

TURPENTINE & ROSIN FACTORS OFFICE AND WAREHOUSE
Lamar Ward
Chatham County
Georgia

HABS No. GA-XXX

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDINGS SURVEY
SOUTHEAST REGIONAL OFFICE
National Park Service
U.S. Department of the Interior
100 Alabama Street SW
Atlanta, GA 30303

HISTORIC AMERICAN BUILDINGS SURVEY

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Will Brockenbrough, Photographer, June 2007

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Delineator Cletus W. Bergen
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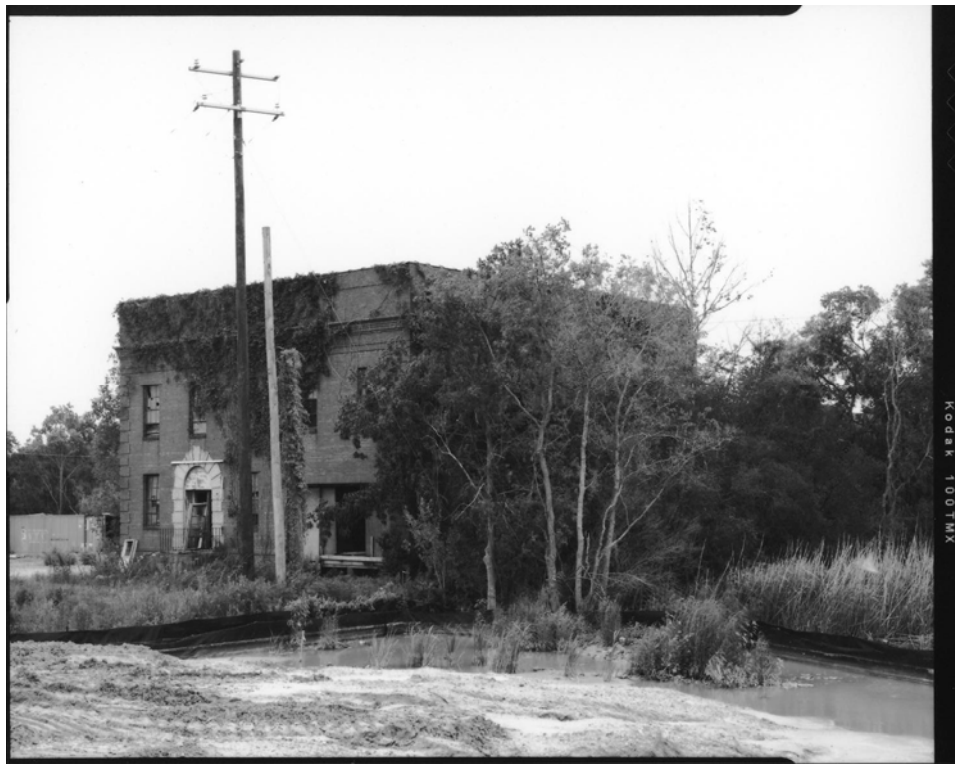
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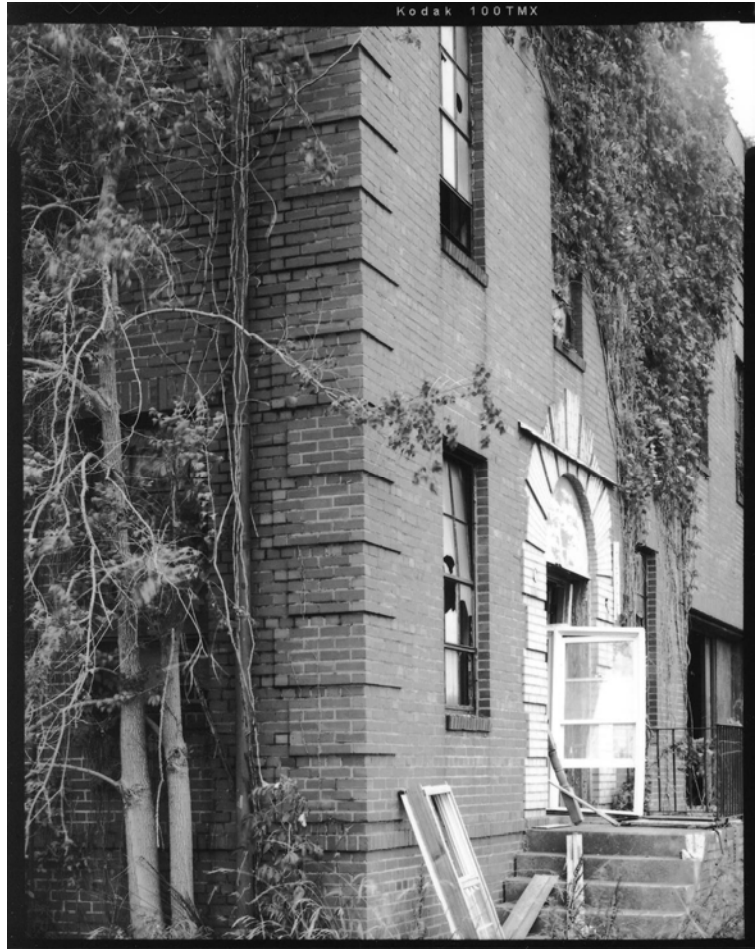
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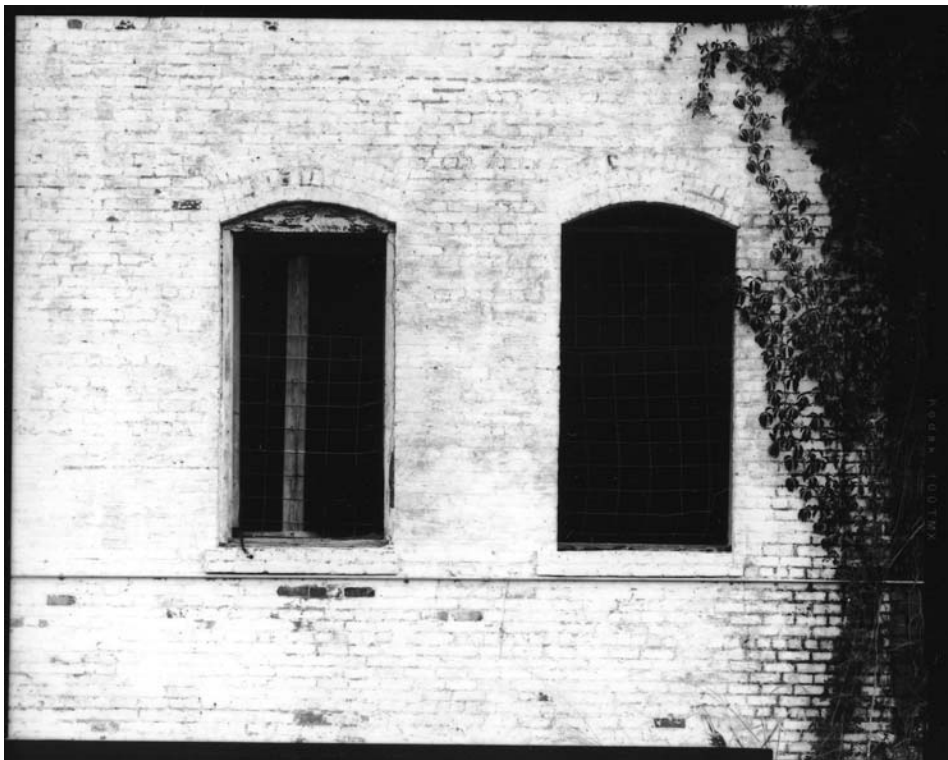
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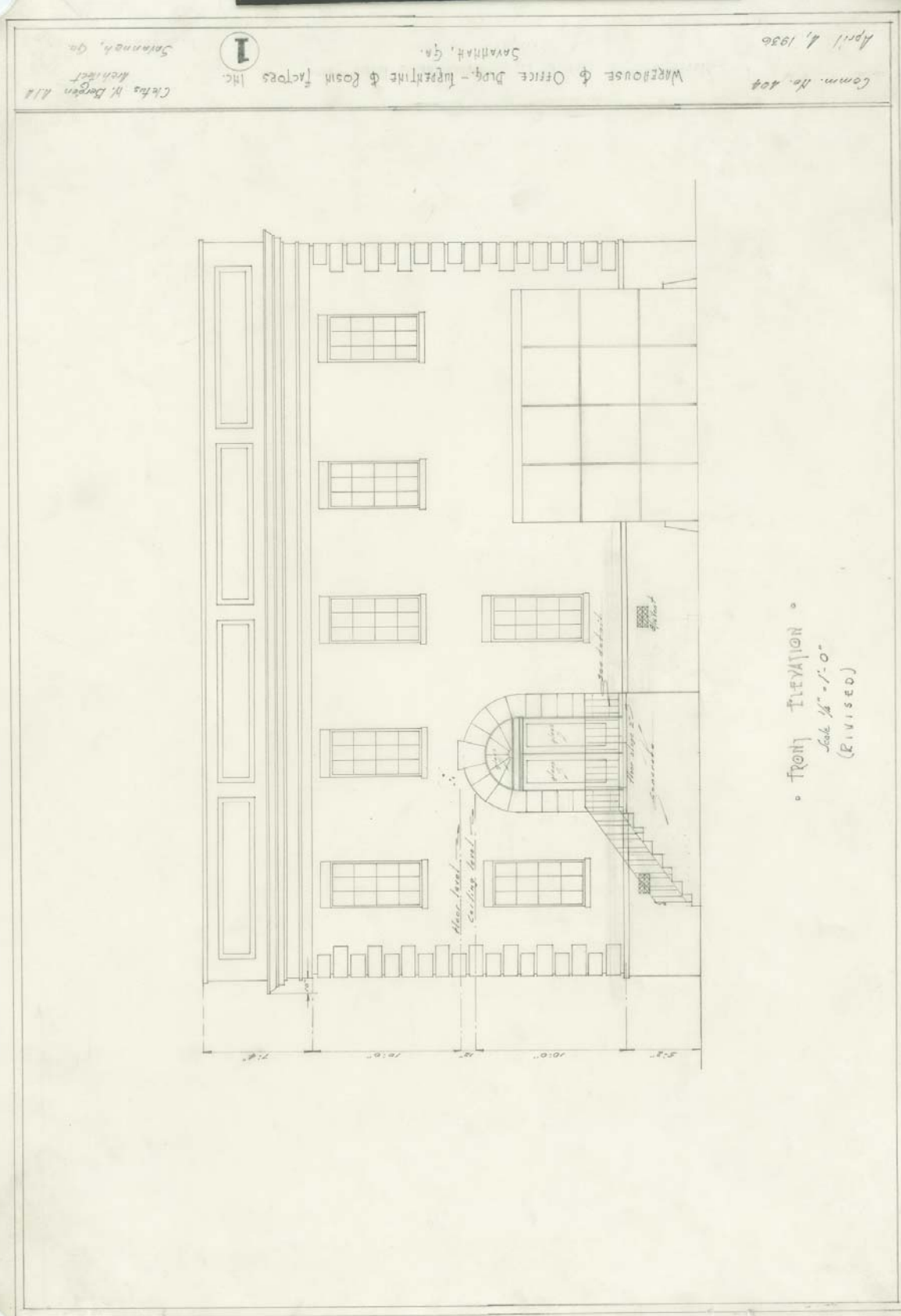
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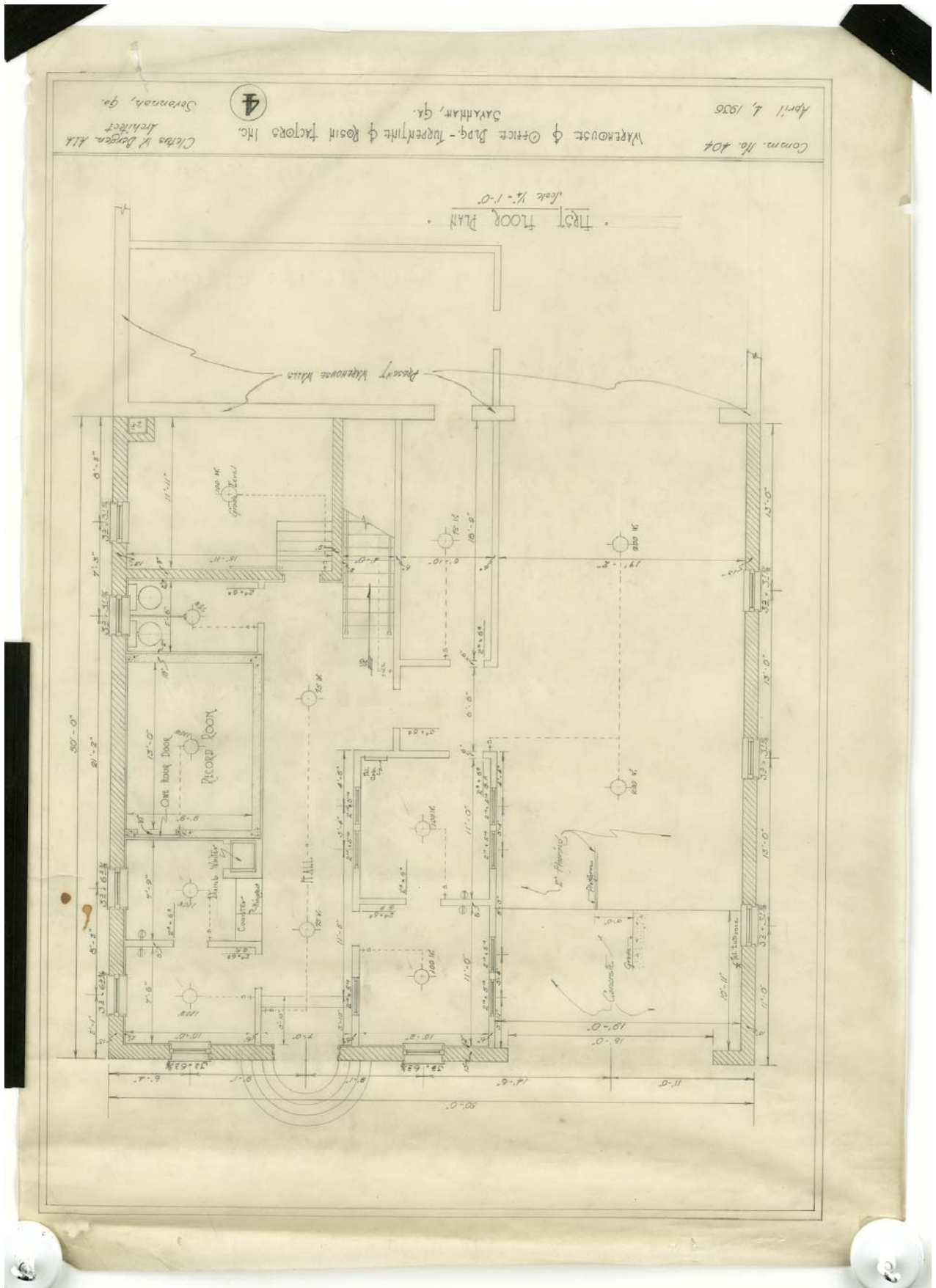
• FRONT ELEVATION •
Scale 1/8" = 1'-0"
(REVISED)

