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 IHSI No. 21-17947

United States Department of the Interior
 National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

Historic name U.S. Inspection Station – Porthill, Idaho
 Other names/site number Porthill Border Station; Porthill Inspection Station

2. Location

Street & Number	<u>State Route 1</u>	Not for Publication	<u>N/A</u>
City or Town	<u>Porthill</u>	Vicinity	<u>N/A</u>
State	<u>Idaho</u>	Code	<u>ID</u>
		County	<u>Boundary</u>
		Code	<u>021</u>
Zip Code	<u>83853</u>		

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility 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 does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Signature of certifying official _____ Date _____

State or Federal Agency or Tribal government _____

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

Lemuel C Kent _____ 5 Dec 11 _____
 Signature of commenting official/Title Date

Deputy Idaho State PD _____
 State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:	Signature of Keeper	Date of Action
<u> </u> entered in the National Register	_____	_____
<u> </u> <u> </u> See continuation sheet.		
<u> </u> determined eligible for the National Register	_____	_____
<u> </u> <u> </u> See continuation sheet.		
<u> </u> determined not eligible for the National Register	_____	_____
<u> </u> removed from the National Register	_____	_____
<u> </u> other (explain): _____	_____	_____

5. Classification

Ownership of Property (Check as many boxes as apply)	Category of Property (Check only one box)	Number of Resources within Property	
		Contributing	Noncontributing
<input type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	<u>2</u>	<u>3</u> building(s)
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u> </u>	<u> </u> sites
<input type="checkbox"/> public-state	<input type="checkbox"/> site	<u> </u>	<u> </u> structures
<input checked="" type="checkbox"/> public-federal	<input type="checkbox"/> structure	<u> </u>	<u> </u> objects
	<input type="checkbox"/> object	<u>2</u>	<u>3</u> total

Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)

U.S. Border Inspection Stations, States Bordering Canada and Mexico

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: <u>Government</u>	Sub: <u>Custom's House</u>
<u>Government</u>	<u>Government Office</u>
<u> </u>	<u> </u>
<u> </u>	<u> </u>

Current Functions (Enter categories from instructions)

Cat: <u>Vacant/Not in use</u>	Sub: <u> </u>
<u> </u>	<u> </u>
<u> </u>	<u> </u>
<u> </u>	<u> </u>

7. Description

Architectural Classification (Enter categories from instructions)

Late 19th and Early 20th Century Revivals/Colonial Revival

Materials (Enter categories from instructions)

foundation	<u>Concrete</u>
roof	<u>Wood (shingles)</u>
walls	<u>Brick</u>
walls	<u>Wood (garage)</u>
other	<u>Wood (windows and doors)</u>
	<u>Glass (windows and doors)</u>
	<u> </u>

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

Please see Section 7 Continuation Sheets.

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- C
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions) <u>Architecture</u> <u>Politics/Government</u>	Significant Person (Complete if Criterion B is marked above) <u>N/A</u>
Period of Significance <u>1938</u>	Cultural Affiliation <u>N/A</u>
Significant Dates <u>1938</u>	Architect/Builder <u>Simon, Louis A.</u>

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

Please see Section 8 Continuation Sheets.

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Please see Section 9 Continuation Sheets.

Previous documentation on file (NPS)

- preliminary determination of individual listing (36 CFR 67) has been requested.
- 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

Name of repository: _____

10. Geographical DataAcreage of Property 1.282

UTM References (Place additional UTM references on a continuation sheet)

Zone	Easting	Northing	Zone	Easting	Northing
1 11	536689	5427526	3		
2			4		

x See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

. See Continuation Sheet.

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

See Continuation Sheet.

11. Form Prepared By

Name/Title	Elizabeth Weaver and Richard Starzak	
Organization	ICF Jones & Stokes	Date July 2011
Street & Number	811 W. 7 th Street, Suite 800	Telephone 213-627-5376
City or Town	Los Angeles	State CA Zip Code 90027

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

Photographs

Representative photographs of the property.

Property Owner

(Complete this item at the request of the SHPO or FPO.)

Name	U.S. General Services Administration	
Organization	Northwest/Arctic Region	Telephone (253) 931-7912
Street & Number	400 15 th Street SW	
City or Town	Auburn	State WA Zip Code 98001

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.). A federal agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number.

Estimated Burden Statement: Public reporting burden for this form is estimated to range from approximately 18 hours to 36 hours depending on several factors including, but not limited to, how much documentation may already exist on the type of property being nominated and whether the property is being nominated as part of a Multiple Property Documentation Form. In most cases, it is estimated to average 36 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form to meet minimum National Register documentation requirements. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, 1849 C St., NW, Washington, DC 20240.

