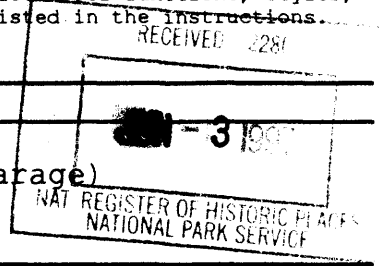


660

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in "Guidelines for Completing National Register Forms" (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.



1. Name of Property

historic name Strachan House Garage (Automobile Garage)
other names/site number

2. Location

street & number 414 1/2 Butler Avenue
city, town St. Simons Island () vicinity of
county Glynn code GA 127
state Georgia code GA zip code 31522

() not for publication

3. Classification

Ownership of Property:

- private
- public-local
- public-state
- public-federal

Category of Property:

- building(s)
- district
- site
- structure
- object

Number of Resources within Property:

| | <u>Contributing</u> | <u>Noncontributing</u> |
|------------|---------------------|------------------------|
| buildings | 2 | 0 |
| sites | 0 | 0 |
| structures | 0 | 1 |
| objects | 0 | 0 |
| total | 2 | 1 |

Contributing resources previously listed in the National Register: n/a

Name of previous listing: n/a

Name of related multiple property listing: n/a

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets the National Register criteria. () See continuation sheet.

Mark R. Edwards
Signature of certifying official

5/29/97
Date

Mark R. Edwards
State Historic Preservation Officer

In my opinion, the property () meets () does not meet the National Register criteria. () See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency or bureau

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register Edson H. Beall 7.3.97

determined eligible _____

determined not eligible _____

removed from the National Register _____

other, explain: _____

see continuation sheet _____

Keeper of the National Register Date

6. Function or Use

Historic Functions:

domestic/secondary structure (automobile garage)
domestic/single dwelling

Current Functions:

domestic/single dwelling

7. Description

Architectural Classification:

late 19th and early 20th century American movements/bungalow-Craftsman

Materials:

| | |
|------------|---------------------|
| foundation | brick |
| walls | brick, wood |
| roof | composition shingle |
| other | |

Description of present and historic physical appearance:

Summary Description (by State Historic Preservation Office)

The Strachan House Garage is a combination automobile garage and residence, built c.1925, converted fully to residential use in 1978, and remodeled again in 1987. It was originally part of a larger resort estate which no longer exists. The building is two-stories high, the first story of brick and the second of wood, with a side-gable roof. The ground floor exterior features four garage bays, now infilled with large windows or french doors. The second floor features weatherboard siding, shuttered two-over-two double-hung windows, and a full-width, shed-roofed wooden porch cantilevered on massive angled braces. Each gable end of the building has a single centered exterior brick chimney. Exterior details include first-story brick laid in American bond, broad eaves with Craftsman-style brackets and exposed rafter ends, chamfered posts and beams, and operable wood shutters. The ground floor interior, refurbished for residential use, consists of a large open space comprising three of the original garage bays, a modern kitchen and foyer inserted into the fourth bay, an original office/apartment with fireplace and mantel, and the original entry foyer with stairs. Finishes include exposed brick walls, stuccoed walls, and original matched-board paneling and wainscoting. The second floor interior is organized along a hallway extending across the north end of the building and consists of several rooms, some with their original configurations and materials including fireplaces and matched-board paneling, wainscoting, and ceilings, others remodeled, and short added lateral hallways accessing the porch. The porch features chamfered posts and beams and a V-grooved

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 7--Description

matched-board ceiling. The attic has been recently finished as living quarters. The building sits directly at the corner of Butler and Georgia avenues, on a quarter-acre lot in the center of St. Simons Village. Also on the property is a remodeled historic storage and generating structure now used as a garage and pool house, a new swimming pool, and a new landscaped patio. The Strachan House Garage was historically part of the three-acre Strachan House estate on St. Simons Island but is the only remaining intact historic structure. This summer estate in the former King City subdivision of St. Simons Village was started in 1910; when completed in the 1920s, it included a large, two-story Craftsman-style house, attached kitchen, servants' quarters, bath house, storage and generating shed, and this garage on three acres of landscaped grounds. In 1986, under former ownership, the main house was sold and moved by barge to Daufuskie Island, South Carolina, to make way for a new subdivision in the St. Simons village. The remaining outbuildings--the garage and smaller storage/generating shed--were left on a corner parcel of the former estate lot and sold off as residential property.

Strachan House Garage (Automobile House)
St. Simons Island, Glynn County, Georgia

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 7--Description

Detailed Description (by consultant)

1. Overall Character and Appearance of property: Built c.1925 as brick and clapboard two-story four-bay garage and dwelling, 56 feet by 26 feet, long side along Butler Ave. No basement. Chimneys on gable ends. Medium pitch gabled roof, Georgian form, overall Colonial Revival with some Arts & Crafts details and ornamentation. Four garage door openings on both sides of ground floor replaced in 1978 by windows on Butler Ave., French doors on other side. The main residential entrance not changed from east gable end.

2. Exterior Materials, finishes, and craftsmanship: Ground floor walls and chimneys constructed of variegated common red brick in American bond. Exterior wood painted cream color. Wood clapboard siding on upper stories, eaves, gable end eaves brackets, doors, windows, V-joint matchboard porch ceilings, veranda floors, colossal verandah brackets, posts, railings, exposed rafter ends, all beveled, chamfered and/or notched; green-painted wooden slatted shutters with metal hardware. Composition shingle roofs.

3. Exterior details, ornamentation, hardware, and craftsmanship: Ground floor openings ornamented with a row of vertical bricks above. Two-over-two wooden sash windows with shutters. The entrance door is covered by a porch in the Arts & Crafts style, a gabled roof with deeply projecting eaves and exposed rafters with ends beveled on two different pitches; the pediment is intersected horizontally by a shed roof, with a shallower pitch. The front porch is ceiled with painted matchboard; the ceiling light fixture is in the Arts & Crafts style--pyramidal metal frame, squared-off end, colorless slag glass shade. A band of six vertical lights are over the front door. The historic exterior window sills are treated as a roll molding, with a fascia beneath. Exposed rafters with beveled ends support projecting eaves on long sides, six rectangular brackets beneath gable end eaves. The second-floor verandah is 11 feet deep and 52 feet long, and is supported on six colossal chamfered and decoratively notched triangular wooden brackets. The veranda roof, railings and posts are also chamfered and beveled.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 7--Description

4. Interior arrangement: Front door opens onto a small vestibule, a quarterturn staircase with landing to the right, a small room with fireplace and lavatory to the left. A brick wall separates this living space from the former garage; a doorway leads into this garage space, which has been renovated into living areas--a kitchen, breakfast room, and foyer has been created out of what was the east end garage bay, and a great room has been created out of the remaining three bays. Ceilings on the ground floor are ten feet high, nine feet high on the second floor. On the second floor, a long passageway runs along the Butler Street side, with a bathroom on either end. Passageways at right angles to the long hall lead to the two doors onto the verandah, and three bedrooms and a sitting area are off these short hallways. Another straight staircase ascends to the finished attic, which has been remodeled into a sitting room, opening onto a small balcony, and flanked by two bedrooms with bathrooms.

5. Interior materials, finishes and craftsmanship: All historic surfaces are finished in either wooden matchboard or stuccoed masonry; no lath or plaster. The finish on the living space side of the interior masonry walls is painted stucco; in the former garage the brick walls have been left bare, and the floor is of brick laid on concrete. All other floors are of heartpine; pine appears to be the wood used throughout. The wainscot and ceiling in the lobby, and the wainscot in the second floor hallway are finished in dark varnished matchboard with ornamental V-joints. The remaining ceilings and walls above the wainscot in the hallway, and in the bedrooms is painted matchboard.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 7--Description

6. Interior details, ornamentation, hardware and craftsmanship: The dark varnished stair balusters are straight, not turned. The newel posts are diminished pillars with pyramidal tops, decorated with attached flat raised panels. The doors are of five horizontal panels. Door and window moldings are plain flat boards, varnished dark or painted light. The wainscot is finished at the top with a heavy roll molding and fascia, composed of 3 flat horizontal bands, each oversailing the other but progressively wider. (Newer moldings are the same width.) The first-floor fireplace and the two end fireplaces on the second floor are finished alike--mantles are two thick boards, one oversailing the other, supported by wood brackets; pilasters have been made of flat and beveled boards. Cast-iron coal-burning grates are in each fireplace. The original Arts & Crafts hanging ceiling fixtures of welded metal and colorless glass in a flattened pyramidal shape are still in use.

7. Structural system, including types of structural systems, kind of structural materials and joints, and craftsmanship: No basement, no visible footings; ground floor constructed of solid brick, interior wall two bricks thick, exterior walls up to 16" thick between bays. Steel I-beams rest on masonry walls and steel posts, supporting the upper floor 2 x 8 floor joists; subflooring is laid on the diagonal. All lumber appears to be yellow pine. Attic ceiling is boarded, supported by 2 x 8 joists, secured by wooden tie-downs; rafters are not visible. Clapboard siding is slightly flared out over the the ground floor, and finished with corner boards joined by a roll molding. Verandah roof rafters are chamfered; matchboard ceiling laid parallel with rafters, not at right angles. Wooden shutters of verandah windows (facing Sound) retain hook and eye hardware to hold them closed, fully open or partially open. The colossal wooden brackets supporting the verandah are bolted together and through the masonry wall.

8. Historical mechanical systems, utilities, and services: Five historical fireplaces with cast-iron coal grates. Push-button electric light switches, ceiling light fixtures in hallway on second floor and on entrance porch.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 7--Description

9. Grounds, including natural terrain and landscaping:

The natural terrain is a flat sandy bluff over 10 feet in elevation, about 300 feet from the north side of the St. Simons Sound. The Carriage House is sited almost on the property lines, at the corner of Georgia Street and Butler Avenue. Window flower boxes and green awnings shelter the four large openings on the Butler street side. The remainder of the property is surrounded by a non-historic privacy fence of brick, wood railings, shrubbery, and chain link on the eastern boundary. There are two wooden entry gates, one on Butler and one on Georgia. The auto entrance is on Butler Ave. through electric wooden gates to a wide shelled driveway. A mature magnolia, and one or two pines and live oaks shade the property; shrubbery and potted plants are used around the buildings. South of the house is a concrete patio and an inground pool with brick decking.

10. Outbuildings (identify, locate, date, describe briefly, state current and previous use(s), and explain relationship to property): The Strachan Cottage site was almost 3 acres; the Carriage House was an outbuilding to the Strachan house (circa 1910) which was moved off the property in 1986 by barge to Daufuskie Island, S. C., as were the other historic outbuildings. One other historic outbuilding is extant, and was used for storing gas for the lamps and electrical generating machinery, which was donated to the Jekyll Island Club Historic District by the present owner. This wood frame building (circa 1914-1920) is about 18 feet by 40 feet on a 10-inch monolithic concrete slab, and has a hipped roof, projecting eaves, beveled rafter ends, clapboard siding and corner boards; the exterior finish is very similar to the Carriage House. Part of this building has been converted to use as an office and pool cabana, and a greenhouse has been added on the south side. Part has been left in its original unfinished state and is used for storage. The double wooden doors appear to be original.

11. Archaeological Potential. Unknown. (No formal archaeological investigations have been conducted on the property.)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 7--Description

12. General character and appearance of the property's surroundings, and relationship of property to its surroundings: Residential neighborhood, mixed lot sizes and housing, old and new, varied styles from early vernacular beach cottage to large post-Modern; heavy typical island vegetation--live oaks, palmettoes, bay magnolias--narrow, tree-lined streets, some unpaved, no curbs, gutters or sidewalks. View south on Georgia Street is of Jekyll Island and St. Simons Sound; view east down Butler Avenue about 500 feet is St. Simons Village and Pier, and Lighthouse; down Butler to west about six blocks away is Sea Island Golf Course, hidden by trees. The immediate neighborhood to the south, east and north (formerly the Strachan Estate) has been developed into Butler Mews Subdivision (1986). The Carriage House was originally designated as the Butler Mews Clubhouse, but the homeowners ass'n. preferred the property to be sold as a private residence.

13. Change to the property, including alterations, additions, demolitions, and remodelings, and their dates: 1978--Carriage House parcel subdivided from Strachan Estate property, and remodeled from combination garage with dwelling to dwelling only, by replacing garage doors with windows and French doors, and finishing the garage interior as a "great room"; on second floor by adding the two short hallways and creating a sitting area, and changing the door location in the west bathroom to open into the bedroom. Two bedrooms and bathrooms created in the attic; brick fence added, swimming pool and patio added. 1987--ground floor remodeled again, by making room on left into a powder room, and by enclosing the former easternmost bay of the garage space for a kitchen, breakfast nook, and foyer; cutting a dormer and balcony in the center of south side of roof from attic; also remodeling the storage building into living space by enclosing rooms, and cutting new openings on north, west and south sides, adding services.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria:

A B C D

Criteria Considerations (Exceptions): N/A

A B C D E F G

Areas of Significance (enter categories from instructions):

architecture
transportation
social history

Period of Significance:

c.1925 - 1931

Significant Dates:

c.1925

Significant Person(s):

Frank D. M. Strachan

Cultural Affiliation:

n/a

Architect(s)/Builder(s):

unknown

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8--Statement of Significance

Narrative statement of significance (areas of significance)

The Strachan House Garage is the only intact historic structure remaining from the former Strachan resort house compound on St. Simons Island. It is significant in the areas of architecture and transportation as a relatively rare and relatively intact example of a large, early 20th-century garage or "automobile house." During the early decades of the automobile era, automobiles were generally housed in separate structures rather than in garages attached to houses, partly out of fear of explosion and fire, and partly to isolate noise and fumes. Larger examples contained maintenance and repair facilities along with residential quarters for the chauffeur/mechanic or other domestic help. These buildings were characterized by large open bays on the ground floor, sometimes as in this example open at either end for ease of maneuvering bulky automobiles, with office and/or living space to one side or above. They often were designed in a style compatible with the main house. The Strachan House Garage is one of only three extant examples on St. Simons Island and is the largest and most architecturally elaborate with its distinctly Craftsman-style finishes and details. It was built at the same time as the first automobile causeway linking the island and the mainland at Brunswick; as such, it represents the island's early automobile age. Although remodeling of the garage area into living quarters has altered its architectural character to some degree, the building retains its overall form, interior open spaces and bay configuration, general plan, and construction and finish materials and details.