Comm. No. 104
April 4, 1936
Savannah, Ga.
Warehouse & Office Bldg. - Turpentine & Rosin Factors Inc.
Savannah, Ga.
C. H. H. Bergen, A.I.A.
Architect
Savannah, Ga.

1

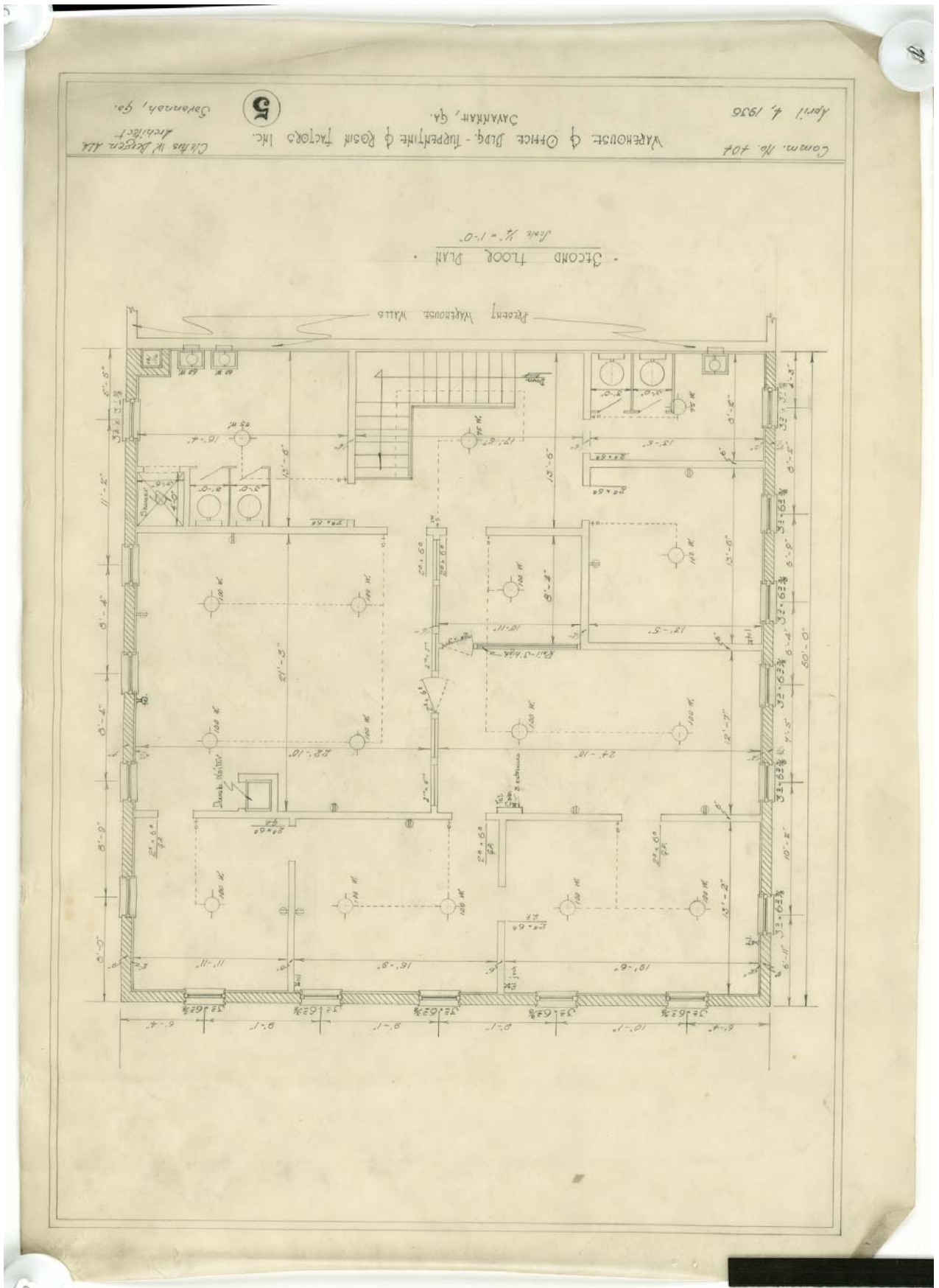
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Comm. No. 404
Warehouse of Office Bldg. - Turpentine & Rosin Factors Inc.
Savannah, Ga.
April 4, 1936
C. H. W. Deegen, AIA
Architect

SECOND FLOOR PLAN
Scale 1/4" = 1'-0"

HISTORIC AMERICAN BUILDING SURVEY

Turpentine and Rosin Factors Inc. Office and Warehouse

HABS No. GA-XXX

Location:

Lamar Ward, Savannah
Chatham County, Georgia

U.S.G.S. 7.5 minute Savannah, Georgia quadrangle
Universal Transverse Mercator coordinates:
17 492584E 3548540N

Date of Construction:

1921 and 1937

Architect:

Cletus W. Bergen

Present Owner:

Village at Oglethorpe Landing, LLC
348 Enterprise Drive
Valdosta, GA 31601

Present Use:

Abandoned
To be demolished 2007

Significance:

The Turpentine and Rosin Factors Inc. Office and Warehouse is eligible for the National Register of Historic Places under criteria C, architecture and engineering. The warehouse is significant at the local level for its role in shipping and commerce in Savannah. The architect of the 1937 addition, Cletus Bergen, is a well known and documented architect in the region.