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*U.S. Inspection Station - Porthill
Boundary County, Idaho*

Section 7 Page 1

MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico

Description

Introduction

The U.S. Inspection Station--Porthill is located in Boundary County, Idaho, on the east side of State Highway 1 at the Canadian border. The primary elevation faces south. There are four associated buildings: a garage, a shed and two residences constructed by The Immigration and Naturalization Service (INS). The garage next to the border station is a contributing resource. The U.S. Inspection Station--Porthill was decommissioned in 2006. In 1967, Route 1 was realigned and a new border station was constructed southwest from the original 1938 inspection station. The new structure was built to respond to the change in the road direction, as well as accommodate the officers. The nearby residences were also constructed in 1967 and are non-contributing elements. The surrounding area has a hilly terrain, with natural vegetation and mountains in the distance. The U.S. Inspection Station--Porthill is in an isolated setting. The closest U.S. town of any size is Bonner's Ferry (approximate population 2,800), which is located 27 miles south of Porthill.

Description

Exterior:

The original border station building is a symmetrical one-and-a-half story, 3-bay, running course brick building. It contains a concrete foundation and side gabled roof. The primary (southern) elevation faces the road, which used to be the main access from Canada to the United States but now is a dead-end. The center entry portion of the front elevation projects outward under a hipped roof which is extended forward to form a porte-cochere. The primary entry through the projection is a wood door with a lower inset panel and the upper half of the door contains 12 glass panes; 4-unit side-lights flank the door. There are 6-over-6 double hung wood windows underscored with concrete sills on the eastern and western-side elevations of the projection. Each end bay of the primary elevation flanking the central projecting room has original 6-over-6 double hung wood windows, with a lower concrete sill. A decorative 3-by-3 inset stacked course is present above each window on the end bays. The porte-cochere is underscored by a wood soffit and supported by paired wooden square columns, which have a concrete block base. The roof of the porte-cochere and border station is clad in wood shingles and contains gutters.

The eastern elevation is identical to the western elevation. It contains a 6-over-6 double hung wood window near the lower southeast corner, instead of a lower concrete sill there is a wood panel that extends to the bottom of the first floor. On the lower northwestern section of this elevation, there is a wood door that contains a lower inset panel with 6 glass panes above and original hardware. Directly above the door is a wood supported original eave with wood shingles, to provide shelter over the side entrance. The second story has two 6-over-6 double hung wood windows with a lower concrete sill that is symmetrically placed over the first floor window and door. Underneath the pitch of the roof on the gable ends is a lunette shaped attic vent. The building contains a basement lit by small windows on the east elevation. On the exterior, a small concrete retaining support protects the raised basement 3-over-3 window.

The northern elevation features a central brick chimney with a concrete cap. Two window bays, each with 6-over-6 wood frame double hung windows underscored by concrete sills flank each side of the chimney. Of these, the

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windows at the inset bays are smaller than those at the outer bay. The second story has one set of 2-over 2 windows that are located adjacent to the chimney. The first floor features a wood panel below the east window. Below this window and panel is a concrete and wood trap door covering stairs leading to the basement. In the northwestern corner is an original covered entry stair to the basement. It is a small rectangular wood-framed structure with a front gabled roof and wood clapboarding, and a half-glazed, 6-light, wood door. Symmetrical 6-over-6 windows with lower wood panel are located on the east and west sides, the window built within the north elevation remains and looks into the interior of the structure. The northern elevation is covered by overgrowth of maple and lilac trees, as well as natural vegetation.

Interior:

The small protruding portion of the front elevation is the vestibule originally used as a customs and immigration service area. This room contains fir floors and wood molding around the windows, doorframes, and baseboard. Behind the vestibule the first level interior space is split into two symmetrically placed living quarters divided by a center staircase. Access to each living room is through doors on the east and west walls of the vestibule. The rooms contain the same molding and floor material. Within each living room, is a curved flight of stairs leading to a shared central stairway. At the northern section of the building are two rectangular rooms that contain a kitchen for each residence. These rooms also feature the original built-in cabinetry; however, the kitchen on the eastern side has a more contemporary sink and the hardware has been removed from the cabinets. The cabinets and paint color in the two kitchens are slightly different. The molding is the same as the other rooms, but the floors have been covered in patterned linoleum. The two kitchens are adjacent with a communicating wood door. Each kitchen also has individual access to the basement via a wood staircase located beneath the central stair halls.