The building also is significant in the area of social history as the sole surviving historic structure on St. Simons Island directly associated with Frank Strachan, Brunswick (Georgia) millionaire, shipping magnate, businessman, financier, real-estate developer, and promoter. Strachan was directly involved in St. Simons Island's early 20th-century resort development. He built his summer estate in the former King City subdivision of St. Simons Village starting in 1910; when completed in the 1920s, it included a large, two-story Craftsman-style house, attached kitchen, servants' quarters, bath house, storage and generating shed, and this garage on three acres of land. In 1986, under former ownership, the main house was sold and moved by barge to Daufuskie Island, South Carolina, to make way for a new subdivision. The remaining outbuildings--the garage and smaller storage/generating shed--were left on a corner parcel of the former estate lot.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section 8--Statement of Significance

National Register Criteria

The property meets National Register Criterion A for its associations with the early 20th-century resort era and the early 20th-century transportation history of St. Simons Island. It meets Criterion B for its associations with Frank Strachan, an important Georgia businessman who played a principal role in the resort development of St. Simons Island. It meets Criterion C for its architectural significance as a relatively rare and intact example of an unusually large early 20th-century garage or "automobile house."

Criteria Considerations (if applicable)

n/a

Period of significance (justification)

The period of significance begins c.1925 with the construction of the building and ends in 1931 with the death of Frank Strachan, with whom the building is most directly and significantly related.

Contributing/Noncontributing Resources (explanation, if necessary)

Contributing buildings include the garage (automobile house) and storage building, both of which existed during the property's period of historical significance (c.1925-1931). The noncontributing structure is the modern swimming pool in the courtyard. Landscape features comprise an important part of the setting of the property but are not enumerated here.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8--Statement of Significance

Developmental history/historic context (compiled by the consultant)

The nominated property at 414 1/2 Butler Avenue is two blocks west of Mallery Street, which leads to the pier jutting into the St. Simons Sound. This sound is the passageway between St. Simons and Jekyll Islands for ships going to and from the Atlantic Ocean to the port of Brunswick and, in the eighteenth and nineteenth centuries, the wharf at Gascoigne Bluff on the west side of the island. Before the automobile causeway from Brunswick to Gascoigne Bluff was completed in 1924, a regularly-scheduled ferry carried "the summer people" to and from Brunswick to the "Ocean Pier," after it was constructed in 1888. Butler Avenue and Mallery Street are the only remaining intact streets of King City Subdivision, an important part of the resort colony which grew up along St. Simon's southern shorefront, near the pier and the lighthouse a few hundred yards away.

Mallery Street was on the southeastern boundary of "Retreat," the famous sea-island cotton plantation of the Page-King family. In 1889 the heirs created on their property the first island subdivision, naming it "King City." Along the waterfront of King City, overlooking the Sound and Jekyll Island, family members and Brunswick's business and social elite built summer homes in the early twentieth century. The two buildings of the nominated property are all that remains of the three-acre summer compound of Frank Duncan MacPherson Strachan (1871-1931), a native of Scotland who relocated here from Savannah, in 1898. Frank Strachan, "Brunswick's only millionaire,"¹ played a leading role in the early twentieth-century development of both Brunswick and St. Simons Village, as this resort colony came to be known in the late 1930s.

The Plantation Era. The property of Retreat was a colonial land grant to James Spalding, also a native of Scotland. The first sea-island cotton grown on the North American continent was planted here in 1786 by Spalding, as an experiment.² The earliest documented reference found for this site is dated 1804. It was part of five contiguous tracts totalling 268 1/2 acres, bounded on the south by St. Simons Sound, sold by James' son, Thomas and his wife Sarah, of

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8--Statement of Significance

McIntosh County to Revolutionary War veteran Major William Page of Glynn County for \$10,000 in United States money. It was Major Page who named the plantation "Retreat." When he died in 1826, he left all his lands and improvements on St. Simons Island, including Newfield and Retreat Plantations, to his only child, Anna Matilda, who married Thomas Butler King (d. 1864), southern statesman, American railroad developer and prominent Whig politician, who was a state senator and First District Congressman.

In 1859, Anna Matilda King's surviving children--Henry Lord (d. 1863 in Civil War), Richard Cuyler (d. 1913), John Floyd, and Mallery Page (d. 1899), Hannah (m. William Audley Couper 1845), Georgia, Florence and Virginia--inherited her property on St. Simons, which included 2,075 acres, much more than the land originally purchased by Major Page from Thomas Spalding, and described by the estate appraisers as 250 acres of first quality hammock land, 261 acres of second quality hammock land, 804 acres of scrub and pine land, 110 acres of savannah and pond, and 650 acres of marshland.

St. Simons was abandoned by its residents during most of the Civil War. The Lighthouse having been destroyed when the Confederate troops withdrew, the Federals designated "King's Cotton House," a four-story wooden barn used for the processing and storage of cotton, as a landmark to steer by. (See Map 1.) When the last extant buildings of Retreat Plantation burned around the turn of the century (some remains may be seen at the Sea Island Golf Club), Georgia King Wilder, president of the Georgia Society, Colonial Dames of America, wrote that her feelings were mixed; the last evidence of their former life at Retreat had been a sad reminder of how much they had lost. In response to a newspaper article which mentioned only Fanny Butler Kemble and Aaron Burr in connection with the antebellum history of St. Simons Island, Mrs. Wilder pointed out that their grandfather, Major Page, and their father, Thomas Butler King, were far more significant and representative of St. Simons Island than Kemble or Burr, who were merely brief, albeit more notorious, visitors.

Little documentary evidence exists for life on St. Simons from 1865 to 1873. (See Map 2.) The island planters who returned took up farming again, but after a period of experimentation, gave up raising sea-island cotton and rice, turning to cattle, fodder and vegetable crops, which often

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8--Statement of Significance

provided little more than a subsistence living. Some planters sold out quickly, but Retreat Plantation became the home of Capt. Mallery Page King, his wife and three daughters. His surviving brothers moved away to make their livings, and their sisters Virginia, Florence and Georgia eventually married prominent Savannah businessmen: John Nisbet, General Henry Rootes Jackson, and Joseph J. Wilder. In 1873, Mallery's brother, John Floyd King of Mississippi, and his brothers-in-law Joseph Wilder and Henry Rootes Jackson of Savannah, deeded to Mallery P. King in trust for the benefit of his minor children--Mary Anna King, Frances Beaufort King, and Florence Page King--all of their interest in Retreat.⁶

Lumber Mill Era. The Kings' in-laws and neighbors, the Couper family, sold their Hamilton Plantation on Gascoigne Bluff to Dodge, Meigs and Company of New York in 1874, for use as a lumber mill site. (See Map 3.) Since British General Oglethorpe settled the island in 1735-6, a wharf at Gascoigne Bluff had been the main docking site for the island. The Dodge company brought skilled lumbermen and mechanics from Europe and New England to build the mills and run them. Logs from central Georgia were made into huge rafts, floated down the Altamaha River to the log boom at Darien, then tugged through the Frederica River to the mills, as needed. The St. Simons Mills were the third largest in the United States. One of their first contracts was timbers for the Brooklyn Bridge; in 1880, they began supplying the timber for the New York Elevated Railway. Despite the lumber mills, St. Simons Island remained rural and agricultural. The planters still in residence--the Postells, Kings and Goulds--considered themselves farmers, and literally everyone on the island hunted, both for food and sport, as wild game abounded. The permanent island population was only 300 whites and 800 blacks.

Brunswick Capt. Urbanus Dart, who delivered the mail from Brunswick to the island post office at St. Simons Mills, began to carry summer "excursionists" to the island to visit the ocean beach and see the new Lighthouse and keeper's cottage (1876). At this time, waterfront landowners claimed riparian rights to the low water mark and could legally exclude trespassers from the beach. The only way to get to the Atlantic beaches was to obtain permission to traverse the Mill property to the main unnamed and unpaved road (now Demere Road) over to the east side of the island, past Bloody Marsh,

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8--Statement of Significance

then take a narrow, sandy lane through the thick woods to the beach. The Dodge company warned the general public to stay away from the island, their docks and land on the Frederica River. Furthermore, accommodations for visitors were scarce and primitive--there were only two small boarding houses on Mill property, and tenting on leased land along the beach was common. Despite a growing need for hotels and rental cottages, transportation to the beaches was too inconvenient to stimulate much financial investment at first.

A native islander, Mrs. Annie Arnold, who owned and ran one of the two boarding houses, was the first to take the plunge. Her husband, Willibald Arnold, a skilled German "mechanic," built the 30-room Ocean View House in 1883-4 on a site purchased from Capt. Postell about a mile northeast of the Lighthouse. Soon, plantation owner James Gould started a hack line from St. Simons Mills to Ocean View House, and Capt. Dart offered regular Sunday excursions from Brunswick to Ocean View House, roundtrip \$1.25, including dinner.

Early Resort Era: The Ferries and Pier of the St. Simons Transit Co.; King City Subdivision. Capt. King finally obtained an appointment as deputy collector of customs in Brunswick, and the family moved their residence to town in the early 1880s. King decided to rent his plantation on a short-term basis, and advertised it in the Brunswick News as "the old well-known summer resort, Retreat." It was taken by a Mr. Mercer of Canada for the summer of 1883. Mercer intended to take paying guests, and advertised it as having a splendid beach of five miles with good surfbathing-- no dangerous undertow or sharks! He promised to renovate the house, put in a new wharf, bath houses, tents and hammocks.¹⁰ This arrangement proved to be unsatisfactory, however. King decided to try to lease his waterfront property on a long-term basis, instead.

By this time, the Postells, Coupers, and Kings, who owned the oceanfront property of St. Simons and Long Islands, had decided their lands would make excellent beach resorts. They knew St. Simon's climate and Atlantic beaches were comparable to those of Florida, which was becoming a winter resort for the well-to-do. In fact, all over the United States, picturesque rural areas, especially those with pleasant winter or summer climates, were being snapped up by railroad barons and wealthy industrialists, and converted into

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8--Statement of Significance

private hunting preserves or resorts either for themselves or for middle-class city dwellers, anxious to escape the smokestacks of the American industrial revolution. The south Atlantic coastal plantations, no longer able to produce rice and cotton profitably, were still naturally beautiful and relatively warm in the winter. It was simply a matter of getting buyers and sellers together.

The descendants of Revolutionary War General Nathanael Greene sold most of their Georgia island--Cumberland--to Andrew Carnegie in the early 1880s. Seeing a golden opportunity, in 1885 the Brunswick newspaper published a promotional brochure titled "The City by the Sea," in which Carnegie's purchase was highlighted. Capt. King advertised again in this brochure: "The St. Simons Health & Pleasure Resort, 'Retreat,' for lease three to ten years on most accommodating terms." He mentioned the surf bathing, fishing and oystering on King's Beach, the beautiful grounds, drives and walks, and called it the "best adapted and most desirable place for a real nice, fashionable and quiet boarding house or health retreat . . . in Georgia or Florida, either for summer or winter." The results of this ad are unknown, but others were more successful. The DuBignon family advertised their Jekyl Island, which lies between St. Simons and Cumberland, emphasizing the convenience of negotiating with only one owner instead of several. Jekyl was called the finest point on the South Atlantic coast for a "rendezvous for yachts" and "a natural game preserve. . . . To a man of large means, able to indulge in the expenditure, this island of Jekyl would be a paradise." The DuBignons incorporated a joint stock company and sold the limited number of shares to an exclusive group of northern millionaires, including Rockefeller, Morgan, and Vanderbilt, plus others whose names are not so well-known now.

Another proposed venture proved to be ahead of its time by a few decades in 1885, but the idea led directly to the development of the south end of St. Simons. (When it was finally successful in the 1920s, it would have a great effect not only on Retreat Plantation but the entire island.) The Brunswick News reported with great excitement that the Honorable J. M. Couper, formerly of St. Simons Island, was the head of a group of capitalists who were going to establish a seaside resort on Long Island Beach (Sea Island). Despite having one of the most beautiful beaches on the Atlantic, they

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8--Statement of Significance

acknowledged that it was hard to reach--there are breakers on the Atlantic side, and marshes, creeks and rivers on the west. The investors were planning to build a steel railway from St. Simons Mills dock to the hotel site six miles to the east, which would cross the marshes on trestles. Six miles of rail, two engines and cars, and the necessary timber had already been purchased. Couper's scheme did not materialize, but Capt. Postell was able to lease another beachfront site on St. Simons north of Ocean View House for the construction of a \$25,000 summer hotel by a group of investors (perhaps the same ones). The investors planned to build a 2 1/2 mile long air-line hard roadbed from St. Simons Landing at the Mills to the hotel.¹² However, the Ocean Pier was constructed instead on the Sound in 1887, at the eastern boundary of Retreat Plantation near the Lighthouse.¹³

By 1888, the elegant 325-room Hotel St. Simons was completed. In the summer, a steamer connected with all trains in Brunswick for the Ocean Pier, where guests and excursionists took a mule-drawn trolley car along the shore to the two hotels a mile north.¹⁴ The resort era on St. Simons Island was finally underway.