Report Prepared by:

Will Brockenbrough
Architectural Historian
Brockington and Associates, Inc.
31 Park of Commerce Way, Suite 200A
Savannah, Georgia 31405

Date:

September 2007

Project Information:

In June 2007, Ambling Inc. contracted with Brockington and Associates, Inc., to prepare Historic American Building Survey (HABS) Level II Documentation of the 1937 Turpentine and Rosin Factors, Inc. Office and Warehouse and to provide the documentation to the U.S. Army Corps of Engineers (USACE), Georgia State Historic Preservation Office (SHPO), National Park Service (NPS), Advisory Council on Historic Preservation, and other interested parties as required under the National Historic Preservation Act. In July 2007 a Memorandum of Agreement (MOA) was signed to mitigate the adverse effects of the proposed Savannah River Landing development on the 1937 Turpentine and Rosin Factors, Inc. Office and Warehouse. The MOA stipulated that the structure be documented to HABS specifications and be submitted to the National Park Service.

The existing ground elevation of the site will require the installation of fill dirt above the base flood elevation in order to facilitate the proposed development. The Warehouse has a finished floor elevation of 6' (NAVD88). The finished floor elevation would need to be raised an additional 6' (NAVD88) prior to obtaining a Certificate of Occupancy.

Ambling Inc, proposes to demolish structure because it is not feasible to elevate the ground floor above the base flood elevation. It has been determined that it is more cost efficient to demolish the building than to elevate the structure and rehabilitate it. Will Brockenbrough, of Brockington and Associates, Inc., prepared the historical narrative and photographic documentation of the Warehouse. The historical research and photographic documentation was completed in 2007 based on fieldwork completed in June 2007.

Previous Investigations

The developer of the project tract, Ambling, Inc., contracted Brockington and Associates, Inc., of Atlanta, Georgia, to conduct archival research and a cultural resources (i.e., historic sites) reconnaissance survey of the subject development tract. The results of the Brockington and Associates survey are contained in the following report:

Butler, Scott, and Will Brockenbrough. "Archival Research and Cultural Resources Reconnaissance of the Savannah Riverwalk Extension Tract, Lamar Ward, City of Savannah, Chatham County, Georgia." Report Prepared for Ambling, Inc., Atlanta, Georgia. Report Submitted to the US Army Corps of Engineers, Savannah District, and

the Georgia Department of Natural Resources, Historic Preservation Division (Georgia State Historic Preservation Office). January 2007.

According to the report, the Turpentine and Rosin Factors, Inc. Office and Warehouse building was recommended individually eligible for the National Register of Historic Places under Criteria C, as a good example of early twentieth century commercial/industrial architecture. With the exception of some boarded windows, the building exhibits few alterations. The building retains its integrity of location, design, workmanship, feeling, and association. The structure was recommended eligible for the NRHP under Criteria C (architecture), at the local level of significance; USACE, Savannah District concurred with the recommendation and forwarded the report and comments on to the Georgia SHPO.¹ The Georgia SHPO reviewed the report and agreed with its findings.² Therefore, the Turpentine and Rosin Factors, Inc. Warehouse and Office building, in accordance with 36 CFR 800.4(c)(2) is considered eligible for inclusion in the National Register, and is subject to special protective considerations in the planning of federally permitted or authorized undertakings.

In April of 2007, the USACE issued a Determination of Adverse Effect and subsequently entered into a Memorandum of Agreement (MOA) with the Georgia SHPO and Ambling, Inc., in July 2007, to ensure the documentation of the Turpentine and Rosin Factors, Inc. Warehouse and Office building to HABS Level II standards.

Methodology:

Before beginning the documentation process, Brockington and Associates, Inc.'s Project Manager consulted with representatives of Ambling, Inc. to discuss the scope of the documentation, the methods to be employed during research, and the project schedule. Upon notice to proceed, the Project Historian began the background research necessary to develop the historic context for the Turpentine and Rosin Factors, Inc. Warehouse and Office buildings. The

¹ 21 February 2007 Letter from Mr. Jason O'Kane, Project Manager, USACE, Savannah District Regulatory Branch, Northern Section to Dr. Ray Luce, Director and Deputy SHPO, GADNR, HPD, forwarding to his office for review and comment the report "Archival Research and Cultural Resources Reconnaissance of the Savannah Riverwalk Extension Tract, Lamar Ward, City of Savannah, Chatham County, Georgia," prepared by Brockington and Associates, Inc., and concurring with the reports findings that the Turpentine and Rosin Factors Warehouse and Office be considered NRHP eligible.

² 2 March 2007 Letter from Ms. Elizabeth Shirk, Environmental Review Coordinator, GADNR, HPD, concurring with reports finding that the Turpentine and Rosin Factors Warehouse and Office be considered NRHP eligible.

project historian used both archival research and secondary sources to complete the background research. Property records at the Chatham County Courthouse were examined to construct a timeline of ownership and development of the tract and building. Records were examined at the Georgia Historical Society in Savannah for contextual information, as well as information on the building and its architect. The Georgia Historical Society has in its collections many of the documents and drawings produced by the architect Cletus W. Bergen, who was the designer of the 1937 addition to the building. These records, many of which have not been cataloged, were invaluable in researching the building and its construction. Construction drawings, pencil on light tracing paper, are part of this collection. The drawings consist of nine sheets drawn in 1936 for the Turpentine and Rosin Factors, Inc. Warehouse and Office Building.

Background:

Development of Eastern Wharves and Anderson's Wharves

The Turpentine and Rosin Factors, Inc. Warehouse and Office building is situated on land that was largely used for agricultural purposes until its 1921 subdivision. The area surrounding the structure became increasingly important to as Savannah grew into a global port. The waterfront area to the north of the warehouse first developed as Savannah's Eastern Wharves beginning in the 1840s, and was delineated by the city as Lamar Ward in 1905.

The tract is made up of two main parts, the northern waterfront tract and the inland tract to the south. The waterfront tract was originally referred to as the Windmill Tract; this area was later called Anderson's Wharf, Gordon's Wharf, and the Atlantic Coast Lines Wharf. The waterfront portion of the project tract has been in almost continual use since 1839. The southern portion of the tract consists of land that belonged to Gazaway B. Lamar and the Lamar family until the early twentieth century. The Lamar land was subdivided in several phases beginning in 1921, having been used almost solely for agricultural purposes before this time.

At the time Savannah was founded in 1733, the area to the east of Oglethorpe's town, including the project tract, was a vast tidal marsh that acted as a defensive measure for the early colony. With the general economic failure of the colony and the change from trustee rule to a Royal Colony came the introduction of slavery and the rice culture that shaped antebellum Savannah. To the east of the town, the area including the project tract was a vast tidal marsh. Although the marsh was unsuitable for domestic use, it was eventually recognized as being ideal

for the cultivation of rice.³ The development of the marshes below the bluff of Savannah did not occur until shortly before 1800.

As early as 1800, maps indicate that the 3-3/4 acres of marginal land to the east of the city are “Reserved for Wind Mill” (Figure 1). The origin of this use is possibly related to the Trustee’s experimental nature, as they searched for new agricultural methods and crops to exploit. While the origins of the reasons for reserving the land for the construction of a windmill are unclear, it is apparent that John Peter Lange is the earliest recorded owner of the tract.⁴ But, Lange’s estate had a judgment against it in the amount of \$1,956.30, and the land was auctioned in July of 1810 to raise funds. C. Williamson and R. M. Stites were the high bidder at \$160 for the 3 ¾ acres known as the “Windmill Tract.”⁵

³ Honerkamp, Nicholas and Brina Agranat. *Phase II Archaeological Research at the Radisson Hotel Site, Savannah, Chatham County, Georgia*. Prepared for Columbia Sussex Corporation, Ft. Mitchell, Kentucky. Prepared by the Jeffery L. Brown Institute of Archeology, The University of Tennessee at Chattanooga. 1991

⁴ The Chatham County Deeds prior to his ownership are illegible.

⁵ Chatham County Deed Books 2C:728.

