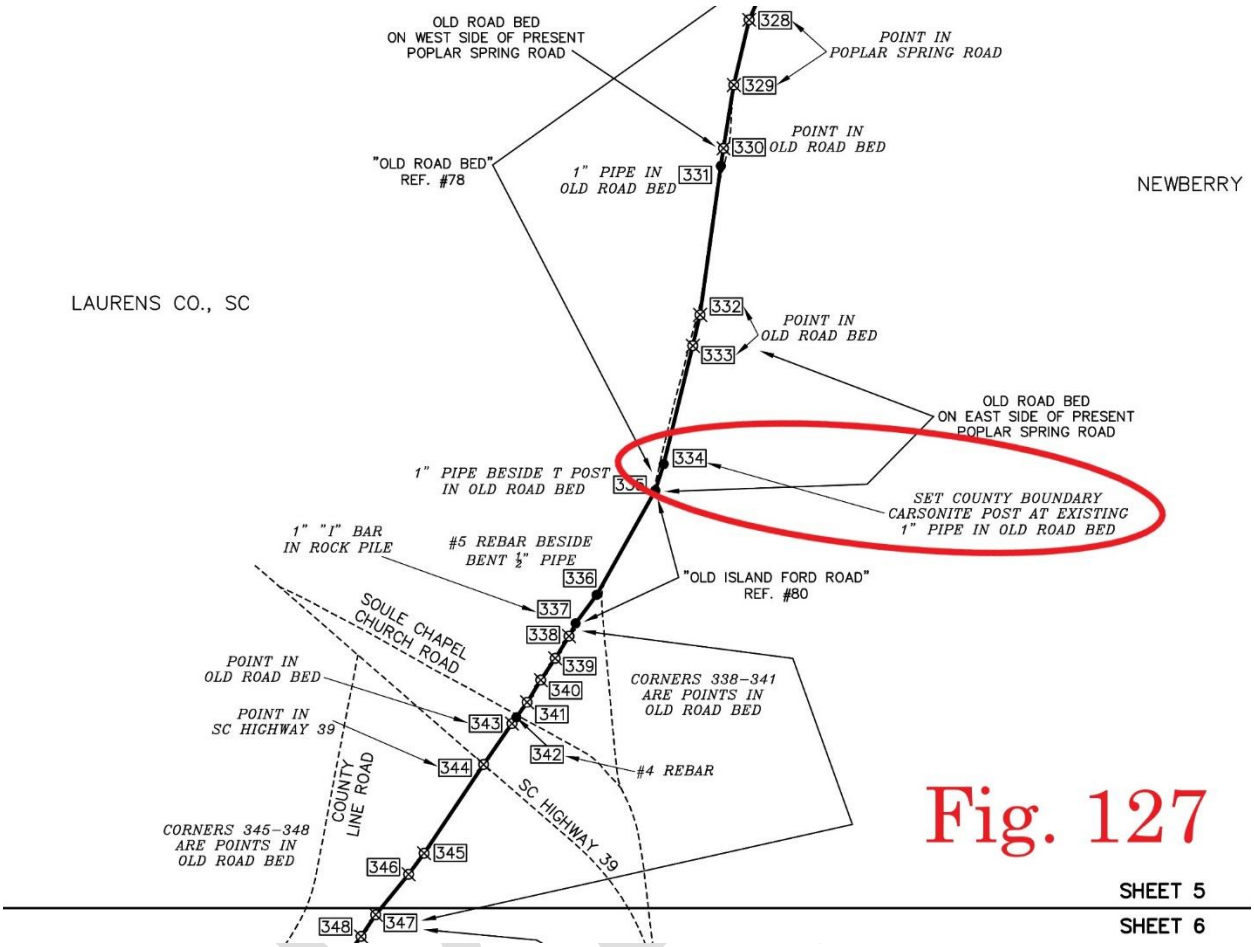


Fig. 127

Fig. 127.1