With more convenient transportation to the beaches assured, and a large, fashionable hotel to house prospective buyers, the King family had surveyor E. A. Penniman plat a subdivision in August 1889 on the easternmost waterfront area of their property. Being adjacent to the Pier, the lots were within walking distance. Penniman laid out a simple grid pattern formed by five east-west avenues, traversed by ten north-south streets, named for family members: Mallery, Floyd, Cuyler, Georgia, Florence, Virginia, Hamilton, Fraser, Wylly, and Gould were the streets, and Page, Butler, Lord, Couper and Grant were the avenues. One large lot on Mallery street located just west of the Ocean Pier was designated as a hotel site. There were 644 lots, each eighty by forty feet, and each rectangular block was bisected north to south by a twenty-foot alleyway. Each block was 360 feet by 200 feet, separated by a 50-foot roadway.¹⁵ In February 1892, Florence Page King legally appointed her father, Mallery King, to sell the Retreat property for the family. The first sale was for two lots on Mallery Street, to H. C. Smith and I. L. Peckham (of the Lighthouse) for \$225. on 26 December 1892. In 1893, the name "King City" was given to their subdivision when it was recorded in Superior Court.¹⁶ (See Map 4.) However, King City Subdivision never developed as it was originally platted. Except for the lots along Mallery street, which became

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8--Statement of Significance

commercial, few individual lots were built on. Members of the family and their close associates came to own most of the sites along the waterfront in large undivided parcels; in fact, most of the property in King City was held that way until fairly recently.

In 1894, Capt. King's daughter Buford (sic) King, married Frank Dunwody Aiken (a descendant of the South Carolina Aikens), a lumberman who had moved to Brunswick during the booming 1880s. Aiken became president of the Brunswick Bank and Trust Co., a firm in which the King family was deeply interested.¹⁷ Capt. King, who had become the bank cashier, died in early 1899, and left no estate; the Retreat property had already passed to the next generation, and he had no other assets. In 1902 his widow, Eugenia Grant King, asked to have Frank Aiken appointed as administrator for an unrelated legal matter. Perhaps the only result of this administration was a re-survey of the Retreat Plantation boundaries for the existing heirs: Aiken, John Lord Nisbet, Virginia L. N. Heard, Nannie Nisbet, Florence King Maxey, Buford King Aiken and Mai King Parker. A new map was prepared, dated November 1904. (On this map, King City Subdivision was not even shown.)¹⁸ (See Map 5.)

About 1898, after the completion¹⁹ of the dredging of the ship channel to Brunswick to 25 feet, Frank D. M. Strachan moved to Brunswick from Savannah with his new bride, Mary Lee Adams, to become a shipping agent for the Johnston Blue Cross Line Steamers.²⁰ His father, clipper ship captain Francis Garden Strachan, and his mother, Margaret MacPherson, had immigrated to Savannah in 1885 with their children--William, Frank, Harry and Margaret--from Banffshire, a coastal county of eastern Scotland. Capt. F. G. Strachan formed a steam and sailing ship commission brokerage in 1886 with a handshake on the floor of the Savannah Cotton Exchange with George P. Walker, then vice-president of the Savannah Board of Trade. The company's primary business was the shipment of cotton to Liverpool, Hamburg and Bremen, but they expanded into other trades, ports and methods of transportation. Strachan Shipping Company has become a global conglomerate.²¹

All the company presidents but one have been members of either the Walker-Groves or Strachan-MacPherson families; the current president is J. R. MacPherson, Jr. The portraits of deceased past presidents line the walls of the company boardroom. Frank D. M. Strachan chose to be photographed in his New York Yacht Club cap, smoking a cigarette. Among the

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8--Statement of Significance

family members, he is affectionately called either "the pirate" or "Big Boy." He was an experienced yachtsman, beginning with his father's yacht "The Thistle," which was also the name given to the elder Strachan family's summer campsite on Port Royal Sound in South Carolina, fronting the Broad River. In addition to a home in Brunswick and a summer home on St. Simons, Frank Strachan owned a home at Oyster Bay on Long Island. One year his yachting skills won him the Astor Cup.²²

The first few years after their arrival in Brunswick, Frank and Mary Strachan boarded at the Oglethorpe Hotel. Their first child, Duncan, was born in 1901. Mrs. Strachan bought a block of lots in Old Town Brunswick on Union Street between Albemarle and Prince streets, and built their home, a substantial dwelling at 822 Union Street, probably the earliest brick residence in Brunswick.²³ (See Map 6.)

About 1902, Frank Strachan formed an independent company under his own name. F. D. M. Strachan & Co. was located on the Brunswick waterfront at Bay and Howe streets (now the site of Mayor's Point Terminal), operating from the "old" wharf and terminals of the Southern Railway, and the "New Docks" of the Southern Railway on the Turtle River.²⁴ (See Map 6.) The Special Harbor Magazine (1907), another Brunswick promotional brochure, devoted three pages to the Strachan Line, which then operated out of Savannah, Charleston, Brunswick and Fernandina, calling Capt. Strachan "one of Brunswick's leading and most prominent businessmen" and "one of the great captains of industry."²⁵ Frank Strachan made his home in Brunswick from 1898 until he died in 1931, even after becoming president of Strachan Shipping of Savannah in the 1920s. He was a close business associate and neighbor of Frank D. Aiken both in Brunswick and on St. Simons Island. When young Duncan Strachan married Buford King Aiken's daughter, Florence, in 1927, it was considered a "brilliant" match, and united the King, Aiken and Strachan families.²⁶

Capt. Strachan was the president of several local companies important to the development of Brunswick, besides his own: the Mutual Light and Water Co. (Brunswick's first water, electricity and gas company, incorporated in 1902); the related City and Suburban Railway Co. (the streetcar line, constructed in 1909); the Brunswick and Florida Steamboat Co., which operated between Fernandina, Cumberland and Jekyll islands and Brunswick; and the Glynn Ice Co. (incorporated in

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8--Statement of Significance

1903). Strachan was also vice-president of the Brunswick Bank & Trust Co. and the St. Simons Transit Co., which had the monopoly on ferry service to St. Simons Island. His friend and business associate Frank D. Aiken was president of both the bank and the ferry company.²⁷

In connection with his shipping business, Capt. Strachan incorporated in 1909 the Butts-Dubberly Hardware Company, ship chandlers. In 1913, Capt. Strachan incorporated the Glynn Fish & Cold Storage Co., to catch and sell fish and seafood. In response to the war in Europe, Capt. Strachan and 58 other incorporators organized the Brunswick Ship Building Company in 1916, the first ever created in the state. This was followed by the creation of three other shipbuilding plants in Brunswick after the war. With MacPherson and other officers of Strachan Shipping of Savannah, Capt. Strachan incorporated the Glynn (Cotton) Compress Co. (1916),²⁸ and the Cotton Factorage and Warehouse Company (1917).

Although he never became an American citizen, as Brunswick's wealthiest businessman, Capt. Strachan was socially responsible and civic-minded; he was on the 7-member board of trustees of the City Hospital of Brunswick, and helped incorporate the Brunswick Hospital Training School for Nurses in 1908. He was vice-president of the Brunswick Board of Trade in 1912, under president Frank D. Aiken. In 1914, he was one of five men named to a committee of the Board of Trade to raise \$15,000 towards the Dodge Home for Boys. In 1916, he was one of the incorporators of the Glynn Students' Loan Fund, a non-profit corporation.²⁹

When the war in Europe broke out in 1914, a federal law was passed that companies run by foreigners who were citizens of any of the belligerent nations could not legally engage in shipping from any port of the United States, which was a neutral country. Frank Strachan's Brunswick shipping company was merged into the parent company in Savannah, and George Armstrong of Savannah became president of "Strachan Shipping Co." from 1914 to 1917, and Frank Strachan became first vice-president. His nephew W. J. MacPherson, who had emigrated to Brunswick from Scotland to live with Capt. Strachan,³⁰ and learn the business, became the Brunswick manager.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8--Statement of Significance

Frank Strachan was not only a leading businessman, he invested heavily in real estate. In 1906, he bought the remaining Brunswick waterfront real estate of the Brunswick Terminal Company for \$5,000 cash. In the same year, Frank D. Aiken and Frank D. Strachan together purchased the huge "Welles Addition" in south Brunswick for \$34,500 cash from Joseph Swan of Albany, New York. In 1908, Capt. Strachan purchased the 790 acres of St. Claire Plantation and Cannons Point Plantation of 500 acres more or less, on St. Simons Island, from Francis Butler Leigh. He also bought Oatlands Plantation on St. Simons, and on the mainland, Grantley Plantation and a 17-acre triangular parcel of Broadfields Plantation from Miriam Dent in 1925; he owned other land near the Sound, as well.³¹

There is considerable evidence to indicate that Strachan was engaged in agricultural experimentation, as other businessmen were doing during this period. No satisfactory way had been found to continue raising rice as a profitable cash crop in Glynn County, and the boll weevil ruined sea-island cotton crops along the coast in 1921-2. This area is quite similar to Florida in topography, climate and soil conditions. The Brunswick newspapers and other business publications indicate enthusiasm for crop diversification which continued throughout the 1920s, in imitation of Florida landowners, just as Florida resort development was being imitated. In 1909 the South Georgia Celery Company was incorporated by Strachan and other Brunswick businessmen, to try growing this as a new cash crop, as they were doing successfully in Sanford, Florida. In 1917 he helped incorporate the Georgia Satsuma Company, its stated purpose being to experiment with new agricultural crops in Glynn County and other counties.³² In 1927, as president of Strachan Shipping, he was instrumental in inaugurating the shipment of Florida grapefruit and oranges to Liverpool from Jacksonville, where the company had expanded by this time. In order to do this, he had to induce the Leyland Line to gamble on a new trade. The experiment was successful, and in 1928, the Strachan Line also sent the first big exportation of Georgia Elberta peaches to England from Savannah.³³

Census records of 1910 and 1920 show the Strachan family had two black women as live-in house servants, but in 1920, there were also three Japanese "butlers": K. Isukada, 47; H. Sanor, 32; and Y. Noda, 31. All were born in Japan, and all

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8--Statement of Significance

could speak English. The Strachan shipping company was an agent for the Japanese flagship line, and the names of Japanese steamers begin to appear in the Brunswick newspapers in the early 1920s. Strachan's granddaughter, Mary Blun, and his grandson, Henry Dunn--both of Savannah--and the MacPherson children who live on St. Simons Island, all remember only Noda, but he made quite an impression on them. Noda left the family at least before 1931, for Mrs. Strachan received a letter from him upon hearing of Capt. Strachan's death in 1931, according to Henry Dunn. In searching for a reason for these three Japanese "butlers," the only clue was an intriguing newspaper article about the crop experimentations being carried out on the old Butler rice plantations by Col. T. L. Huston, using American-educated Japanese engineering expertise and Japanese farm workers, who were experienced with below-sealevel farming and machinery.³⁴ This suggested that Frank Strachan may have been doing the same thing--he was certainly interested, and owned much agricultural land.

About 1905 the Strachans began to purchase property in King City, along the waterfront. Mary Strachan bought the entire waterfront block on the far western end of King City Subdivision in 1905-6, but this was not used as a building site, possibly because it was ten sandy blocks from the Pier. (Even the only island road to the beach was not paved with shells until 1894, when Mallery King was one of the three county commissioners--ever after, it was called "Shell Road.") On 8 September 1906, Frank Strachan began to buy the lots in King City on which he would build a summer home overlooking the Sound, only two blocks from the Pier. It took him until 1911 to purchase all the contiguous lots of the large (three-acre) site he wanted; some of these lots had been sold by the Kings, but few had been built on.³⁵ The Strachans were among the first to build a large substantial house for their own seasonal use on St. Simons Island, about 1910. Most of the early resort dwellings on St. Simons were simple rental beach cottages. St. Simons' resort property was still considered speculative at this time. Island land purchases in the late nineteenth and early twentieth century were still just as likely to be intended for agricultural use as seasonal resort use.³⁶

The simple but imposing Strachan house was so situated that it was very noticeable from the end of the Pier and the Sound, and it became an island landmark. The house was built first, with two small servants' cottages directly behind it.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8--Statement of Significance

(See Map 7.) A round reservoir behind the house seems to have been the only one on the island; it was probably intended for firefighting purposes--there was no fire department on St. Simons for many years. Many people remember the three cannons on the Strachan Cottage lawn, which faced the Sound. These cannons were left there from the Spanish-American War years, when the United States government built small forts at the Lighthouse, the Strachan Cottage site, and on Jekyll Island, to protect the harbor entrance. (Brunswick was the home port of the "Dauntless," owned by the DuBignons, who were active supporters of the Cuban rebels.)³⁷ Mrs. Blun says her father, Duncan Strachan, tried to give the cannons away for scrap metal during World War II, but she is not sure whatever became of them.