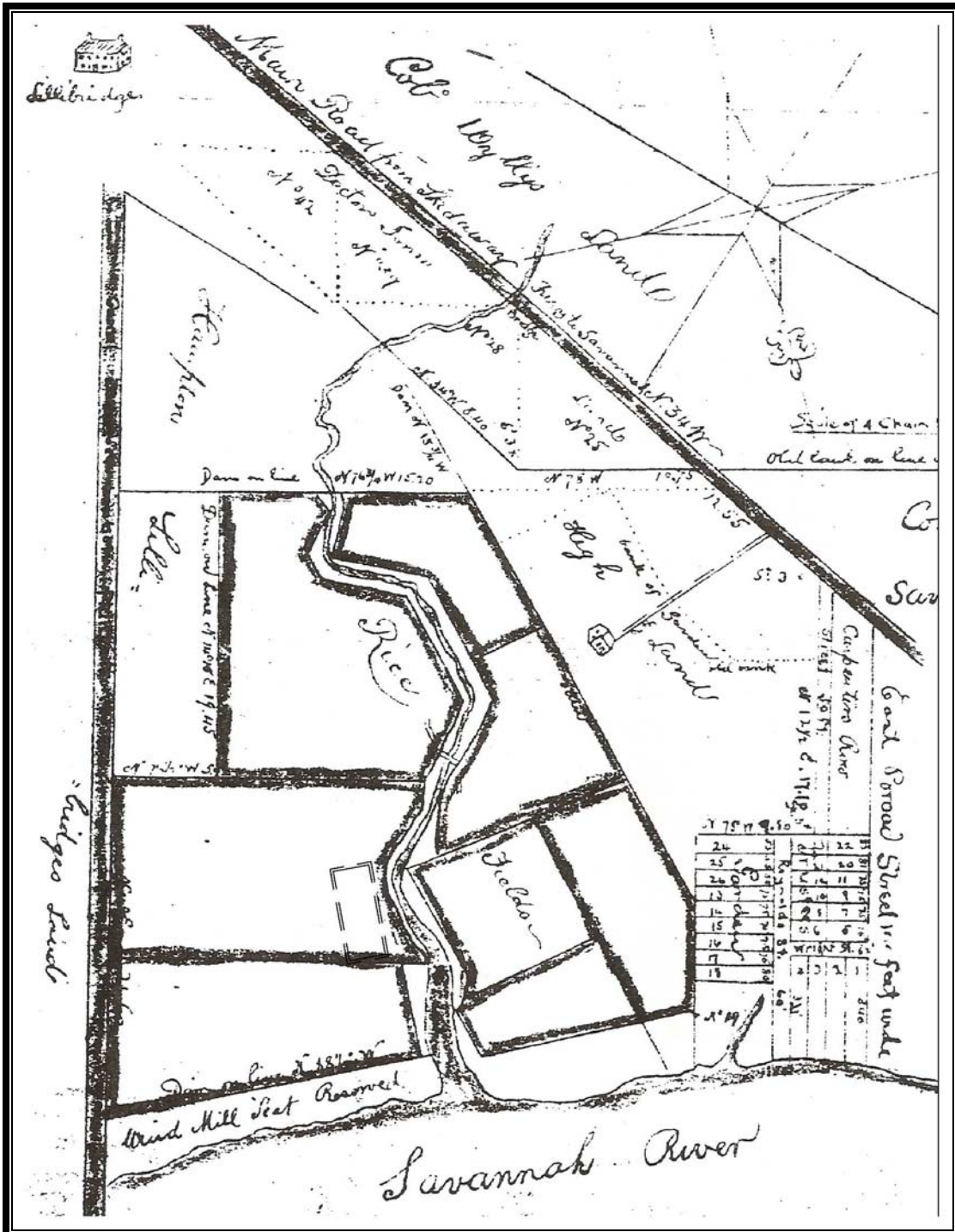


Figure 1. Portion of c.1800 plat showing project tract.

Stites bought Williamson out of the partnership in December of 1811. Upon Stites death, interest in the tract was divided among his three children, Richard W. Stites, Sarah A. Stites, and Eliza C. Anderson.⁶ This division essentially determined the history of the tract, for Eliza Anderson became the wife of George W. Anderson, and Sarah Stites eventually married William W. Gordon; the two men and their families control ownership for the next 100 years. Gordon and Anderson rose to prominence in Savannah, with Gordon founding the Central of Georgia Railroad in 1836, and Anderson serving as president of the Planters' Bank of Savannah.⁷ In addition to a successful law practice, Gordon served as both a senator and representative in the Georgia General Assembly. In 1850, Gordon County was created and named after him. Gordon's son, William Washington Gordon II, would later continue the tradition of serving as a community leader, playing a key role in Civil War Savannah.

The area below town that had been used for rice production was converted to dry culture with the passing the 1817 city ordinance prohibiting wet culture within one mile of the city limits. This action was taken after several outbreaks of yellow fever and malaria, the causes of which were mistakenly attributed to low-lying swampland and the vapors that arose from them. The transformation of the rice fields was subsidized by contracts between the city and rice planters, draining the marshes to facilitate the use of dry agricultural methods. The area remained in dry agricultural use through the 1820s and 1830s. The area to the west of the study, across Lamar's Creek, was eventually developed by a speculative partnership known as the Eastern Wharf Company.⁸

As the seaport and rail hub of for lumber, cotton, and rice, and as the receiving port for imported goods, Savannah experienced an economic boom in the years leading up to the American Civil War.⁹ This fostered a sense of optimism that was not quelled until the fall of Savannah in December of 1864. The Eastern Wharf Company, located to the west of the project tract, filled in the marsh and developed wharves and warehouses. The area became the site of cotton presses, saw mills, an iron foundry, and shipyards. The growth of the Eastern Wharves eventually spread across Lamar's Creek. In 1839, Gordon and Anderson found a tenant for their

⁶ Chatham County Deed Books 2D:282 and 2N:297

⁷ Fraser, Walter J. *Savannah in the Old South*. The University of Georgia Press, Athens (2003).

⁸ Honerkamp, Nicholas and Brina Agranat.

⁹ *Ibid.*, *Idem.*

land, Calvin Emmons, who leased the Windmill tract for a period of 10 years.¹⁰ The terms of the lease agreement, which were initially only for the western 300 feet of waterfront, or “upper part,” stipulated that Emmons:

shall and will before expiration of said time, build, erect & keep up a good and substantial wharf at the river front of the piece or parcel of land, of as much as shall be necessary for his purposes that he or they will during the said time fill up with earth, sand or some other durable material the land hereby devised, so as to be above ordinary high tide.

In addition wharf construction and filling the land, Emmons was required to provide road access across the tract, so it could be accessed. With the construction of the wharves on the Windmill Tract, the property came to be known as Anderson’s Wharves; this name was used until about 1888 when it became known as Gordon’s Wharves. Emmons constructed a saw mill, the “Eagle Steam Saw Mill.” Emmons mortgaged the saw mill and leasehold no less than nine times during the period from 1840 – 1844.¹¹ Gordon died in 1842, leaving his son, William Washington Gordon II, in charge of his interest in the property.

The Eagle Steam Saw Mill was eventually destroyed by fire, forcing Emmons to abandon his lease on the Windmill Tract. Alvin N. Miller, whose enterprises on the Eastern Wharves included a substantial iron and brass foundry, took over the lease and built the “New Eagle Steam Saw Mill” in 1845.¹² By the 1848 Bancroft Census, the saw mill was being run by William and James Quantock, who had purchased a one-half interest in it in 1846 for \$2500.¹³ The Bancroft Census provides an accurate depiction of the mill:

NEW EAGLE STEAM SAW MILL, on eastern wharves – erected 1845 – one engine of forty horse power; two gangs of saws and one circular saw. Cuts 12,000 feet lumber per day. Employs 14 persons. Capital invested \$12,000. Robert A. Lewis & W. & J. Quantock, Proprietors. James Quantock, Jr. Manager.¹⁴

¹⁰ Chatham County Deed Book, 2Y:301.

¹¹ Ibid., 2Y:112, 2Y:304, 2Y:305, 2Y:294, 2Z:3, 2Z:75, 2Z:105, 2Z:106 and 2Z:179

¹² Ibid., 3C:414.

¹³ Ibid., 3D:150.

¹⁴ **Error! Main Document Only.** Bancroft, Joseph. *Census of the City of Savannah*. E. C. Councill, Savannah, Georgia (1848).

The 1840's witnessed the development and operation of seven saw mills in Savannah that had a total capacity of 80,000 feet of lumber per day; six more mills opened within the next ten years.¹⁵ By the 1850s, Savannah became one of the largest lumber markets in the United States, sustained by a large export to Britain.¹⁶

Savannah was Georgia's largest city, and one of the industrial centers of the South before the outbreak of the Civil War. The economic optimism that proliferated during the boom years before the war influenced, and perhaps precipitated, Georgia's early secession from the Union. William W. Gordon and other prominent Savannahians led the fight, seizing Federal property almost before Georgia seceded. Colonel Alexander R. Lawton seized Fort Pulaski in the early days of the conflict, only to have it besieged by Union forces in 1862. When the young Colonel Olmstead, in command of Fort Pulaski, was forced to surrender, he did so to Major General David Hunter. In a strange twist illustrating the family divisions caused by the war, Hunter was the uncle of Nellie Gordon, William Gordon's wife.¹⁷ G. W. Anderson was commander of Fort McAllister until it fell to Sherman's troops in 1864.

Although the citizens of Savannah suffered greatly through the long years of the war, the city survived the conflict intact, as it was spared the wrath of General Sherman's army on its march from Atlanta in the final months of 1864. While activity on the Eastern Wharves increased with the needs of production of material during the war, the appearance of the wharves had changed dramatically by the end of the conflict. Retreating Confederate forces destroyed Willink's shipyard on the Eastern Warf, possibly destroying the marine railway on Anderson's Wharf. The nearby A. N. Miller foundry also suffered destruction at the hands of retreating troops.¹⁸ Sherman seized all commercial assets, particularly cotton, as war prizes, famously giving President Lincoln the city as a Christmas present. Local officials agreed to end resistance, thus sparing the city the destruction Sherman wrought on the countryside on his way to Savannah on his journey south, and Columbia on his way north.¹⁹ It is likely that what was left

¹⁵ Fraser.

¹⁶ Coleman, Kenneth editor. *A History of Georgia*. The University of Georgia Press, Athens (1977).

¹⁷ *Ibid.*, *Idem*.

¹⁸ Honerkamp, Nicholas and Brina Agranat.