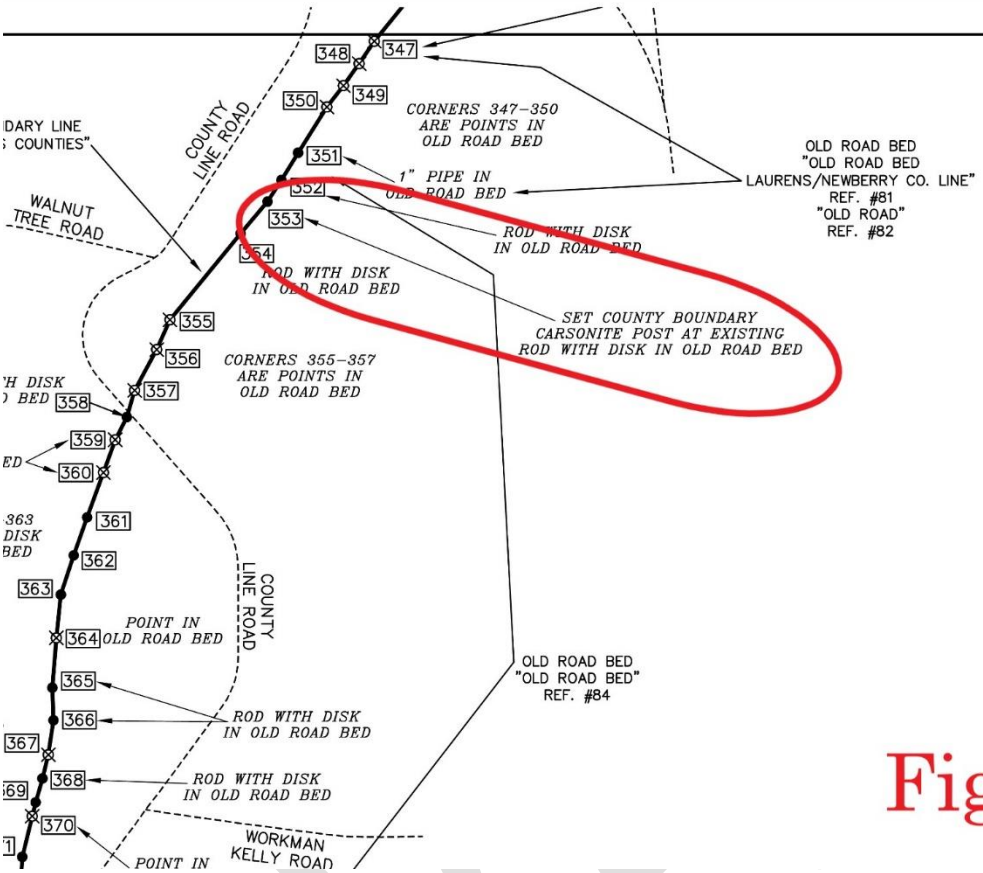


Fig. 128

Fig. 128.1