Frank Aiken, Frank Strachan and their associates were instrumental in developing St. Simons Island before 1924, as they had a monopoly on all the public transportation and utilities. Frank Strachan was the vice-president, and Frank Aiken the president and chief spokesman of the St. Simons Transit Co., which leased the Ocean Pier and the land behind it, had the mail contract, and a monopoly on ferry service to St. Simons. The schedule for the steamers of the St. Simons Transit Co.--the "Attaquin" and its successors, the "Sea Gate," the "Emmeline," and the "Hessie," which had been the steamer to Fernandina--was published regularly in the Brunswick newspaper. In the winter, the steamer called at Ocean Pier at 9 a.m. and 2:30 p.m., returning to the city at 10 a.m. and 5 p.m. The summer schedule was more frequent: there were four trips a day during the week and five on Sunday. Roundtrip fare was 40 cents. Also, special excursions were often advertised by the company. One of the big events of the summer season on the island was the annual national guard summer encampment, held in tents on company property near the Pier. There were also summer conventions of groups like the Hoo Hoos (the lumbermen's association), the Georgia Weekly Press Association, the Rome Volunteer Fire Department,³⁸ and children's camps held on the island.

Until 1924-5, the St. Simons Transit Co. acted as a quasi-governmental authority for the south end of the Island, then called "St. Simons Beach." The main post office at the St. Simons Mills on Gascoigne Bluff was not closed until 1912, even after the mills were shut down about 1907. After trying for three years, President Aiken finally persuaded the postmaster to open postal station No. 2 in 1908, on Mallery

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8--Statement of Significance

Street at Butler, near the Ocean Pier, "for the convenience of the summer people." St. Simons Transit had to build and furnish the post office station at their own expense--the safe and lock boxes were supplied by the government. When the colonel in charge of choosing the national guard's site threatened to change the locale from St. Simons unless something was done about the lack of sanitation at the Pier hotels and the Waycross Colony, he wrote to the county and to the officers of the St. Simons Transit Co.. In 1909, St. Simons Transit sued successfully to prevent Mrs. Wallace from building a pier in front of her hotel in King City, the Jekyl-View.

The old St. Simons Hotel burned down before 1908, and the "New" Hotel St. Simons was underway on the old site by 1909; it was completed by 1911. (Capt. Strachan's beachfront cottage in King City was under construction during this same period.) In 1910, The St. Simons Railway Co. was incorporated by Frank Strachan, Frank D. Aiken, H. F. Dunwody, W. J. MacPherson, Albert Fendig, J. B. Wright (who owned one of the ferry steamers) and other Brunswick businessmen, and M. Kaiser of New York. The rail line was to run from "the Ocean Pier or in King City" to where Postell and Black Banks Creek flow into the Atlantic (near the new hotel), and westerly to the Frederica River. In 1914, the Waycross businessmen who managed the New Hotel St. Simon attempted to transport their own passengers and freight to the ocean pier which had been constructed between their hotel and Ocean View House. St. Simons Transit sued, and the court upheld the company's exclusive right to operate a common carrier to the Island.⁴⁰

Of relevant interest, since the nominated property was constructed as an auto garage (circa 1925) is the first depicted evidence of autos on St. Simons on the 1913 Sanborn Map; Ocean View House had an auto garage and repair shop, and gasoline, and the New St. Simons Hotel had a brick auto shed, 20 feet by 50 feet, with one large opening on the end. Starting about 1908, the sport of "automobiling" became a national mania. Auto sportsmen pioneered in the development of new routes, through automobile clubs and "Good Roads" committees. This trend was going on at the same time as the winter resorts of Florida were developing, so many of the routes were new ones going in a north-south direction. Businessmen in Savannah and Jacksonville took the lead in developing the Coastal Highway, beginning in 1912, for the express purpose of snaring some of the Florida traffic and resort development for coastal Georgia.

Strachan House Garage (Automobile House)
St. Simons Island, Glynn County, Georgia

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8--Statement of Significance

According to Coastal Highway District president Harvey Granger of Savannah, the Savannah auto races of 1908-11 and the Coastal Highway were deliberately designed to attract new people with new ideas and new money to coastal Georgia. Hudson-Essex Company auto magnate Howard Coffin came to the Savannah auto races of 1908. He was taken on a tour of the coastal islands, and fell in love with their romantic beauty, history, isolation--and availability. Just as Carnegie had done in the 1880s,⁴¹ Coffin purchased an island for a winter residence--Sapelo. Coffin and his Detroit banker, Eugene Lewis, and their Sea Island Investments Co. had a lasting impact on this area, and especially on St. Simons Island, but they had to wait for adequate highways to be built. The construction of the Coastal Highway led directly to the St. Simons causeway project (1919-24), which replaced the ferry service. Only those who were closely associated with the ferry company were sorry to see it go, if the local newspapers and election results are to be believed. The voters of Brunswick and Glynn County overwhelmingly approved three separate bond issues to build the Coastal Highway, the St. Simon (sic) Highway, and new roads, public parks, and a public pier and pavilion on St. Simons.

The 1920 Sanborn Map of St. Simons Island shows the addition of one new building since 1913 to the Strachan compound, the extant storage building. (See Map 8.) This building originally housed carbide gas for the gas lamps, according to Mr. Dunn; electrical generating machinery was found in it by the present owner. The garage on the Strachan Cottage site is not on the 1920 Sanborn Map, but autos are much more evident on St. Simons by 1920. At this time, autos had to be stored under roof when not in use. Ocean View House still had its garage, and five or six tiny "auto houses" are depicted behind dwellings. On Mallery Street is a hexagon-shaped garage for 5 cars. These garages were wooden with wooden floors.

By 1913, there were said to be 300 rental cottages on St. Simons, in addition to five beachfront hotels, but by 1920, fire, beach erosion, and lack of maintenance took a toll of these wooden buildings. The New St. Simons Hotel, the Bellevue, and Tilton's Pier Hotel disappeared, along with a considerable portion of the beachfront between the lighthouse and Ocean View House. Only the Bellevue was replaced by another, smaller St. Simons Hotel. By 1920, growth on St.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8--Statement of Significance

Simons Beach had slowed considerably. Furthermore, Savannah and Chatham County had just voted a \$1 million bond issue to construct the "Million Dollar Road to Tybee [Island]" for the express purpose of attracting tourists from inland Georgia to Chatham County--tourists who would go there in preference to St. Simons! Said an editorial of the Brunswick News:

Nowadays when all prefer to take their automobiles when seeking pleasure, the future growth and prosperity of seaside resorts is dependent upon their easy accessibility by motor. St. Simons is already lagging far behind other southeastern resorts, and its future use and development is dependent upon the building of a highway. The prosperous resorts in future will be only those which can be reached quickly and easily by automobile.⁴²

An Atlanta newspaper said that when Atlantans could drive their autos directly to St. Simons, that old island "would wake up from her long sleep."

St. Simon lost some of its prestige when its principal hotel burned down [again] several years ago, but the Campbells, who operate the small hotel near the pier, have plans for a new and modern building . . . The type of folk who can afford a seaside vacation usually own a car and want to use it on their trips--which means that St. Simon will not come into her own until a tourist can drive up to the door of the hotel or his own private cottage."⁴³

Sentiment was growing for a public highway, rather than the privately-owned, for-profit toll road then contemplated. Also, Brunswick businessmen soon realized it would be in their best interests to have the route closer to their city than to Darien, and closer to St. Simons Beach on the south end. By May 1921, the county commission chairman--a prominent Brunswick businessman--and the Young Men's Club⁴⁴ of Brunswick were behind a publicly-owned St. Simon Highway.⁴⁴ At the same time, a Glynn County Grand Jury recommended to the County Commission that the county should provide public docking and landing facilities on St. Simons Island. It was pointed out that "one boat line owns a monopoly in transporting passengers and freight between Brunswick and the island . . . This condition is wrong, regardless of whose interests are affected. . . these conditions [should] be changed for the benefit of the public at large."⁴⁵ It was clear that a new

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8--Statement of Significance

day was dawning--the reform movement was being expressed in many different ways in this period, judging by newspaper articles. There was a new regard for public interests over private.

The Second Resort Era: The St. Simon's Highway and the Sea Island Company. In 1922, Gov. Hardwick signed the St. Simon Highway Act. The project was ratified easily by both city and county voters. Since the city was in the St. Simon Highway bond issue fifty/fifty with the county, Brunswick Mayor Malcolm McKinnon insisted that public parks be created on St. Simons for the benefit of city residents, and secured the old Hilton-Dodge Lumber Mill site at Gascoigne Bluff as the first public park, in November 1922⁴⁶.

As soon as the St. Simon Highway was under construction, Frank Aiken and the King heirs had a legal partition proceeding in 1923 to determine how the remaining property of Retreat, including unsold lots of King City and King City Addition, was to be divided, in order to sell it. The family had evidently decided to get out of the development business themselves; they had probably already been approached by Howard Coffin and Eugene Lewis. The court awarded to Frank Aiken everything west of Retreat Avenue, and the remaining heirs were awarded everything east of it. In 1925, the King heirs re-conveyed to Frank Strachan all the lots in King City Subdivision which he had already purchased, plus three more lots. New maps were drawn of King City. (See Maps 9 and 10.) In July 1924, the St. Simon's Highway was completed--over 5,500 autos were lined up to cross it on opening day! About a year later, the county purchased the Ocean Pier and the property adjacent to it from the St. Simons Transit Co..

The city and county together hired New York City planning engineers Charles Leavitt & Sons in 1926 to make a general survey of Brunswick and the south end of St. Simons in order to prepare master plans to include new parks, recreation centers, create new residential subdivisions, transportation zones, industrial areas, business districts, etc..⁴⁸

In April 1926, Howard Coffin took over the contract of the original purchasers of Long Island, and renamed it "Glynn-Isle." This was to be the Atlantic Beach portion of his resort, the remainder of which would be on the south end of St. Simons Island. On 5 May 1926, Detroit banker Eugene Lewis, Coffin's associate in the Sea Island Investment Co.,

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8--Statement of Significance

purchased all of the Retreat Plantation property. In late November 1926, workmen began clearing underbrush for construction of the "Tolamato Country Club," as it was then called. Brunswickians had recently been able to view the architect's renderings, and it was thought to be the "handsomest club of the kind in the South." Projected were an 18-hole golf course, a yacht basin for travelers passing from Florida to the North, several tennis courts, a clubhouse, indoor swimming pools, and residential developments with avenues and drives and artificial lakes. All this was expected to cost several million dollars. ⁴⁹

Lewis and Coffin really put St. Simons Island and Brunswick "on the map." Babson's statistical organization of Boston chose Brunswick as the best business city in the country in November 1926, because of its 25% growth in the past year and the large purchases of real estate by northern and eastern capital, the development plans contemplated and the "organization that has kept pace with the situation." Even Carl Fisher of Indianapolis--father of the Dixie Highway from Michigan to Florida and developer of Miami Beach--was intrigued. He stopped en route to Florida to visit Howard Coffin and see the Tolamato Golf club development on the South End of St. Simons, and "Glynn-Isle." ⁵⁰

Frank D. Strachan made his will in February 1926. (The timing was probably related to the forthcoming marriage of his son to Florence Aiken.) He left \$25,000 cash to each of his two children and left the rest of his estate to his wife. ⁵¹ A couple of months later, the outstanding stock of The Mutual Light and Water Co. was sold to the Southeastern Power and Light Co., but the Mutual name was retained--in late October and November, the company's streetcar tracks were taken up in Brunswick, and the company moved to a new building. The "Georgia Power Company" was formed by Southeastern Power and Light by acquiring and merging utility companies in Atlanta, Macon, Athens, Brunswick and other places in Georgia. In 1928, it purchased outright the electric properties belonging to the Mutual Light and Water Company in Brunswick, Darien and on St. Simons. ⁵²

Brunswick and Glynn County voters approved a third bond issue in January 1927, for \$250,000 to implement Leavitt's plans on St. Simons, including improving the old main road to the beach and constructing a new road directly to the Pier, "Kings Way"; creating a public park between Mallery Street and

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8--Statement of Significance

the Lighthouse, to be named "Neptune" for a faithful servant of the King family; and building a public pavilion and new county pier, to replace the old one of the St. Simons Transit Co..

During this exciting period of change and growth, Duncan Strachan, Jr., and Florence Lord Aiken were married on 25 February 1927. For a week or two before the wedding, the bride-elect was honored in Brunswick by a series of bridge parties, luncheons, etc. The formal wedding was held at 6 p.m. at St. Mark's Episcopal Church in Brunswick, performed by Bishop Reese of Savannah. The reception was held in the Aiken home on Union Street, followed by a dance at the Oglethorpe Hotel hosted by Mr. and Mrs. Strachan and their daughter, Mary Barnard Strachan. The honeymoon destination was a secret, but in April the newlyweds were touring Florida with a group of friends from England. Duncan Strachan had graduated from Oxford University in England, and had an executive position with Strachan Shipping in Savannah, their new home.

The first resort era had passed on St. Simons Island. A fitting symbol was the announcement on the 25th of April, 1927, of the death of Mrs. Annie Arnold, owner of the Ocean View House for 43 years. Another important symbol of the early resort days disappeared, too. The county had torn down the old St. Simons Transit pier by April 1927 and a new public pier and pavilion was under construction. Said the News:

Probably no announcement in recent years has met such universal approval throughout the city and county. For years there has not been a place on the entire island where visitors could rest, enjoy their lunch, etc., while the wharf of the island in the past has been, strictly a private one, no boats being allowed to land.