¹⁹ Sullivan, Buddy. *Georgia: A State History*. Arcadia Publishing, Charleston, South Carolina (2003).

of the wharves and their structures remained intact, although the port was slow to recover after the war.

By 1876 the waterfront had fully developed as Anderson's Wharves, while lands to the south of the wharf property, including the project tract, remained in dry culture. A mill basin was located to the east of Lamar Creek, with canals and trunks controlling the flow of water. The mill basin was used as a holding area for timber rafted from the Savannah River. At the east end of Anderson's Wharf was Willink's Shipyard. Henry F. Willink had an extensive shipyard on the Eastern Wharves, mainly concentrated on the western end. At the start of the Civil War, Willink's operation was the largest in Savannah. His yards were burned during the evacuation of Savannah, but were rebuilt after his return.²⁰

William W. Gordon purchased George W. Anderson's one-half interest in the Windmill Tract for \$15,256.40 in July of 1880.²¹ G. W. Anderson had died in 1872, leaving his one-half interest to his son, Edward C. Anderson, who died four years later. It is from the estate of E. C. Anderson that Gordon purchased the one-half interest. In September of 1881, he purchased from C. A. L. Lamar the lot to the south and west of Anderson Wharf for \$5,000.²²

The 1888 Sanborn map indicates that Gordon leased the wharf property to the firm of R. F. Harmon Resin and Cotton. Cotton and Resin Sheds fronted the river side of the wharf, while the inland side was occupied by resin yards. The Tybee Railroad negotiated an easement along the president street boundaries in 1887.²³ The area bounded on the north by the Savannah River, east by Bilbo Canal, south by President Street and west by Randolph Street was laid out as Lamar Ward by the City of Savannah in March of 1905.²⁴ The Eastern Wharves suffered from a severe fire in 1889; it can be assumed that the Gordon Warehouse was among the casualties.

²⁰ Babits, Lawrence E., and Julie A Barnes. *Archeological Investigation of the Marine Railway Site, Hutchinson=s Island, Savannah, Georgia*. Prepared for the U.S. Army Corps of Engineers, Savannah District, Environmental Resources Branch, Savannah, Georgia (1985).

²¹ Chatham County Deed Books, 4Z:10

²² *Ibid.*, 5B:428

²³ *Ibid.*, 6N:5.

²⁴ MacDonnell, A. H. *The Code of the City of Savannah*. Morning News Print, Savannah, Georgia. (1907).

The wharves were still being used for cotton and resin, while the land to the south remained under cultivation.

The Savannah, Florida, and Western Railroad had its wharves to the east of Gordon's Wharf. The wharf was used for the naval stores division of the Railroad. The early twentieth century saw Georgia become the leading producer of naval stores, including rosin, turpentine, and other products that could be derived from the vast inland pine forests.²⁵ The decline of the pine forest in North Carolina, and Charles H. Herty's discovery of improved methods of extracting turpentine placed an increased demand on Georgia's forests. As a "rough, low-paying industry that demanded little skill," the industry was aptly suited to a growing state.²⁶ Georgia's place as leading producer of naval stores made Savannah the leading port for their export. Figure 2 is a c. 1930 photograph taken in the vicinity of Gordon Wharf looking towards the city of Savannah. The scene is an accurate depiction of the industry that dominated the waterfront in the early twentieth century.



Figure 2. 1930 photograph showing vicinity of Gordon Warf.

²⁵ Sullivan, Buddy.

²⁶ Coleman, Kenneth.

In August of 1901, The Savannah, Florida and Western Railroad leased the Gordon Wharf in order to expand their operations.²⁷ The lease was for a term of 25 years and included and option to purchase the property before the end of the term. W. W. Gordon died in 1912; the railroad exercised its option to purchase the property from his estate in 1924.²⁸ The heirs of the Gordon estate included one of Savannah's most famous citizens, Juliette Gordon Low, founder of the Girl Scouts of America.

The project tract remained in the Lamar family until it was subdivided into lots and sold. The first parcel was sold to W. W. Gordon in 1881, but the true subdivision of the property did not occur until June of 1921, when a portion was sold to the Dixon Contracting Company for \$22,150.²⁹ A plat of the Lamar Estate dating to 1907 has the outlines of this subdivision drawn in pencil (Figure 3). The property is bounded on the west by the Cotton Warehouse Lot, the north by St. Julian Street, the west by the Lamar Estate, and the south by President Street. The site received intensive industrial use over the next fifty years.

The remaining portion of the Lamar Estate land was deeded in 1951 to The Lamar Estate Incorporated.³⁰ Additional subdivisions were made after that date. The easternmost section of what was first St. Julian Street, then Harbor Street, was deeded to the Southeastern Maritime Company in 1980 by the Mayor and Aldermen of Savannah.³¹ The eastern wharves experienced a gradual decline through the mid twentieth century and were eventually abandoned by the industries that had created them.³² Shipping in Savannah was greatly consolidated by the Georgia Ports Authority and other major national companies, and along with standardization in the form of container transport, wharves gave way to massive shipping terminals that bear little resemblance to the late nineteenth century Savannah wharves.

²⁷ Chatham County Deed Book, 8J:428.

²⁸ *Ibid.*, 19S:15.

²⁹ *Ibid.*, 16F:462.

³⁰ *Ibid.*, 53H:385.

³¹ *Ibid.*, 114M:439.

³² Honerkamp, Nicholas and Brina Agranat.

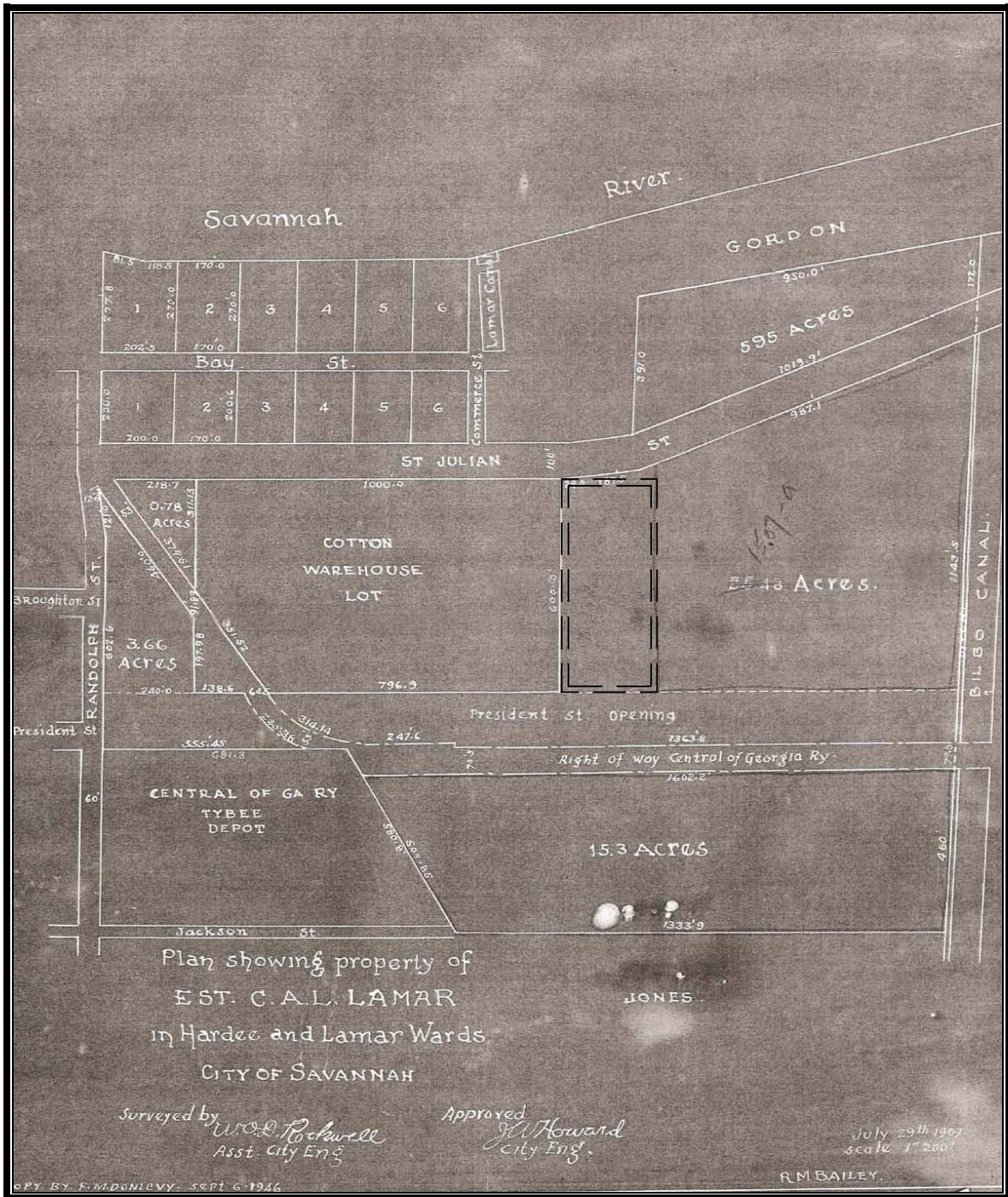


Figure 3. 1907 plat showing project tract.