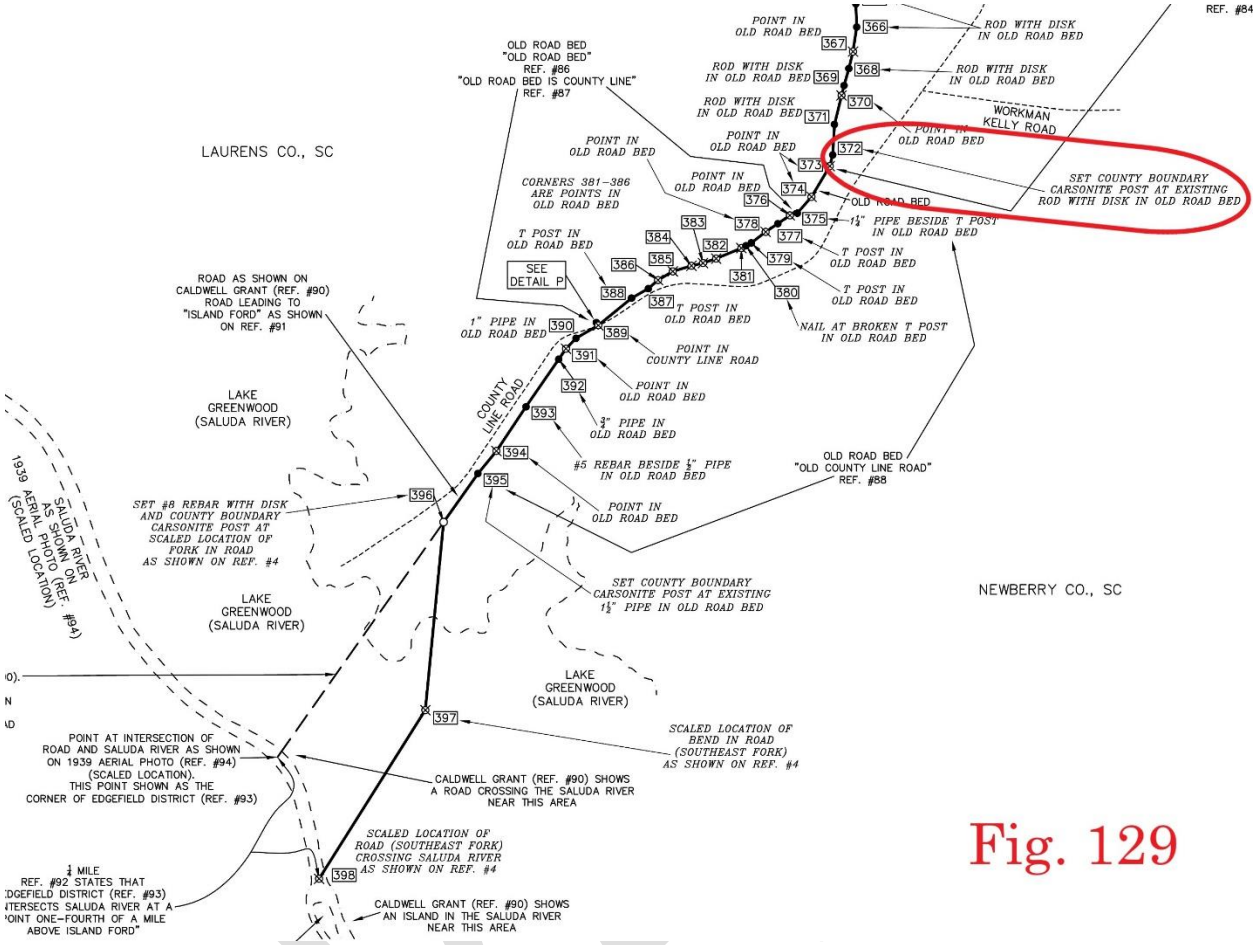


Fig. 129

Fig. 129.1