There was a court hearing in response to a challenge by the new owner of the King City hotel site, who wanted to build a pavilion of his own, which involved his claim to the beach in front of the hotel lot.⁵⁶ In June 1927, county engineer Torras prepared a map for the Sea Island Company, showing the encroachments on Page Avenue. (See Map 11.) This map identifies most of the King City waterfront owners; the names are recognizable as those related to or part of the King family by business, marriage or both.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8--Statement of Significance

The west side of Mallery Street became lined with stores from 1920 to 1930. Small auto houses and auto repair shops are much in evidence on St. Simons after the Causeway was built. Two new residential subdivisions, "St. Simons Beach" and "St. Simons Park," were laid out north of Shell Road, which was renamed "Neptune Boulevard," in honor of the old King family retainer. (See Maps 12 and 13.)

King City Subdivision lost much of its identity after Retreat was sold to the Sea Island Company. What was formerly the northeast portion of King City was re-subdivided into "Island Retreat" subdivision. Even some of the street names were changed, unofficially. On the Sanborn Map of 1930, Page Avenue was called "Boise," Florence street became "Trico," Cuyler street was renamed "Antigo," and "Budd Place" replaced Floyd Street. West of Georgia Street were large parcels owned by George A. True, the Fendig Estate, Frank D. Aiken, and the Sea Island Company. Just north of Lord Avenue, the two new main roads, Kings Way and Ocean Boulevard, meet at the intersection with Mallery Street.

Almost symbolic of the new automobile era, the two-story brick and wood Strachan "auto house" and dwelling with its full-length verandah, appears for the first time on the 1930 Sanborn Map. Since the building was not there on the 1920 map, and the St. Simons Transit Co. pier was sold about 1925, it seems that a construction date of about 1925 is probable. (Mrs. Blun, who was born to Florence and Duncan Strachan in 1928, says that she was brought as a newborn infant to St. Simons, and that she, her nurse, and her parents stayed upstairs over the garage.) Its overall Colonial Revival style and Georgian form was popular in the 1920s. It matched the main house in its Arts and Crafts style details, used in the interior and exterior woodwork and light fixtures. This appears to be one of three extant multi-bay garages in King City from the pre-World War II era on St. Simons. (The one behind the Aiken house is similar, but much smaller and simpler, as are the other two.) Capt. Strachan also built an ornate brick, three-bay garage behind his Union Street home, in a Gothic Revival style.

Frank D. M. Strachan died of a heart attack on Christmas Day, 1931, at his home in Brunswick. The funeral was held at the residence, but he was buried in Bonaventure Cemetery in Savannah. His death was called "a shock to the entire city

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8--Statement of Significance

[of Brunswick]." Mrs. Strachan and her daughter, Mary Barnard, continued to live here until Mrs. Strachan's poor health dictated their return to Savannah in 1937, to be near the rest of the family.⁵⁷

The Depression Era: St. Simons Village. Even though the Sea Island resort, which included the south end of St. Simons, opened to great fanfare in 1928-9, the Depression of the 1930s caused the financial ruin of Howard Coffin, and greatly slowed Sea Island's development as the winter resort for rich Yankees it was originally intended to be. However, it was patronized by the locals, who were delighted with it, both as a source of recreation and social activity, and as a source of employment. It became a summer resort for Georgians. The Sea Island Casino and pool were called the "center of the summer activities on the islands" in the 1935 Brunswick city directory. The Cloister Hotel and other Sea Island facilities had no competition on St. Simons for a few years, until the King and Prince Hotel opened in 1937--Ocean View House disappeared sometime in the early 1930s.

A passage from the 1935 Brunswick city directory is revealing:

Stretching out for miles, are the famous streams and marsh-meadows, familiarly known as "The Marshes of Glynn." Beyond these lie a chain of sea islands--jewels of the Georgia Coast--abounding in wild life and game, steeped in four centuries of history and romance reaching back to the Indian and Spanish occupation, covering the English and Colonial period, the prosperous plantation era, and on up to the present day, which represents prosperity, growth, building and enjoyment.

This unspoiled region is being brought to the attention of tourists, vacationists, home-seekers and industrialists, in a most forceful manner, and is being reached today by motor over all-paved highways from north, south and west; by air, in both land and sea planes; by rail, from every point in the United States, and by palatial yachts steaming through the Inland Passage.

Butler Avenue and Mallery Street were the only streets of King City Subdivision to survive intact, even before 1926. Mallery became the commercial hub of St. Simons, even after the Pier became a recreational center instead of a transportation depot. Butler Avenue actually grew longer for

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8--Statement of Significance

a few decades, and extended west along the shorefront over to the end of Retreat Avenue, where the plantation buildings were, and east nearly to the Lighthouse. After the Sea Island Golf Club, Yacht Club, and Riding Academy developed, Butler became a primary road, connecting the Club facilities with St. Simons Village. The 1938 state highway map of Glynn County shows the addition of the Malcolm McKinnon Airfield, east of the north end of Retreat Avenue. (See Map 14.) Thirty-three buildings are shown along Butler and Mallery Streets, south of Kings Way, on this map. In 1937, the WPA constructed a brick county casino across the east end of Butler Avenue, which had been extended across Mallery Street. (Butler Avenue reverted to its original length when the Sea Island Company built an additional course in the late 1960s.)

The first evidence that a recognizable community had developed around the pier was found in the WPA's Guide to Georgia (1940), for auto tourists. St. Simons and Sea Island rate a separate section, "Tour I A," and map (dated 1939). "St. Simon Village [sic]" is described as a "permanent resort colony," offering a hotel [the new Ocean View, on the site of the old Jekyll-View], boarding houses and cottages, fishing and crabbing equipment at the Pier, chartered deepsea fishing and boat excursions to view Jekyll Island, which was still privately owned.⁵⁸ (St. Simons Village is today considered to be a potential historic district, according to a draft report of the Glynn County Community Development Department.)

Between 1938 and 1943, the county pavilion on the pier burned down, and was not replaced. Neptune Boulevard (Shell Road) was renamed "Demere" Road; Railroad Avenue became "Annie" Street, probably named for Mrs. Arnold. Numerous beachfront cottages disappeared or were moved landward, and new ones were constructed. The Brunswick city directories rarely listed St. Simons Island addresses until the 1920s, and not as a separate section until 1944, and there were no house numbers on the island until the 1950s.

The Modern Era. The Sanborn Maps indicate no changes on the Strachan Cottage site from 1930 to 1943. (See Map 15.) During the War, F. Duncan and Florence Strachan were listed in residence at the south side of Butler Avenue in 1944. He was in the United States Army. In 1946, F. D. M. Strachan [Jr.] was vice-president of Glynn Ice & Coal of Brunswick, but his residence was still in Savannah. In 1949, Florence and F. D. M. Strachan, Jr., were listed as residents at Georgia [two]

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8--Statement of Significance

south of Butler Avenue, and his occupation was with "Southeastern Shipping Co." From 1957 to 1965, Duncan Strachan was president of the Strachan Shipping Co. in Savannah, succeeding Robert Groves of Savannah. From 1956 to 1965, "Mrs. Duncan Strachan" was listed in the telephone directory at 324 Butler Avenue, on St. Simons Island. The house numbering on St. Simons changed in 1965, and the new number for the Strachan cottage⁵⁹ was "100 Georgia Street"; it was listed as "vacant" in 1965.

Duncan Strachan died 29 January 1966. On 6 August 1966, the Strachan Estate and Mary Barnard Strachan Dunn sold to William S. Stuckey, Jr., and Lynda Stuckey Franklin of Dodge County, Georgia, the Strachan Cottage property in King City Subdivision, north and south of Butler Avenue. In 1970, Lynda S. Franklin sold to W. S. Stuckey her one-half interest in the Strachan Cottage property for \$29,396.18.⁶⁰

First District Congressman Stuckey used the Strachan compound as a summer home, and often entertained guests there. According to Ivey Joiner, caretaker of the property for the Stuckeys from 1973 to 1975, the Stuckeys did very little to the property beyond normal maintenance. The entrance to the property was always on Butler Avenue on the east side, and the driveway led to a porte cochere on the east side of the main house, then circled around and rejoined the drive. There were two service entrances to the property on the Georgia Street side. Mr. Joiner lived upstairs over the garage and used the small downstairs apartment as an office. He had a cabinet shop and contracting business in the garage, which was also used by the Stuckeys for storage. Joiner was of the opinion that the garage doors were the original ones, based on their being well and sturdily made, and matching the building. They were half-inch thick steel, strap-hinged, and each set of eight opened outward--the doors were on both sides of each bay--the present location of these garage doors is unknown.⁶¹ (The three sets of doors which are on the Aiken garage match this description.) In 1976, Mr. Stuckey sold the Strachan Cottage property⁶² to Edwards Baking Company of Fulton County for \$220,771.27.

The nominated property was created as a separate parcel on 9 March 1978, when The Edwards Baking Co. sold the garage, the storage building, and the lots on which they were located to Sara Mankin Edwards,⁶³ the wife of the president of the company, for \$42,700. Listed for the first time in the

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8--Statement of Significance

1978 Brunswick city directory is Edwards Baking Co. at 414 Butler Avenue, and President Thomas J. Edwards at 414 1/2 Butler Avenue. The garage-dwelling was remodeled in 1978 by Edward Cheshire, AIA, of St. Simons Island, for the Edwards family, who used it as a primary residence. Southern Living magazine carried an article about the remodeled "Carriage House," a name not found in the record before this time. (See attached copy of reprint.) A myth had developed locally (but not by members of the Strachan family) that this was an 1890s carriage house, mostly because it had doors on both sides of the building, and a grease pit. However, according to a scholarly study of early garages, they were often provided with work space such as repair pits, and with chauffeur's quarters. Some owners also built drive-through garages, as early vehicles were difficult to maneuver in reverse gear. Only the exceptionally wealthy built multi-bay, multi-story garages like Capt. Strachan's, however.

A year later, Mrs. Edwards sold the remodeled "Carriage House" back to the Edwards Baking Co. for \$225,000. In 1980, Edwards Baking Co. donated the Strachan Cottage property, but not the Carriage House, to Ambassadors for Christ, (USA) Inc. also known as "the Christophers," an evangelical Christian organization. The Christophers have a fascinating history--the movement was started by the Catholic Maryknoll fathers after World War I, to combat atheistic Communism in China. Its mission was never completely confined to this narrow objective, however, and it was nondenominational. In 1982, the Ambassadors for Christ conveyed (for no money) to the Christopher Edwards Foundation, Inc. of DeKalb County, the Strachan Cottage property to use as a nondenominational Christian religious retreat. Many newcomers came to St. Simons Island in the 1970s, and they know this property as the Christophers' Retreat. Local teenagers attended revival meetings there on Sunday nights, which featured famous Christian speakers from the sports and entertainment world. The brick fence around the property has cross-shaped cutouts in it, which are suggestive reminders of this period. The Edwards family, whose company makes frozen pies, is famous for their religious convictions, especially for their habit of imprinting quotations from the Bible on the bottoms of their pie pans.

In January 1986, the Edwards Baking Company sold all the Strachan property to Butler Street Ltd., owned by Litus Corporation, based in South Carolina. The Carriage House on

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8--Statement of Significance

parcel B was sold separately for \$250,000, and was to be used for twenty years as a clubhouse for the Butler Mews Subdivision homeowners. Meanwhile, it became the sales and marketing office during the development phase. The Strachan house and buildings not in parcel B had to be moved off the property to make way for the \$6.2 million, 30-lot subdivision of single-family dwellings.

Many articles appeared in coastal newspapers from late February to April 1986, when the Strachan house had to be moved. The Litus Corp. announced on 20 February their desire to donate it to any civic group or government agency that would move it off the property. It was noted that the house was located in King City Subdivision, "one of the oldest neighborhoods on St. Simons, just off Mallory street near the Village on St. Simons." Litus commissioned local artist Bill Hendrix to do a series of watercolors of the property, to be made into limited edition prints. A few weeks later, it was announced that International Paper Realty Corp. of South Carolina had taken the Strachan house. It was barged up the intracoastal waterway to their new "Haig Point" residential resort development on Daufuskie Island, which is between Hilton Head and Savannah, twelve barrier islands north of its St. Simons location. The unusual move was picked up by the national news media. Local newspaper reporters had these comments about the loss of the Strachan Mansion, as it came to be called:

Many longtime "islanders" watched the proceedings with misty eyes. The Strachan house had stood watch over St. Simons sound for almost 80 years, surviving Mother Nature's worst storms, only to be threatened with demolition by man-made development. . . . St. Simons Island residents have mixed feelings about the house-moving operation: glad to see the house saved, sorry to see it go.