The Dixon Contracting Company

A native of Savannah, Merritt Woodhull Dixon entered the field of engineering after attending the Georgia Institute of Technology. He worked for several firms, including the Gadsden Construction Company and Morgan & Dixon. When war was declared in 1917, Dixon entered the U.S. Army by attending officer's training at Camp Gordon. He rose to the rank of Major, serving as an engineer in France during the war. The day after his discharge from the army in January of 1919, Dixon was appointed Chief Engineer for the City of Savannah.³³

Dixon did not hold his city office for very long; in August of 1919, he formed the Dixon Contracting Company with James W. Bounds and L. W. Lindsay.³⁴ Shortly after purchasing the project tract in 1921, the Dixon Contracting Company constructed a one story warehouse on the project tract as a new home for their expanding business. They moved their offices from the Mendel Building downtown to the new building at 793 St. Julian Street. As contractors and engineers, the company specialized in road and bridge construction throughout the Southern United States. The Dixon Contracting Company is listed in the Savannah phone book until 1937; one year after Dixon sold the property to Turpentine and Rosin Factors, Inc.³⁵

Merritt W. Dixon was also the owner of the DeRenne Apartments on the corner of Liberty and Drayton in Downtown Savannah. The large apartment building, still extant and now condominiums, was designed by Cletus W. Bergen. Bergen also designed Dixon's residence at 324 46th Street in the Chatham Crescent neighborhood of Savannah.

Turpentine and Rosin Factors, Inc.

With a main office in Jacksonville, Florida, Turpentine and Rosin Factors, Inc. expanded to the Savannah area around 1936, where they occupied an office in the Blun Building on Johnson Square. The company also had facilities in Valdosta, Georgia at this time. That same year, Turpentine and Rosin Factors Inc. engaged the services of a local architect, Cletus W. Bergen, to design a new office to be added onto the warehouse they had purchased in Lamar

³³ "M. W. Dixon Well Know Citizen, Dies." Savannah Evening Press. 7 June 1957.

³⁴ Savannah City Phone Book, 1920

³⁵ Chatham County Deed Books. 31A:402

Ward. From 1934 through 1938, the company purchased thousands of acres in individual parcels in Chatham and the surrounding counties to be used for turpentine production.³⁶ The company was entering the market at a time when the processing of turpentine was shifting from smaller, dispersed stills to centralized distilleries. Turpentine and Rosin Factors, Inc. attempted to counteract the negative effects this movement had on factors by buying interest in the distilleries.³⁷ The move, however, could not counteract the decline in the role of factors in the turpentine industry, causing them to play less of a role in the processing and marketing of the naval stores. In order to remain viable, the company diversified its product range and by 1959 was also a wholesale grocer.

The Savannah office of Turpentine and Rosin Factors, Inc. was headed by P. J. Rooney who served as a Vice-President with the company. Stokes S. Perry served as Assistant Treasurer and Office Manager, while W. T. Dotty served as Jr. Assistant Secretary and J. W. Loyd served as Assistant Treasurer. While turpentine and rosin were the company's main products, it also produced and sold alcohols, linseed oil, carbon tet, muriatic acid, sulphuric acid, wood preservatives and insecticides. In 1956, the company constructed a gum processing plant on 6 acres acquired from the neighboring Seaboard Airline Railroad Company.³⁸

Turpentine and Rosin Factors, Inc., was eventually bought-out by Nelio Chemicals in the early 1960s. Four years later, Nelio chemicals sold the property to Union Bag-Paper Corporation.³⁹ A plat drawn in 1966 clearly outlines the structures and equipment that existed on the site. The facilities included a turpentine packing plant, truck repair station, and a two story office building attached to a steel truss warehouse, as well as large steel turpentine tanks. (Figure 4).

Stewart

³⁶ Various Chatham County Deed Books.

³⁷ Outland, Robert B. *Tapping the Pines: The Naval Stores Industry in the American South*. Louisiana State University Press, Baton Rouge, Louisiana (2004).

³⁸ "Industrial Growth Cited By Authority." *Savannah Morning News*. April 20, 1956.

³⁹ *Ibid.*, 85W:304.

TURPENTINE & ROSIN FACTORS, INC. WAREHOUSE AND OFFICE
 Lamar Ward, Savannah, Chatham County, Georgia
 HAER No. GA-XX
 (Page 16)

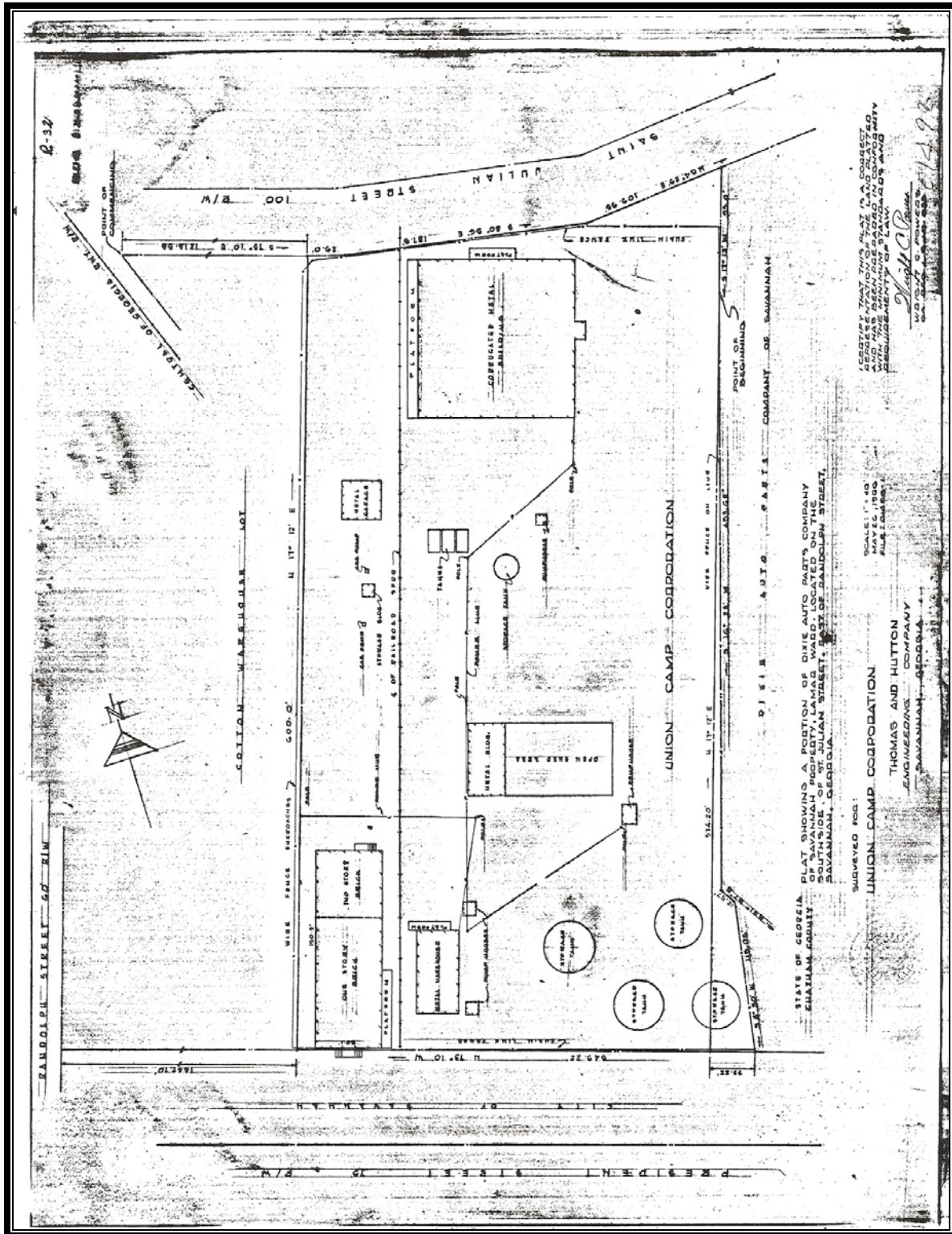


Figure 4. 1966 plat.

Cletus W. Bergen, AIA

As an architect living and practicing in Savannah, Georgia, Cletus William Bergen established himself as one of the most prolific and influential architects in the city. Born in 1896, he graduated from the School of Architecture at the Georgia School of Technology. After graduating, he and a partner created the firm of Strong and Bergen, but, by 1922, Bergen was working at the firm of Levy and Clark, where he rose to the level of partner.⁴⁰ In 1927, Bergen opened his own office. Before his death, he would play a role in the design and renovation of hundreds of structures in Savannah and the region. He is known as the “Dean of Architecture” in Savannah, as most of the city’s architects of that generation began their careers by interning in his office.

Serving as Chairman of the Historic American Buildings Survey in Savannah was just one of Bergen’s many civil responsibilities. In addition, he served as Secretary of the Chatham County Planning Board, Chairman of the Metropolitan Planning Commission, Chairman of the Chatham County Construction Trades Council, President of the Chatham County Building and Trades Association, Chairman of the Georgia State Board of Architectural Examiners, and President of the South Georgia Chapter of the American Institute of Architects.

Bergen’s importance to the built environment of the Savannah area is demonstrated by the abundance of designs that were constructed. Bergen designed Henry Ford’s home in Bryan County, using the bricks from Hermitage Plantation on the Savannah River to construct the home. Bergen designed a home for Col. Tillinghast L. Huston, then owner of the New York Yankees, on Butler Island. In addition to the residence designed for Tillinghast, Bergen is credited with designing the barn to use the first automatic milking machine in the United States.⁴¹

⁴⁰ The 1920 Savannah Phone Book lists Bergen with the firm of Strong and Bergen, although little is known about the firm. Obituaries have him joining Levy and Clarke immediately after graduation.

⁴¹ Marshall, Ann. “Father-Son Leave Imprint on Architectural Skyline.” *Savannah Evening Press*, Savannah, Georgia. 8 July 1973.