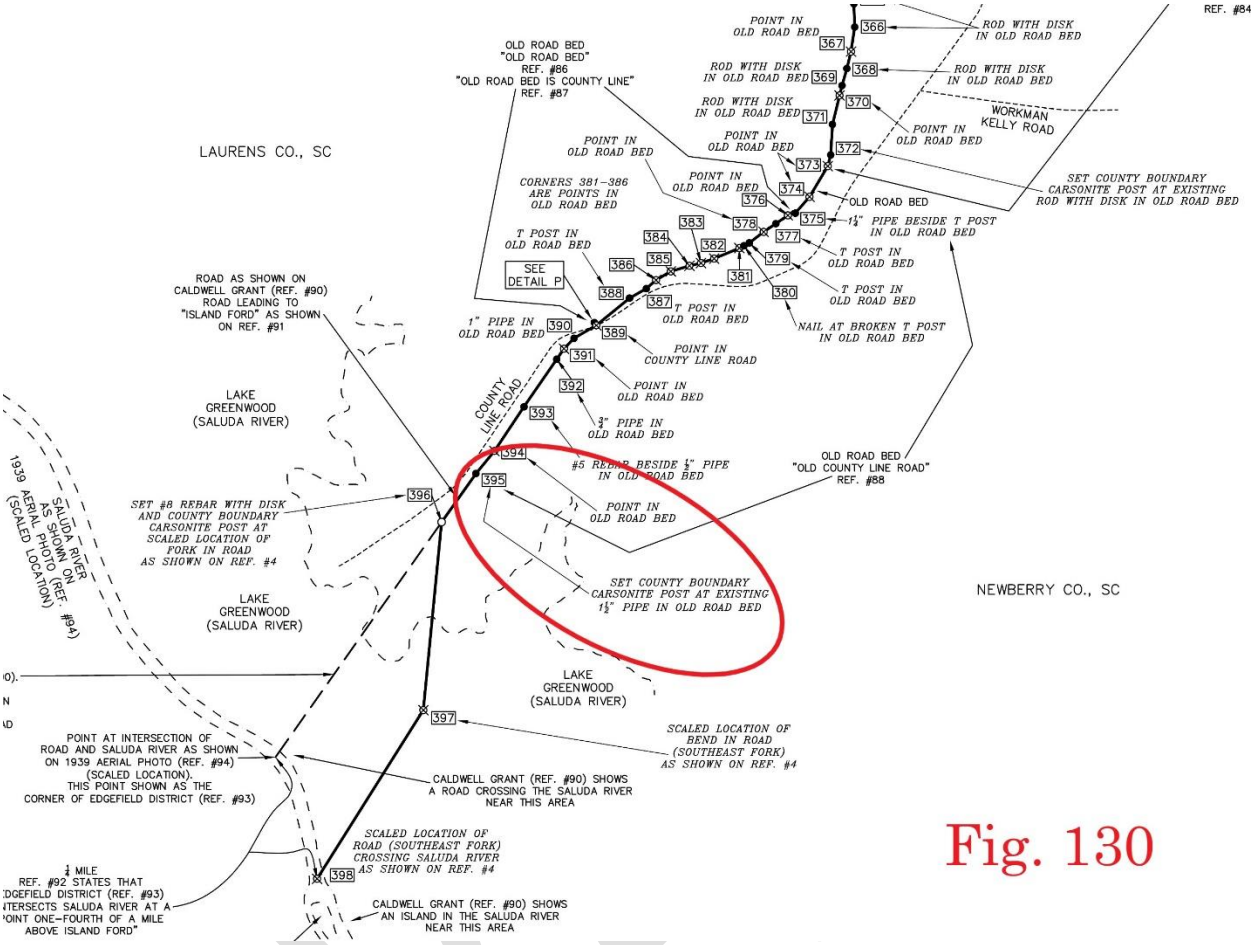


Fig. 130

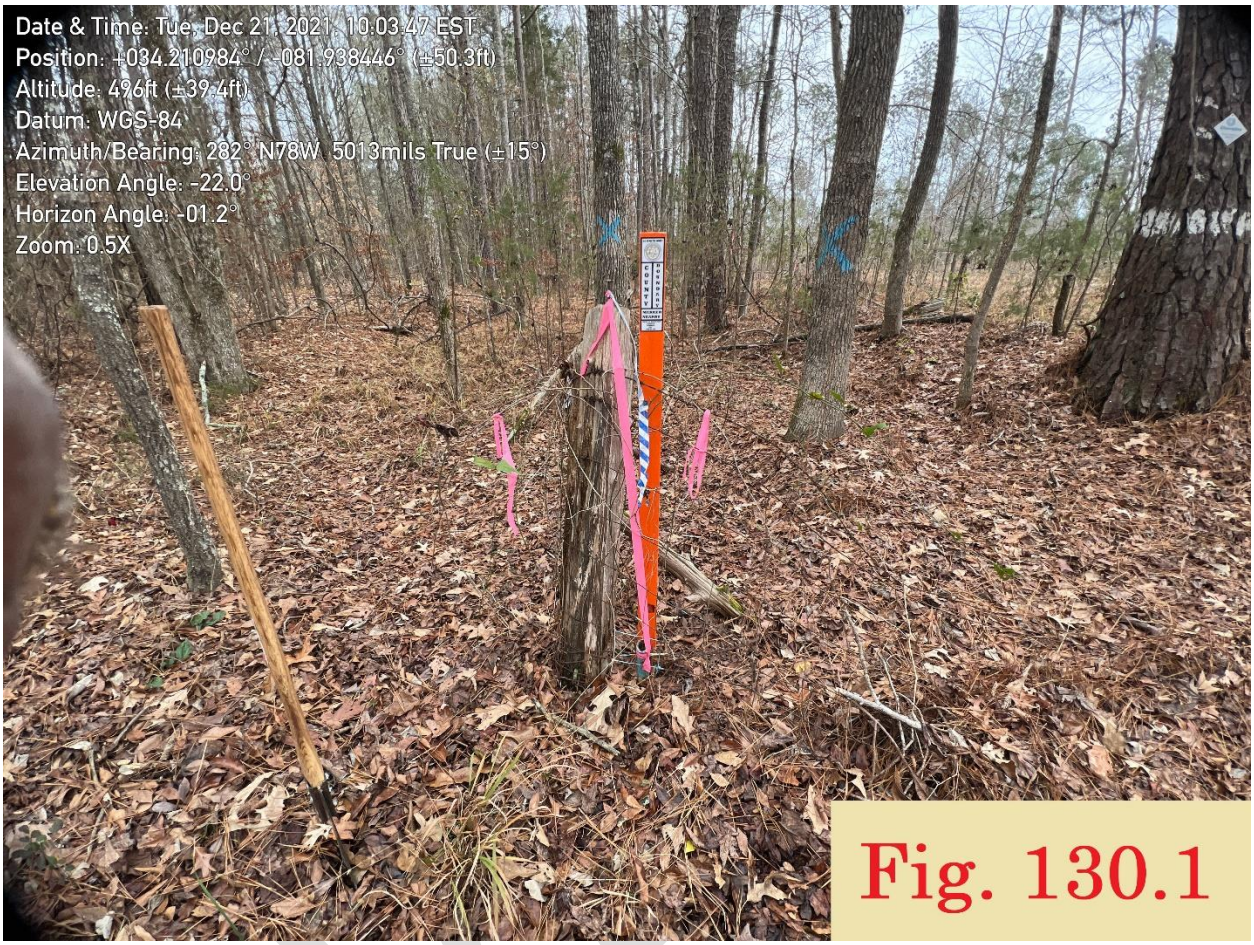