There were cheers and tears as a 76-year-old Victorian mansion left Glynn County by barge this weekend and headed north up the Intracoastal Waterway to a new home. . . . The tears were shed primarily by longtime St. Simons residents who considered the three-story house, built in 1910 by the late Savannah shipping magnate F. D. M. Strachan, an island landmark in the same class as the lighthouse and the village fishing pier.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8--Statement of Significance

Henry Dunn, the grandson of the mansion's original owner, also was on hand [to greet the barge.] "I'm very pleased they were able to find somebody to undertake this expedition. The house has a lot of fond memories, particularly to me as a young child. I went there on summers and weekends for 20 years." . . . Dunn plans to visit the house often; his own house is only ten minutes away by water in Bluffton, South Carolina.^{7/2}

In October 1987, Butler Street Ltd. sold the Carriage House to Sybil and Lawrence D'Amico, the present owners and residents.^{7/3} According to Mr. D'Amico, a well-known Atlanta and St. Simons interior designer, the restrictive covenant requiring the Carriage House to be used as a clubhouse was lifted, enabling them to buy the property. The Carriage House has been on the annual Christ Church Tour of Homes since the D'Amicos have lived there.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8--Statement of Significance

NOTES

¹"Frank Strachan Suddenly Stricken," Savannah Morning News, 26 December 1931, 10.

²Margaret Davis Cate, "Gascoigne Bluff," American Neptune, v. 23, no. 2, April 1963.

³Glynn County Deed Book ABEF, f. 272; Caroline Couper Lovell, The Golden Isles of Georgia (Boston: Little, Brown & Co., 1932); Glynn County Probate Court, Wills, "William Page"; Edward M. Steel, Jr., T. Butler King of Georgia (Athens: University of Georgia Press, 1964), *passim*.

⁴Buford King Aiken, "A Sea Island Idyl of Long Ago," in Bessie Lewis, Kings' Retreat Plantation, Today and Yesterday, Mildred Huie and Mildred Wilcox, eds., Plantations of Coastal Georgia series, v. 2 (Coastal Printing, 1980), 29-32; Glynn County Probate Court Records, Book G, f. 143-50.

⁵Aiken, quoted in Lewis.

⁶Lovell; Lewis; Beth Engel and Geneva Stebbins, eds., Pages from the Past, St. Simons Island 1880-1886 (Jesup, Georgia: Sentinel Press, 1974), *passim*; Glynn County Deed Record Book Z, f. 432.

⁷Lovell; Lewis; Cate; Engel and Stebbins; Buddy Sullivan, Early Days on the Georgia Tidewater (McIntosh County Board of Commissioners, 1990); United States Census of 1880 on microfilm, Brunswick Regional Library, s.v. "Postell, King, Gould," St. Simons Island.

⁸Engel and Stebbins.

⁹*Ibid.*

¹⁰Lovell; Engel and Stebbins.

¹¹The City by the Sea, issued by the Advertiser and Appeal, (T. G. Stacy & Son, 1885), Brunswick Regional Library Collection; William Barton McCash and June Hall McCash, The Jekyll Island Club: Southern Haven for America's Millionaires (Athens: University of Georgia Press, 1989), 8-11.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8--Statement of Significance

- ¹²Engel and Stebbins.
- ¹³Cate.
- ¹⁴Cate; Brunswick City Directory, 1890, 27-8.
- ¹⁵Glynn County Deed Record Book KK, f. 414, a reference is found to a plat and survey in August 1889 by Penniman; Glynn County Engineering Department, Map K-3-1 of King City, a 1974 retracing of a 1925 retracing of the 1891 Penniman Map.
- ¹⁶Glynn County Deed Book KK, 413-4.
- ¹⁷Edwin H. Ginn, The First Hundred Years: A History of the American National Bank (Brunswick: Glover Printing Co., 1989). Gen. Henry Rootes Jackson, who was married to a King, was the largest stockholder and became president in 1894.
- ¹⁸Glynn County Probate Court; Mallery P. King Estate Papers, 1899-1905.
- ¹⁹Georgia Laws of 1899, Resolution re the completion of the dredging of the ship channel leading to Brunswick by Charles Goodyear.
- ²⁰Brunswick City Directory, 1898, first appearance of Frank D. M. Strachan; telephone interview with Julia MacPherson Powell of St. Simons Island, May 1993, supplied Mrs. Strachan's maiden name.
- ²¹L. F. Woodruff and Hal M. Stanley, eds., Men of Georgia (Atlanta: Georgia Press Reference Association, 1927), "Henry Garden Strachan"; "One Hundred Years and Still Going Strachan," Georgia Anchorage (Savannah: Georgia Ports Authority, Jan./Feb. 1987); Savannah News Digest of 1886, Georgia Historical Society Collection, p. 477; personal interview with Henry T. Dunn, Vice-President, Strachan Shipping Co., Savannah, 1 Sept. 1993.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8--Statement of Significance

²²Dunn interview at Strachan Shipping Co.; SND 1889, GHS, Morning News 6 Aug. 1889.

²³United States Census of Brunswick, 1900, s.v. "Frank Strachan"; Brunswick City Directories, 1898, 1903; Duncan Strachan's christening dress was made in Scotland. Savannah News-Press, 2 Oct. 1988; Glynn County Deed Record Book/Folio UU/41-43, 288, WW/538.

²⁴Brunswick City Directory, 1903; Dunn interview; Special Harbor Magazine (Brunswick News, 1907), 93-5.

²⁵Ibid, Special Harbor Magazine.

²⁶Brunswick News, 26 Feb. 1927. There is a great deal of documented evidence for a close relationship between Frank Aiken and Frank Strachan, corroborated by Henry T. Dunn.

²⁷Special Harbor Magazine; Brunswick City Directories, 1908, 1912, 1914-5, 1917-8, s.v. "Frank Strachan, Frank Aiken"; Brunswick News, 21, 22, 25, Aug. 1908, 2, 15, 23 July, 13 Oct. 1909, 13, 19 Aug. 1911.

²⁸Glynn County Superior Court Records, Corporation Index and Charter Record Book 2 (Book 1 is missing), s.v. "Frank Strachan."

²⁹U. S. Census for Brunswick, 1900, 1910, 1920, s. v. "Frank D. M. Strachan" and Dunn interview establish that he never became a U. S. citizen; Brunswick News, 7 Aug. 1908, 7 Mar. 1914, Charter Record Book 2, 1916.

³⁰Dunn interview established that George Armstrong became president during the war; Brunswick City Directory, 1917-18, shows George Walker as president and W. J. MacPherson as manager; U. S. Census of 1910, "Strachan" household on Union Street gives information on MacPherson.

³¹Glynn County Deed Records ZZ/220, YY/298, 3A/330 and 334, 3V/225; Cate, Our Todays and Yesterdays (Brunswick: Glover Brothers, Inc. 1930), s.v. "Strachan"; this land was near the Manhead River and the Sound, "Notice," BN 22 Nov. 1926.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8--Statement of Significance

³²Glynn County Charter Record Book 2, 1917; on crop diversification see BN 25 Aug. 1909, 15 Aug. 1911, 18 Nov. 1920, 24 May 1921, 20 Oct., 16, 19 Nov. 1926, 23 Feb., 10, 11 Apr. 1927.

³³Florida Times-Union, 22 Nov. 1927, Savannah Morning News, 2 July 1928, in Strachan company scrapbooks.

³⁴BN 29 Nov. 1926.

³⁵Glynn County Deed Record XX/72 and YY/174, Frank Aiken et al to Mary A. Strachan; County Commission Minutes, 1 May 1894; Deed Records YY/340, ZZ/443, ZZ/482, 3A/70, 3A/106, 3A/564, 3B/623, 3C/301, 3C/397, 3C/523, Frank Strachan as grantee.

³⁶Sanborn maps before 1913 show only the lumber mills, the wooden hotels and their rental cottages; the 17 or so wooden cottages of the "Waycross colony" just west of the Lighthouse were depicted by Penniman on his 1891 map. On the 1913 Sanborn map, east of the Lighthouse property and west of the pier, were only a dozen or so dwellings; however, a publication of 1913 and the Brunswick city directory said there were 300 rental cottages on the island. Mrs. Mattie Baxley, who lives in a cottage depicted on the 1913 Sanborn map just east of the lighthouse, said in a personal interview that upcountry businessmen considered St. Simons real estate highly speculative, and only rented summer places. The agricultural nature of the island died slowly; one of Capt. Postell's first sales of his waterfront property in the mid-1880s was to an Irish merchant named Fitzgerald, who intended to plant an orange grove and sell the remainder in 5-acre beachfront parcels; a Rev. Bartlett announced plans for an Elberta peach orchard on his 54 acres of island property in 1911 (BN 15 Aug. 1911).

³⁷Unidentified newspaper article, 11 May 1928, found in the Abby Fuller Graham scrapbook on the lumber mill days, St. Simons Island Library Collection.

³⁸Brunswick News, 26 Aug. 1908, 27 Aug. 1909, 31 Oct. 1909, 13 Nov. 1910, 1, 16, 18 July 1911, 15, 28 May 1921, 12, 15, 18, 22, 25 July 1922.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8--Statement of Significance

³⁹Brunswick News, 16 27 July, 31 Oct. 1909, 12 Nov. 1910; Charter Record Book 2, the New St. Simons Hotel Co. could not operate a [rival] common carrier to or from the island or on it, according to Judge Conyers' ruling, 3 Oct. 1914.

⁴⁰Ibid.

⁴¹"Granger Delivers Splendid Address Young Men's Club," BN 15 Oct. 1926; Buddy Sullivan, Early Days on the Georgia Tidewater (McIntosh County Board of Commissioners, 1990), s.v. "Howard Coffin, Eugene Lewis, Sea Island Investments Co."

⁴²BN 23 Nov. 1920.

⁴³BN 29 July 1922.

⁴⁴BN 23 Nov. 1920, 24, 27, 28 May 1921.

⁴⁵"Grand Jury Favors County Docks at St. Simon Island," BN 28 May 1921.

⁴⁶"City Bond Election Soon to be Called," BN 18 July 1922; BN 19 Oct. 1922; "Ample Parks on St. Simon Will Be Provided For," BN 29 July 1922, "Park Project for St. Simon Talked," BN 3 Nov. 1922.

⁴⁷Glynn County Deed Records 3S/219 and 3T/699.

⁴⁸"Leavitt Talks to City Commission of Future Plans," BN 22 Oct. 1926; "Facts About Brunswick as Presented to Woodmen," BN 25 Feb. 1927.

⁴⁹Ibid., "Detroit Banker is High in Praise Our Islands," BN 24 Oct. 1926, "\$72,000 Paid Out to Stockholders," BN 6 April 1927; "First Work Starts on Talomato Club on Island Today," BN 26 Nov. 1926; Glynn County Deed Records 3V/540-1.

⁵⁰"Brunswick Now Leads All Cities--Babson," BN 7 Nov. 1926, "Carl G. Fisher, Big Developer, a Visitor Here," BN 15 Nov. 1926.

⁵¹Estate File #2118, Glynn County Probate Court Records.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8--Statement of Significance

⁵²BN 24, 28, 30 Oct., 19 Nov. 1926, 28 Feb. 1927, Wade Wright, History of the Georgia Power Company, 1855 - 1956 (Atlanta: Georgia Power Company. 1957), 229-234.

⁵³BN 29 Oct., 2 Nov. 1926, 4, 24 Feb., 1, 4, 5 Apr. 1927.

⁵⁴Glynn County Marriages, Book E, 383, Probate Court Records; BN Personal columns for week preceding 26 Feb. 1927, and 4, 10 and 11 April 1927.

⁵⁵BN 5 Apr. 1927.

⁵⁶Ibid., BN 21 Apr. 1927.

⁵⁷Glynn County Estate File #2118, SMN 26, 27, 28 Dec. 1931; interview with Henry Dunn; Brunswick and Savannah city directories, 1931-1938.

⁵⁸Writers Program of the Works Progress Administration, comp., Georgia: The WPA Guide to Its Towns and Countryside (Columbia: University of South Carolina Press, 1990 reprint of 1940 edition), 293-300.

⁵⁹Available issues of the Brunswick city directories and telephone directories from 1937 through 1966, Brunswick Regional Library Collection.

⁶⁰Estate file #2118; Glynn County Deed Records 13M/42, 49, 52, 15P/620, 629.

⁶¹Telephone interview with Ivey Joiner, 30 June 1993.

⁶²Glynn County Deed Record 19I/34.

⁶³Glynn County Deed Record 20L/639.

⁶⁴"Carriage House Becomes a Home," Southern Living Inc., reprint 1978; telephone interview with Ed Cheshire, St. Simons Island, 2 June 1993; Leslie G. Goat, "Housing the Horseless Carriage: America's Early Private Garages," in Perspectives in Vernacular Architecture, III, Thomas Carter and Bernard L. Herman, eds. (Columbia: University of Missouri Press, 1989), 62-72.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8--Statement of Significance

- ⁶⁵Glynn County Deed Record 21D/678.
- ⁶⁶Glynn County Deed Record 21Y/217.
- ⁶⁷Glynn County 23I/664.
- ⁶⁸Glynn County Deed Records 26Z/90, 93, 95-7, 106, 123;
Brunswick City Directory, 1986.
- ⁶⁹Cheryl Boling "Local Government Agencies or Civic Groups
Offered Historic House--But it Must be Moved," BN 20 Feb.
1986.
- ⁷⁰Beth Reese, "Strachan Mansion on Its Way, " Savannah
News-Press, 27 Apr. 1986.
- ⁷¹Jingle Davis, "Island mansion reaches Savannah," Atlanta
Constitution, 28 Apr. 1986.
- ⁷²Boling, "Historic Strachan House Welcomed to New Site at
Daufuskie Island, " BN 30 Apr. 1986.
- ⁷³Glynn County Deed Record 29U/734.