A partial list of Bergen's public work includes:

Savannah High School	Gould Cottage Home for Children
Sacred Heart School	Fresh Air Home (Tybee Island)
Charles Ellis Elementary School	DeRenne Apartments
Port Wentworth Elementary School	Pleasant Apartments
Charles Herty Elementary School	Whitaker Congress Building
Richard Arnold High School	Georgia Theater (Statesboro)
Beach High School	Public Housing
Savannah State College Adams Dining Hall	Fellwood Homes
Savannah State College Library	Yamacraw Homes
Savannah State College Dormitory	Fred Wessels Homes
St. Mary's Home	Garden Homes

Bergen's influence in the development of neighborhoods south of the city, primarily Ardsley Park and Chatham Crescent, is seen in the large number of residences that he designed, most of which are still extant. His own home at 3 East 49th Street is an excellent example of the Tudor Revival style, a mode which he repeated with great success throughout the two neighborhoods, including the residence he designed for Merritt W. Dixon.

As a devout and practicing Catholic, Bergen designed many of the Roman Catholic Churches constructed in Georgia, South Carolina and Florida during the period. Many of the vernacular houses built on Tybee Island, know as raised Tybee cottages, during the 1930s were designed by Bergen.

Cletus W. Bergen's eldest son, William (Billy) Petty Bergen, joined his father's firm after graduation from the Georgia Institute of Technology (Georgia Tech), creating the firm of Bergen & Bergen. William Bergen's most lasting contribution to Savannah architecture was the design of the International style Drayton Arms apartment building at the corner of Drayton and Liberty, completed in 1950. The 12 story building was one of the first modern buildings in Savannah, and was an extension of Billy Bergen's graduate thesis at Georgia Tech. While the building was the first apartment building in Georgia with air conditioning, its radical style played a pivotal role in kick-starting the preservation movement in Savannah.

Construction of the Turpentine & Rosin Factors, Inc. Warehouse and Office

In April of 1936, Cletus Bergen produced a set of plans for commission number 404 entitled "Warehouse & Office Building, Turpentine & Rosin Factors, Inc."⁴² The nine sheets depict the elevations, floor plans, foundation plans, roof plans, sections, and details for the two-story addition to the warehouse that Turpentine & Rosin Factors, Inc. had purchased from Dixon Contracting. Bergen's architect's fee of 10%, \$1000 paid July 22, 1936, and another \$600.00 paid May 1, 1936. He was later paid another \$37.50 for his time involved with dealing with the new heating and air. In a letter to P. J. Rooney, Vice President of Turpentine & Rosin Factors, Inc, dated February 10, 1936, Bergen provided a description of the design he has created; it is the most accurate description of the building:

February 10, 1936.

Mr. P. J. Rooney, Vice President,
Turpentine & Rosin Factors Inc.,
Savannah, Ga.

Dear Mr. Rooney:-

Referring to the drawings of your proposed new offices on your Savannah Yard, I am giving you herewith a brief description of the materials, etc., upon which the preliminary price is based.

Fifty seven 44 foot pile will be required to properly support this building. Upon this pile a concrete footing is designed, 10" deep and 24" wide, reinforced with steel. Tops of these footing to be 4" below ground, and thickness of wall above footings to bottoms of 1st floor joist to be 17". From bottoms of 1st floor joist to bottoms of roof trusses over second story wall thickness to be 13", thence 9" from bottom of trusses to top of parapet wall around roof. Parapet walls around flat deck roof will be 3 feet above roof. Sills under first floor framing will be 8/12 with 2/4 spiked on to receive floor joists. Floor joists to be 3/12 spaced 16" C.C., bridged with 1/3 once every seven feet. Flooring of first floor to be 2/8 T&G mill floor. Sills to be L.L. Merchantable Yellow Pine, joist to be #1 Common L.L. Yellow Pine. Floor to be #1 Common Y.P. Columns between 1st and 2nd floors to be 10/10. Second floor joists to be 3/10-16"CC, ceiling and roof rafters to be 3/8-16"CC. Roof to be supported by three steel trusses, and roof decking to be 2/8 T'G planking under a five ply built up roof, 20 year guarantee roof. Entire second floor to be sub-floored with 3/4 sheathing, heavy building paper and a finish floor of

⁴² Georgia Historical Society [GHS] VM 1363-013, Cletus W. and William P. Bergen, AIA: visual materials collection, 1907-1975

thirteen sixteenths by 2 ½ “ factory maple, for hard wear. Brick used on exterior walls to be selected common brick, laid over hollow tile to reduce loading on foundations, exterior walls to be furred, and walls & ceilings throughout the building to be of three coat sand finished plaster laid over sheet rock lath with metal bonding strips at all internal corners of walls and walls and partitions. All windows in building to be projected steel sash, opening outward with two ventilators to each window. All windows have plaster jambs with metal corner beads. All windows to be screened with metal screens furnished by steel sash manufacturer. Glazing to be double strength A grade clear glass. Exterior of building to be decorated with out art stone, limestone finish as indicated on the drawings. Al lavatories and showers to have tile wainscot 4 feet high with tile floors upstairs, wood floors downstairs. Record vault to be with 10” thick reinforced concrete walls, floor and ceiling. Boiler room to be unfinished on interior. Lighting and telephone conduits to be as shown on plans, lighting fixtures to be included in the work. Heating plant to be hot air type with blower and air washer, furnishing humidified air at all times, warmed in winter and washed in summer. Record Room to have steel door with combination lock, 60 minute Underwriters labeled against fire. Dumb waiter for books to be included as well as a small chute for passing tickets, drafts etc., from cashiers office on first floor to book-keepers office on second floor. Entire plaster walls throughout to be painted two coats texolite, all woodwork inside to be given two coats undercoating and one coat enamel, all exterior iron work to be given one good coat black graphite over shop coat. The second floor has no bearing partitions, and all partitions on this floor may be removed and rearranged should the necessity therefore arise. We contemplate covering the entire ground area under the building with asphalt, which should be about the best termite protection available to protect the timbers exposed to the ground. We have not figured creosoting these timbers, as same would cost about \$23.00 per thousand in addition to the cost of the timber. Should you desire it however, we will be glad to include same in the work. The additional cost of the pressure treatment would be about \$300.00. The building is figured complete and there should be no extras necessary to complete the work.

We have carefully estimated the cost of the work by taking off actual quantities and find that the building contract will amount to approximately \$18,500.00. This does not include the Architect's fee which would amount to 6% of the contract cost, or approximately \$1,110.00 which added to the building contract estimate would make the total cost of the work approximately \$19,610.00. This will give you a complete building, one which will last you many years without appreciable upkeep.

Trusting that this information will assist you in your decision, and holding myself in readiness to carry out any commands you direct, and further thanking you for the opportunity of serving you, I remain,

Very truly yours,
[no signature]

Bids for the contracting work were submitted to Bergen as early as early as March of 1936, and letters accepting the bids were sent as early as May of that year. Records indicate that the work progressed smoothly, with Bergen playing a large role in the management of the construction. The one problem he encountered in the construction of the office was the engineering and installation of the air conditioning system, which was first installed by August of 1936. J. W. Holdrige had been the local supplier of General Electric air conditioning systems, and one the project by entering a bid that met the specifications as proposed by Bergen, which included the ability of the system to bring the interior air temperature to 70 degrees Fahrenheit on a winter day. By April of 1937 it was determined that the heating and air system was insufficient to past the tests the company warranted. In August, the heating and air contractor suggested adding a water heater to take the burden off of the boiler, the installation of a larger fan, and the corking of the windows as a means to allow the air conditioning system to meet the required test.⁴³

After the recommended adjustments were made, and the system still failed in test, Rooney and Bergen obviously became frustrated with the contractor. Bergen wrote to C. J. Holdredge on June 11, 1937 to inform him that the system had failed the test of bringing the interior air temperature to 70 degrees Fahrenheit, and that all equipment should be removed within fifteen days and the balance of \$1100.75 be refunded.⁴⁴ Bergen and Holdrege were eventually able to come to an agreement after consultations with General Electric, and agreed that new equipment needed to be installed in order to properly heat the building. Holdrege informed Bergen that the additional equipment would cost an additional \$625.00.⁴⁵ Bergen replied that the additional payment is “agreed to by the owners in a spirit of compromise to assist you in carrying out the terms of your original guarantee and is not to be construed as an acceptance of inadequate heating equipment.”⁴⁶ This second air conditioning system was finished by November of 1937, and appeared to meet the winter tests.

⁴³ GHS VM 1363, 2 August 1937 letter from Paul Graves of General Electric to P. J. Rooney.

⁴⁴ GHS VM 1363, 11 June 1937 letter from Cletus W. Bergen to J. W. Holdredge.

⁴⁵ GHS VM 1363, 16 September 1937 letter from C. J. Holdrege to Cletus W. Bergen.

⁴⁶ GHS VM 1363, 15 September 1937 letter from Cletus W. Bergen to C. J. Holdrege.

TURPENTINE & ROSIN FACTORS, INC.			
Jacksonville, Florida.			
COST OF CONSTRUCTION OF NEW OFFICE & WAREHOUSE			
at			
<u>August 31, 1936</u>			
Lumber:	Waller Lumber Supply Co.	\$320.45	
	Altman Lumber Co.	938.58	
	Reynolds & Manley (Flooring & Ceiling)	803.93	\$2,063.96
Mill Work:	Bright-Brooks Lumber Co.	\$35.53	
	John G. Butler Co. (also hardware)	2,711.42	\$2,746.95
Steel:	(Reinforcing) Savannah Iron & Wire Works	\$426.29	
	(Structural) Steel Products Co.	423.91	\$850.20
Foundations:	(Piling in Place) James A. Powers	\$643.60	
	Liquid Asphalt) Mexican Petroleum Co.	41.01	\$684.61
Cement Material:	W. J. Bremer		1,076.61
Hardware, Sand, etc.	Neil Blun Co.		148.56
Painting & Tile work	(Labor & Materials) Dan Sheehan		825.00
Plastering	(Labor and Materials) S. E. White		78.60
Plumbing:	(Labor and Materials) W. D. Prescott		689.35
Electrical Work	(Labor & Materials) Peerless Electric Co.		416.65
Finishing Floors	(Labor & Materials) Paul Bloodworth		105.00
Heating Unit	(Labor & Materials) Air Conditioning Corp.		1,100.75
Roofing	(Labor & Materials) E. C. Pacetti		389.60
Miscl. Equipment	Vault Door - Diebold Safe Co.	139.00	
	Dumb Waiter - Seyle Elevator Co.	132.00	271.00
Labor:	All Payrolls		5,884.45
	Sub Total		\$17,330.03
Architect Fee	10% of above		1,733.00
	TOTAL COST OF CONSTRUCTION		\$19,063.03

Figure 5. Construction costs for office and warehouse.