Fig. 130.1

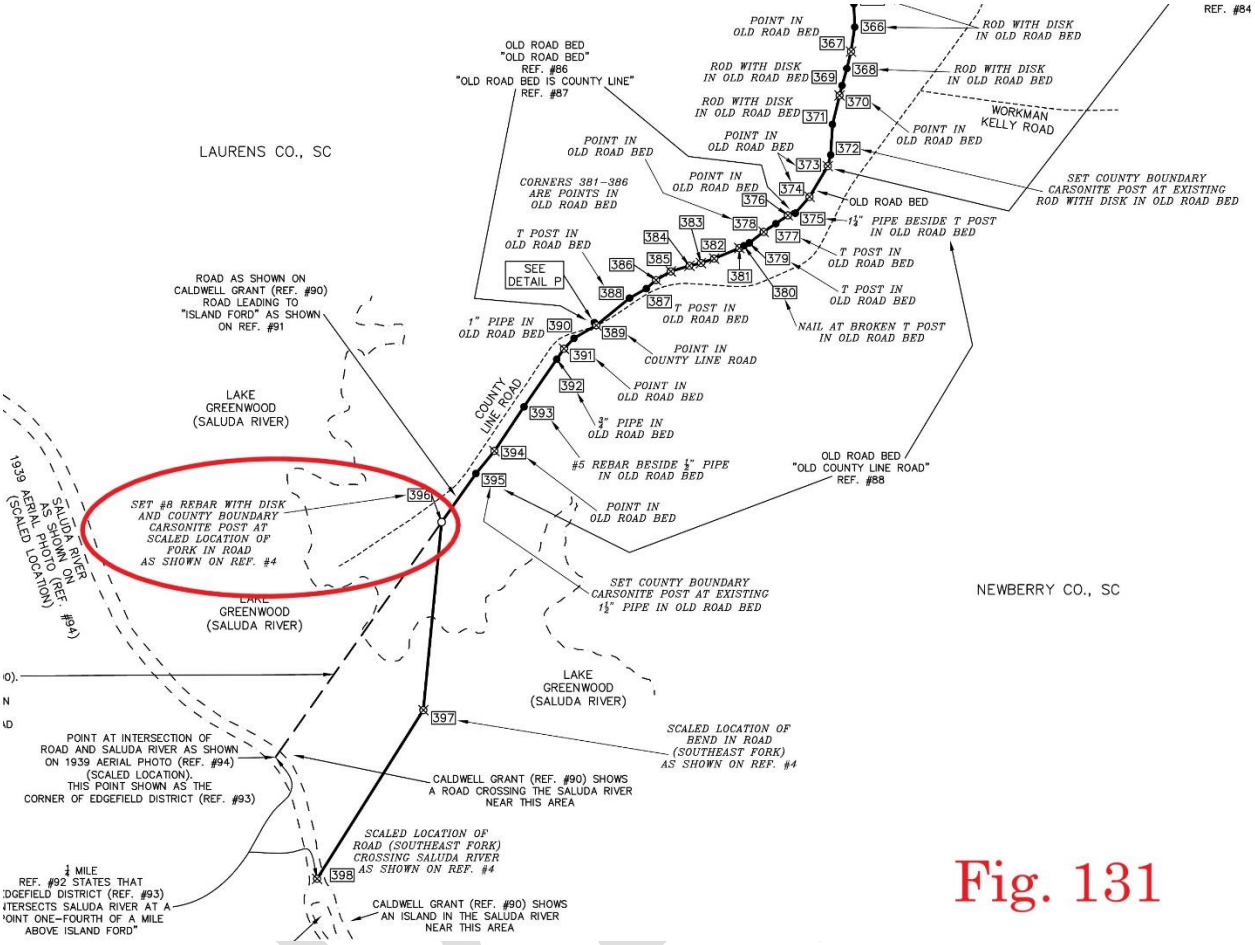