9. Major Bibliographic References

ARTICLES, PERIODICALS

Boling, Cheryl. "Historic Strachan House Welcomed to New Site at Daufuskie Island." Brunswick News, 30 Apr. 1986.

Brunswick News. 21, 22, 25, 26 Aug. 1908; 2, 15, 16, 23, 27 July, 25, 27 Aug., 13, 31 Oct. 1909; 12, 13 Nov. 1910; 1, 16, 18 July, 13, 15, 19 Aug. 1911; 7 Mar. 1914; 18, 23 Nov. 1920; 15, 24, 27, 28 May 1921; 10, 12, 15, 18, 22, 25, 29 July, 19 Oct., 3 Nov. 1922; 15, 20, 24, 28, 29, 30 Oct., 2, 7, 15, 16, 19, 22, 26, 29 Nov. 1926; 4, 23, 24, 25, 26, 28 Feb., 4, 5, 6, 10, 11, 21 Apr. 1927; 11 May 1928; 20 Feb. 1986.

"Carriage House Becomes a Home." Southern Living Inc., reprint 1978.

Cate, Margaret Davis. "Gascoigne Bluff." American Neptune, v. 23, no. 2, (April 1963).

Davis, Jingle. "Island mansion reaches Savannah." Atlanta Constitution, 28 Apr. 1986.

Florida Times-Union, 22 Nov. 1927.

"One Hundred Years and Still Going Strachan." Georgia Anchorage. (Jan./Feb. 1987).

Reese, Beth. "Strachan Mansion on Its Way." Savannah News-Press, 27 Apr. 1986.

Savannah Morning News, 2 July 1928; 26, 27, 28 Dec. 1931.

Savannah News-Press, 2 Oct. 1988.

MAPS

King City, Showing Encroachments on Page Avenue. 1974
Retracing of 1927 F. Torras map for Sea Island Company.
Glynn County, Georgia. Engineering Department.

King City Subdivision, Map K-3-1. (1974 retracing of a 1925 retracing of the 1891 Penniman Map.) Glynn County, Georgia. Engineering Department.

King City Subdivision Map (1893). E. A. Penniman, surveyor.
Glynn County, Georgia. Superior Court. Deed Book KK/593.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 9--Major Bibliographic References

Retreat Plantation (1904). E. A. Penniman, surveyor. Glynn County, Georgia. Probate Court. Estates, Mallery King file.

St. Simons Island, Brunswick, Georgia. Sanborn Maps dated 1893, 1898, 1908, 1913, 1920, 1930, 1943. University of Georgia Map Collection.

St. Simons Island, Georgia. W. N. Gramling Map (1932). Glynn County, Georgia. Engineering Department.

St. Simons Island, Georgia. U. S. Geological Survey Maps, (1855-1888, 1956, 1979, 1983) Brunswick Regional Library Collection.

PUBLIC DOCUMENTS

Georgia Laws of 1899. "Ocean Bar to Brunswick," Resolution.

Glynn County, Georgia. County Commission Minutes, 1893-1894.

Glynn County, Georgia. Superior Court. Corporation Index and Charter Record Book 2 (Book 1 is missing).

Glynn County, Georgia. Superior Court. Grantor/Grantee Index to 1907, s.v. "Strachan." Deed Book ABEF, f. 272 (ABEF/272); Z/432; KK/413-4; UU/41-43, 288; WW/538; XX/72; YY/174, 298, 340; ZZ/220, 443, 482; 3A/70, 106, 330, 334, 564; 3B/623; 3C/301, 397, 523; 3S/219; 3T/699; 3V/225, 540-1; 13M/42, 49, 52; 15P/620, 629; 19I/34; 20L/639; 21D/678; 21Y/217; 23I/664; 26Z/90, 93, 95-7, 106, 123; 29U/734.

Glynn County, Georgia. Probate Court. Wills, William Page file; Book G, f. 143-50; Mallery P. King Estate Papers, 1899-1905; Estate File #2118. Marriages. Book E, 383.

United States. Census of 1880, 1900, 1910, 1920 for Glynn County. Microfilm, Brunswick Regional Library.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 9--Major Bibliographic References

BOOKS

Graham, Abby Fuller. Lumber Mill Days scrapbook. St. Simons Island Library Collection.

Advertiser and Appeal. The City by the Sea. Brunswick: T. G. Stacy & Son, 1885.

Brunswick City Directories from 1890 to present (not all years are available). Brunswick Regional Library Collection.

Cate, Margaret Davis. Our Todays and Yesterdays. Brunswick: Glover Brothers, Inc., 1930.

Engel, Beth and Geneva Stebbins, eds. Pages from the Past, St. Simons Island 1880-1886. Jesup, Georgia: Sentinel Press, 1974.

Ginn, Edwin H. The First Hundred Years: A History of the American National Bank. Brunswick: Glover Printing Co., 1989.

Goat, Leslie G. "Housing the Horseless Carriage: America's Early Private Garages." Perspectives in Vernacular Architecture, III Thomas Carter and Bernard L. Herman, eds. Columbia: University of Missouri Press, 1989, 62-72.

Lewis, Bessie. Kings' Retreat Plantation, Today and Yesterday. Mildred Huie and Mildred Wilcox, eds. Plantations of Coastal Georgia series, v. 2. Coastal Printing, 1980: 29-32.

Lovell, Caroline Couper. The Golden Isles of Georgia. Boston: Little, Brown & Co., 1932.

McCash, William Barton and June Hall McCash. The Jekyll Island Club: Southern Haven for America's Millionaires. Athens: University of Georgia Press, 1989, 8-11.

Savannah News Digest, (1886 - 1891). Georgia Historical Society Collection.

Special Harbor Magazine . Brunswick News, 1907, 93-5.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 9--Major Bibliographic References

Steel, Edward M., Jr.. T. Butler King of Georgia. Athens:
University of Georgia Press, 1964.

Sullivan, Buddy. Early Days on the Georgia Tidewater. McIntosh
County Board of Commissioners, 1990.

Woodruff, L. F. and Hal M. Stanley, eds. Men of Georgia.
Atlanta: Georgia Press Reference Association, 1927.

Wright, Wade. History of the Georgia Power Company, 1855 -
1956. Atlanta: Georgia Power Company, 1957, 229-234.

Writers Program of the Works Progress Administration, comp..
Georgia: The WPA Guide to Its Towns and Countryside.
Columbia: University of South Carolina Press, 1990 reprint
of 1940 edition. 293-300.

INTERVIEWS

Blun, Mary B. Strachan. Savannah. Telephone interview by
Dorothy Stewart, May 1993.

Cheshire, Edward. St. Simons Island. Telephone interview by
Dorothy Stewart, 2 June 1993.

Dunn, Henry T., Vice-President, Strachan Shipping Co.
Savannah. Personal interview by Dorothy Stewart, 1 Sept.
1993.

Joiner, Ivey. St. Simons Island. Telephone interview by
Dorothy Stewart, 30 June 1993.

MacPherson, William J. St. Simons Island. Telephone
interview by Dorothy Stewart, May 1993.

Powell, Julia MacPherson. St. Simons Island. Telephone
interview by Dorothy Stewart, May 1993.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 9--Major Bibliographic References

Previous documentation on file (NPS): (X) N/A

- preliminary determination of individual listing (36 CFR 67) has been requested
- preliminary determination of individual listing (36 CFR 67) has been issued
date issued:
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey #
- recorded by Historic American Engineering Record #

Primary location of additional data:

- State historic preservation office
- Other State Agency
- Federal agency
- Local government
- University
- Other, Specify Repository:

Georgia Historic Resources Survey Number (if assigned): n/a

10. Geographical Data

Acreage of Property 0.25 acres

UTM References

A) Zone 17 Easting 462040 Northing 3444470

Verbal Boundary Description

The nominated property coincides with the current legal description of the property at 414 ½ Butler Avenue, St. Simons Island, Georgia, and is drawn to scale with a heavy black line on the attached property map.

Boundary Justification

The nominated property is all that remains of the property historically associated with the Strachan House Garage. To the north and west are city streets; to the east and south is modern development on land previously associated with the Strachan resort estate.

11. Form Prepared By

State Historic Preservation Office

name/title Richard Cloues, Survey and Register Unit Manager, Deputy SHPO
organization Historic Preservation Division, Georgia Department of Natural Resources
street & number 500 The Healey Building, 57 Forsyth Street
city or town Atlanta **state** Georgia **zip code** 30303
telephone (404) 656-2840 **date** May 12, 1997

Consulting Services/Technical Assistance (if applicable)

name/title Dorothy H. Stewart, consultant
organization
street and number 1171 College Street
city or town St. Simons Island **state** Georgia **zip code** 31522
telephone 912-638-7173

(HPD form version 02-20-97)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Photographs

Name of Property: Strachan House Garage (Automobile House)
City or Vicinity: St. Simons Island
County: Glynn
State: Georgia
Photographer: James R. Lockhart
Negative Filed: Georgia Department of Natural Resources
Date Photographed: March 1997

Description of Photograph(s):

- 1 of 15. View from Butler Avenue of north ("front") facade; photographer facing southwest.
- 2 of 15. East end of building, from driveway; photographer facing northwest.
- 3 of 15. View from Georgia Avenue of south and west facades; photographer facing northeast.
- 4 of 15. Courtyard (south) facade; photographer facing northeast.
- 5 of 15. Storage building/utility shed (now pool house), from driveway; photographer facing west.
- 6 of 15. Detail of courtyard (south) facade, ground level; photographer facing north.
- 7 of 15. Vestibule, ground floor, east end of building, showing entry door and stairs; photographer facing east.
- 8 of 15. Former office (now powder room), ground floor, east end of building, looking toward vestibule; photographer facing northeast.
- 9 of 15. Former garage bays (now living room), ground floor, west end of building; photographer facing west.
- 10 of 15. Doorway into living room from courtyard, ground floor; photographer facing west.
- 11 of 15. Second-floor stair hall, east end of building; photographer facing east.

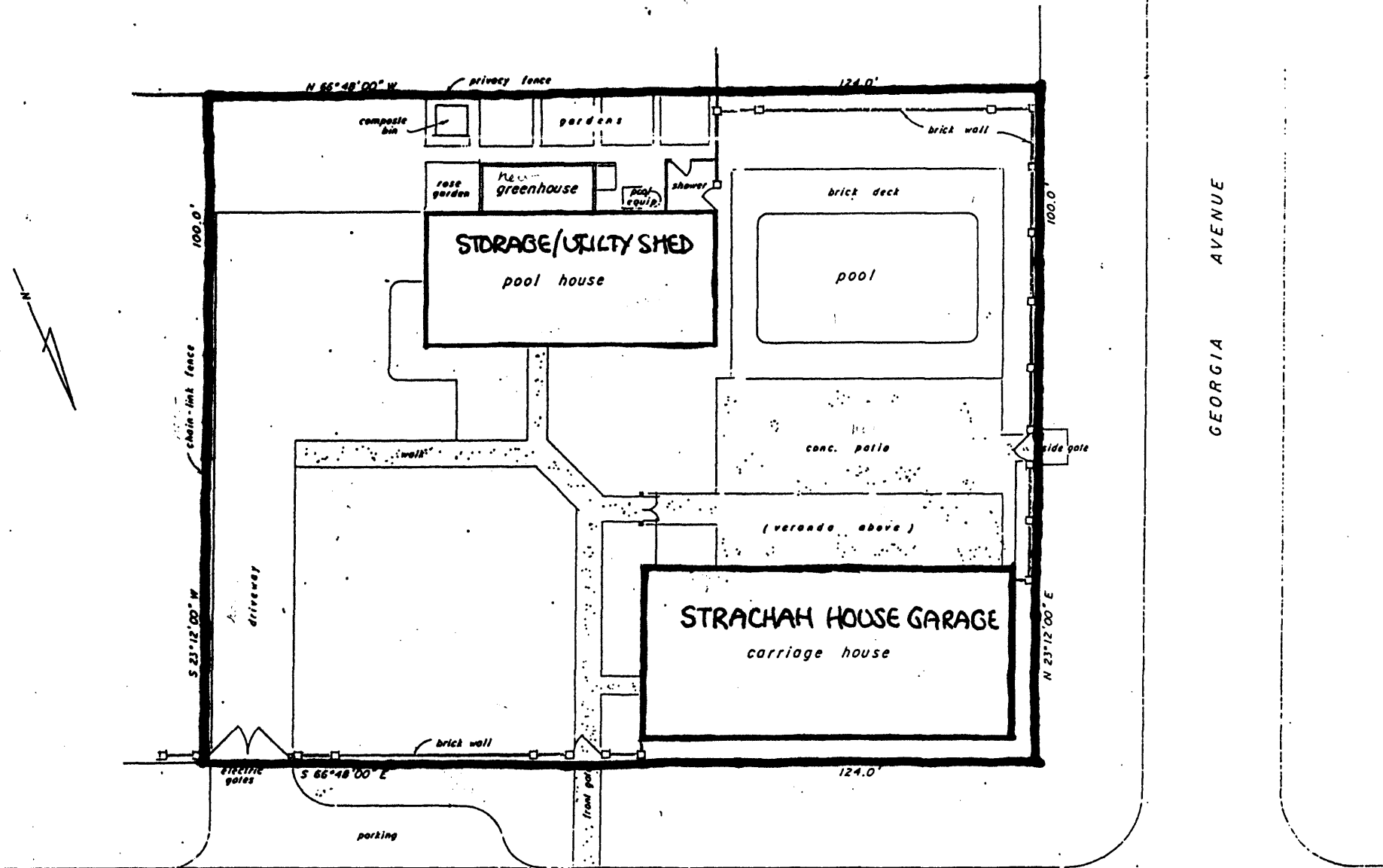
Strachan House Garage (Automobile House)
St. Simons Island, Glynn County, Georgia

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Photographs

- 12 of 15. Second-floor covered veranda, overlooking courtyard; photographer facing southeast.
- 13 of 15. View from second-floor covered veranda, showing courtyard, pool and poolhouse (former storage/utility building); photographer facing south.
- 14 of 15. Second-floor master bedroom, west end of building; photographer facing west.
- 15 of 15. Second-floor sitting room/bedroom, east end of building; photographer facing east.