Bergen's meticulous records track the progress of the work from the beginning of 1936 through the buildings completion in 1937. The final cost of construction for the new office and warehouse building came to \$19,063.03. Figure 5 depicts the various suppliers and contractors involved in the project, as well as the final cost as calculated by Bergen in August of 1936.

Architectural Description of the Turpentine and Rosin Factors, Inc. Warehouse and Office

The building consists of a two story structure on the north end, constructed in 1937, with a one-story, circa 1921 warehouse building to the south. The primary elevation is on the north, facing the former St. Julian Street, with an asymmetrical, six-bay façade. The entrance has a prominent surround made up of a semicircular arch of blond-colored brick. Constructed of red brick, the building has several masonry details including quoins at the corners, a watercourse at the first floor level, and projecting corbel at the parapet wall. The rear warehouse building is a typical turn of the century one-story industrial building; constructed of masonry with a gable roof and parapet end wall facing President Street. The entire building, both the 1921 warehouse and the 1937 addition, measures 50' by 150', oriented longitudinally in a north south direction. The Cletus W. Bergen 1937 addition measure 50' by 50' and is located at the north end, facing the former St. Julian Street (Figure 6).

The foundations of the 1921 warehouse consist of cobblestone masonry, which is visible two feet above grade. The gabled roof has a stepped parapet wall on the south end and parapets extending above the lower end of the roof, creating a built in gutter. Remnants of collecting tanks and downspouts are still present at the parapet line. The parapet on the white painted masonry walls is capped with two coursed of projecting brick. The east elevation has six windows with segmented arched lentils and sills constructed of horizontally laid brick. Most windows are either boarded shut or empty, and no evidence of the original window type or construction exists. Two large doorways with steel headers are also present on the east elevation. The current doors are constructed of plywood, and no evidence of the original doors exists. A modern wood loading dock and ramp extends from most of the east elevation, partially covering an older concrete loading dock. The west elevation, while largely inaccessible due to overgrown vegetation, is nearly identical in composition to the east elevation.

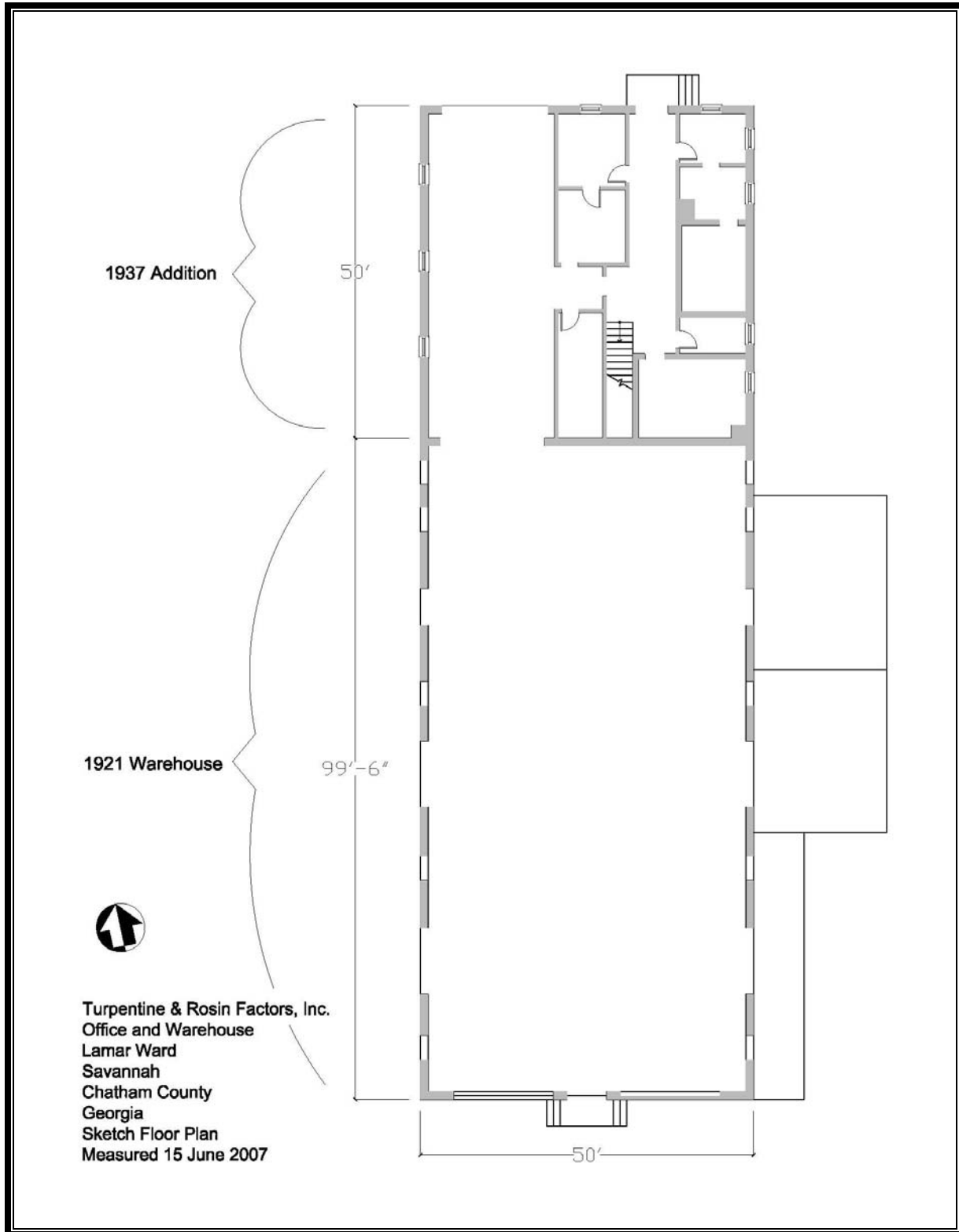


Figure 6. Sketch plan.

The gabled, stepped, end wall that makes up the south elevation is dominated by two large window openings that flank a central doorway. The large storefront-glass installed in the openings appears to be a later addition, as evidenced by the repaired brickwork surrounding the openings. A stoop with stairs leading to the east and west projects from the façade, and has a metal railing. A large steel reinforcing channel has been added to the central section of the gable, and attachment bolts for the interior steel-work are visible along the roofline.

The two-story addition to the north of the warehouse serves as the formal entrance to the building with a single pedestrian door on the left side of the north elevation, flanked by twelve-light metal, casement windows. The entrance door is accessed by concrete and brick steps leading to a stoop, and surrounded by a metal railing. Surrounded by a corbelled, circular arch of blond-colored brick, the six-panel entrance door is probably a replacement. To the right of the entrance is a large, sliding, garage door. The level of the first floor is accentuated with a brick water-table, while the corners of the front façade are decorated with brick quoins. Below the parapet and above the row of five twelve-light metal windows on the second floor are a projecting corbel and band. The parapet wall, itself, is framed by courses of slightly projecting brick and capped with terracotta tile. The steel windows, with the lowest section opening inward, are set within the brick walls with a soldier-course for a header and a rowlock sill. Walls are constructed in a common bond.

The east and west elevations of the 1937 addition are similar except for their placement of windows, the presence of a chimney on the east side, and a fire-escape ladder leading to a second-floor window. Five twelve-light metal windows provide light to the offices on the second floor of the east elevation, while two windows of the same type supply light to the offices in the front of the first floor. Two smaller, six-light steel windows supply light to the furnace room at the rear of the structure. On the west side, the window arrangement has six twelve-light steel windows on the second floor and three on the first floor. Round, six-inch downspouts with header-tanks are located at the north and south ends of the side elevations.

The interior of the structure is difficult to access due to the massive amounts of debris that have been deposited in the building. For this reason, the existing drawings, as well as the description given by Bergen, provide for the most accurate description of the interiors, as well as the methods employed to construct them.

The front entrance hall leads to the main stairwell, with offices on the left and right and the furnace room towards the rear of the structure. The hallway turns left to enter the warehouse corridor which takes up the rest of the first floor, and the offices facing this corridor have. A fireproof document room is located off the first office on the left. The first floor finishes include wood flooring and paneling on the walls and ceiling. The bathroom walls and ceiling finishes have been removed. The second floor landing leads to two bathrooms, a large office space, and several smaller offices as indicated on the existing drawings. Wood flooring and paneling is also found on the second floor; however, the ceilings are plaster. The interior of the 1921 warehouse section consists of an entirely open room with remnants of modern divisions toward the south end. Walls are of bare brick and crumbling plaster make up the rest of the warehouse. The roof structure, steel common trusses, is visible from the interior.

While the Turpentine & Rosin Factors Office and Warehouse was, at one time, situated in a bustling industrial and transportation district, its surroundings today bear no resemblance to the Eastern Wharves and Lamar Ward that grew into prominence in the early twentieth century. As shipping services and port functions shifted from the area further up river and closer to the Georgia Ports Authority, the structures that remained were lost one by one; the Turpentine and Rosin Factors, Inc. office and warehouse building is the last remaining historic structure in Lamar Ward. St. Julian Street's path no longer exists to the north of the building. The surrounding terrain has been raised to facilitate new development above the flood plain, and future plans call for the raising of President Street as well.

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Waring Collection

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