Fig. 131

Fig. 131.1

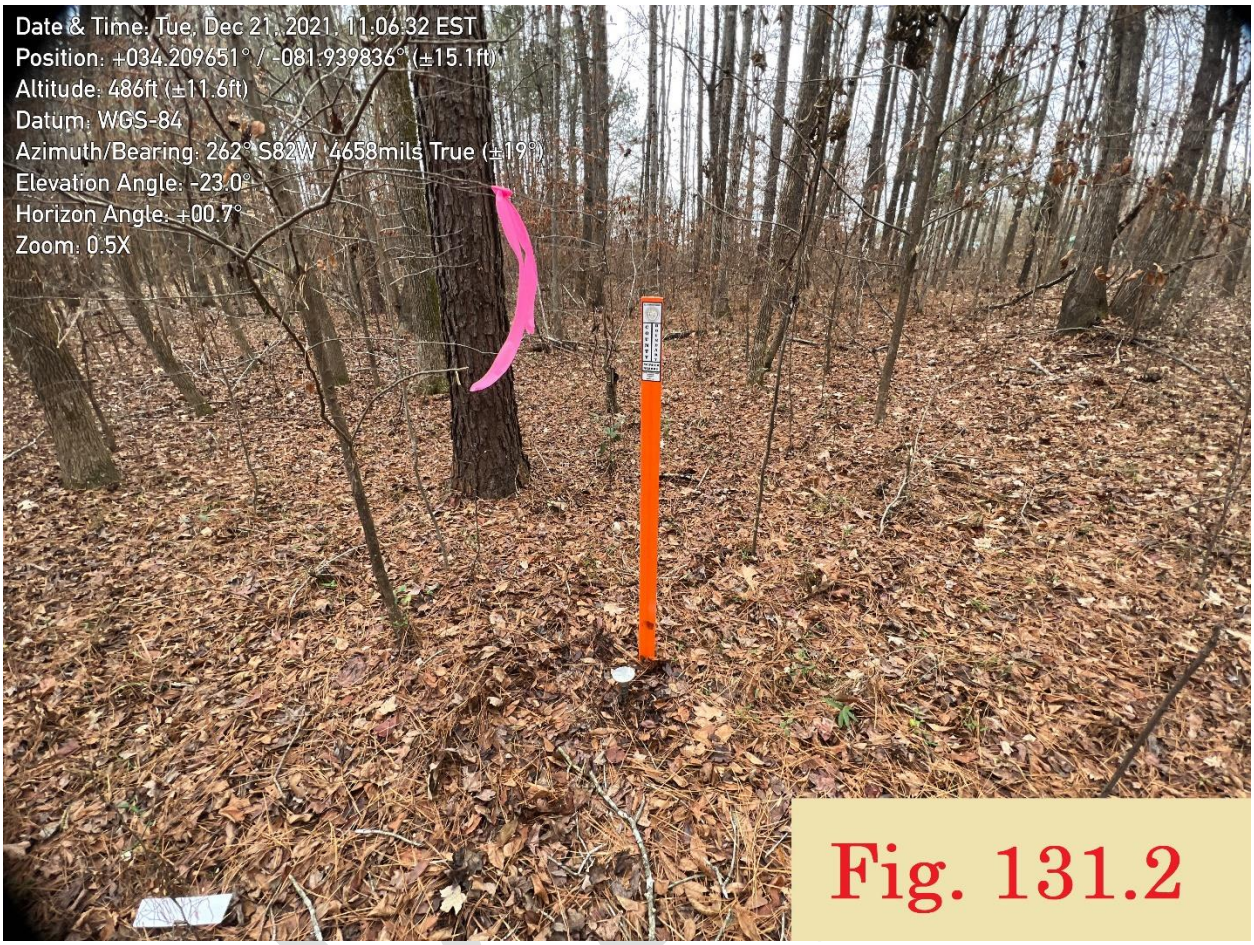


Fig. 131.2