BUTLER AVENUE

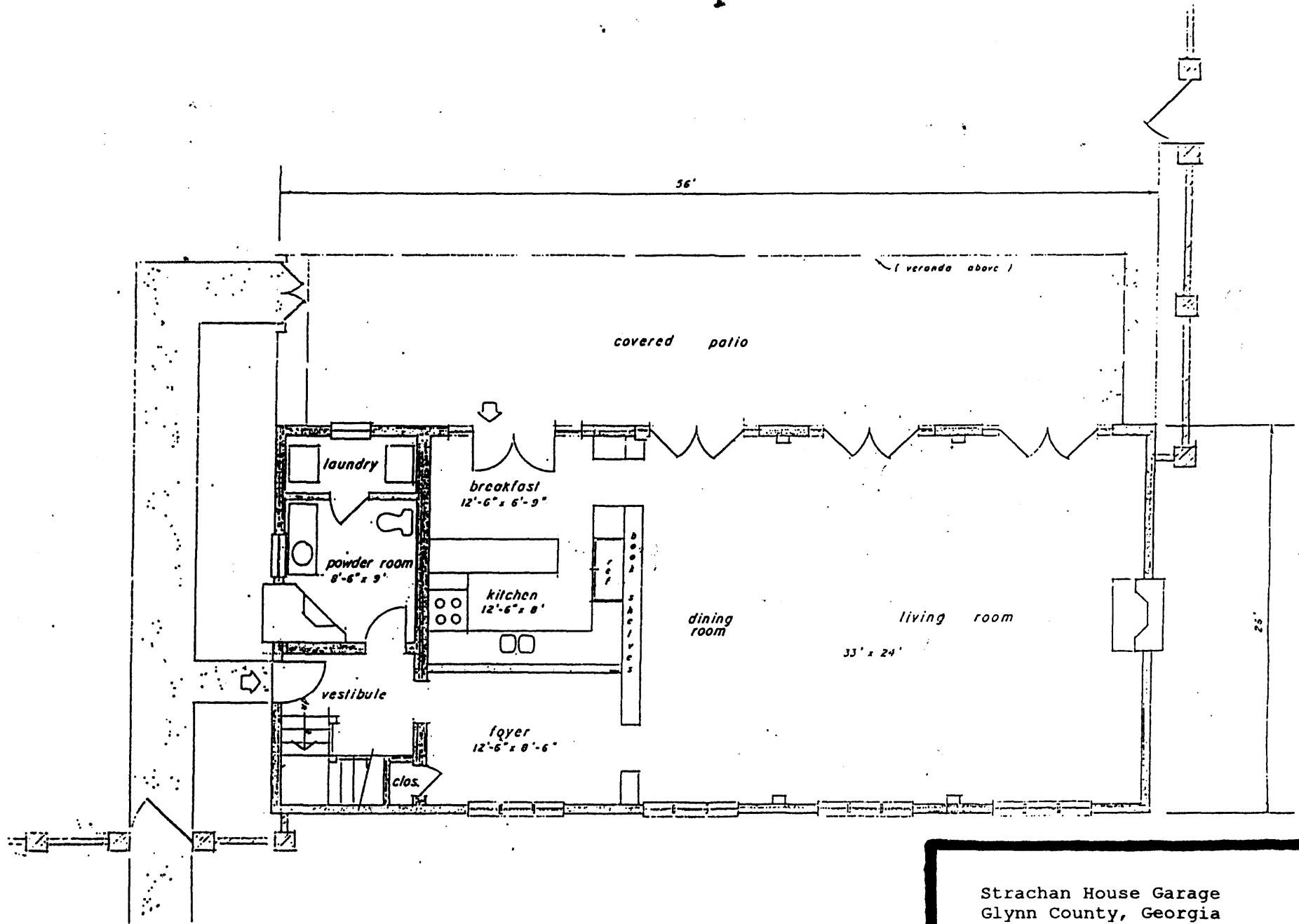
GEORGIA AVENUE

site plan

Strachan House Garage
Glynn County, Georgia

PROPERTY MAP/SITE PLAN

North: ↓
Scale: 1" = 25' approximately
Boundary:
(Note: dimensions shown on map)

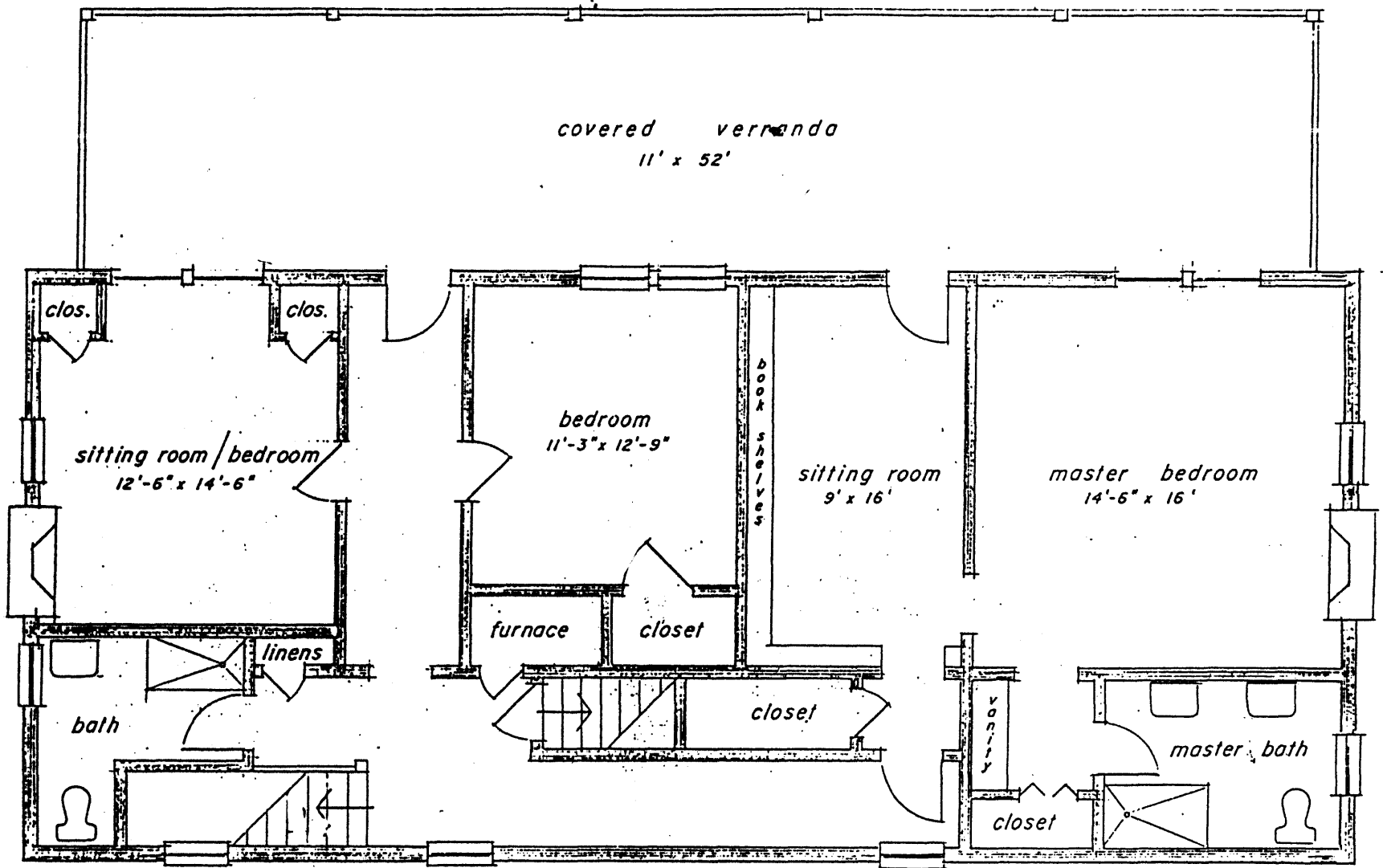


first floor plan

Strachan House Garage
Glynn County, Georgia

FIRST (GROUND) FLOOR PLAN

North: ↓
Scale: dimensions as shown

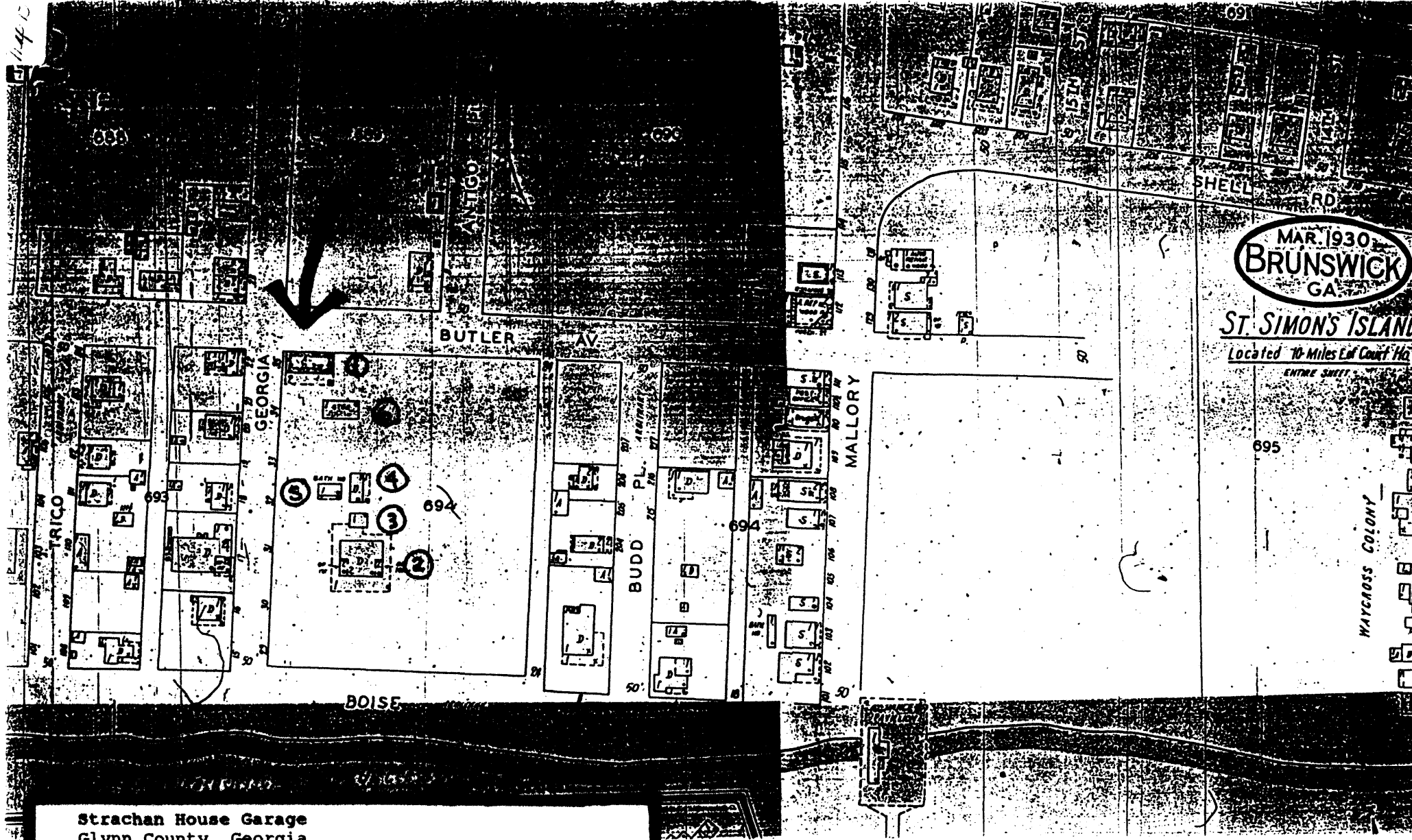


second floor plan

Strachan House Garage
Glynn County, Georgia

SECOND FLOOR PLAN

North: ↓
Scale: dimensions as shown



Strachan House Garage
Glynn County, Georgia

1930 SANBORN FIRE INSURANCE MAP

Arrow shows location of Strachan House Garage (1)

Also shown on this same block are:

- (2) Strachan House (now removed)
- (3) Kitchen (now removed)
- (4) Servants' House (now removed)
- (5) Bath House (now removed)
- (6) Storage/Utility Shed (extant)

Strachan House Garage
Glynn County, Georgia

1920 SANBORN FIRE INSURANCE MAP

Arrow points to the future site (c.1925) of Strachan House Garage (1)

Also shown on this same block are:

- (2) Strachan House (now removed)
- (3) Kitchen (now removed)
- (4) Servants' House (now removed)
- (5) Bath House (now removed)
- (6) Storage/Utility Shed (extant)