As originally designed, the upper level of the building was also bi-symmetrical in plan. The second floor is accessed via a wood staircase from the eastern and western living rooms. At the top of the stairs is a small hallway that runs east and west, with a wood door separating the respective residences. Small bathrooms can be entered from the hallway to the north, where the fixtures (a sink, bathtub and toilet) are most likely original to the structure. The hallways and bathrooms both feature fir floors and molding at the baseboards and doorframes. At the end of each hallway are two bedrooms, where a doorway faces the side elevations and another faces the northern elevation. The bedrooms are identical with baseboard and doorframe molding, and a closet at each inside wall. The original light fixtures exist in the southwest and northeast bedrooms. The southwest bedroom has a small, circular fixture that appears to have a bronze-finish and has two embedded stars in between two bulb holders and a pronounced central ornament. The northeast bedroom light fixture has a similar finish and extends downward cupping the bulb.

There is a poured concrete basement underneath the structure, which is accessed by wood stairs located from both kitchens. There is also access to the basement via the exterior covered stairs and a set of storm doors leading to stairs both on the north elevation. The basement consists basically of an open floor plan; although, there is a central room on the south side separated from the main space with double wood doors, and there is a small pantry located on the northeastern side of the room.

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Additional buildings on the property:

A freestanding two-car garage is located northwest of the border station. It is a white clapboard structure with a front gabled roof of corrugated metal. The garage doors face the southern elevation and were replaced after 1948. The garage doors were originally hinged and composed of wood; they currently are vinyl and roll upward into structure. This ancillary building has three original 6-over-6 double hung windows and a wood door with lower inset panel and larger 6-pane window above. The interior of the structure is exposed wood with no insulation.

There is a newly constructed storage shed that is placed between the garage and main building, also northwest of the former border station. It is a small-scale rectangular plan structure with vinyl siding and a slant roof clad in corrugated metal.

Alterations

The only known exterior alteration to the main building is the addition of wood panels placed under several windows, on the north, east, and west elevations. The repair work of the wood panels could date to 1965 repairs. The main interior alterations include a dropped ceiling, ceiling tiles and florescent lights installed in the vestibule and the northwest kitchen. Other interior changes include replaced wood doors, removal of door casing and the majority of the light fixtures. In addition, some hardware on the kitchen cabinetry was removed, and one of the sinks was replaced.

The original garage doors were removed after 1948, and the doors that exist today, which are electric vinyl doors, were the second set to be installed. A newer storage shed was also placed on the property; the date is unknown. In 1965, a new set of plans were drafted to convert the 1936 building into a single family residence for an officer; however, the conversion never took place. The historic border station was used for government purposes until the early 1990s, when it was abandoned.

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Statement of Significance

Summary

The U.S. Inspection Station—Porthill was included in the Multiple Property Submission for *U.S. Border Inspection Stations, States Bordering Canada and Mexico* (MPS). As demonstrated in the Description section of this registration form, the U.S. Inspection Station--Porthill retains most aspects of integrity and meets the registration requirements in the Multiple Property Documentation Form (MPDF) to be eligible for listing in the National Register of Historic Places under Criteria A and C, at the local level of significance, period of significance 1938. It retains most of its original program elements and well demonstrates the historic characteristics of Border Station MPS Property Type Number 1: 1 story, 3-bay Standard Office Building Design with living quarters. In a letter dated July 29, 2008, the Idaho Deputy State Historic Preservation Officer stated after reviewing a draft of the Inspection Station MPS: "We agree that the property is eligible for listing in the National Register of Historic Places."¹

Under Criterion A, the U.S. Inspection Station—Porthill retains the associative attributes necessary to convey that it was one of the first set of purpose-built U.S. Border Inspection Stations that were planned, designed and constructed by the U.S. Government to improve land border security. Constructed in 1938, it was sited alongside a border highway at one of the locations recommended in 1928 by H.A. Benner of the Bureau of Customs and J.L. Hughes of the Bureau of Immigration Benner and Hughes. Its construction was, therefore, in direct response to a chain of events including the imposition of head taxes and country quotas on immigration in 1917 and 1921, smuggling arising from the prohibition of alcohol in 1919, and the increase in usage of the automobile and improved roads in the 1920s.

Under Criterion C, the U.S. Inspection Station—Porthill retains adequate integrity to convey the design, plan, and program from the time it was constructed by the Treasury Department. The exterior and interior of the station's buildings still convey the historical design, workmanship, and materials of the facility's original construction. The Colonial Revival design system was employed throughout the facility through a combination of: brick or clapboard exterior wall surfaces, symmetrical design, steep gable roofs, multi-light double-hung sash windows, keystones in flat arches, and Colonial style columns. The main building retains a high degree of integrity and is distinguished, both in its exterior and interior features and materials, as an excellent example of the Colonial Revival style, particularly for its associative values as a record of the self-image of federal government buildings during the 1930s.

U.S. Inspection Station—Porthill, Idaho: Significance

In their Report on Standard Type of Customs-Immigration Inspection Buildings for Border Highways dated March 13, 1928, H.A. Benner and J.L. Hughes, representatives of the Bureau of Customs and Bureau of Immigration, respectively, made the following analysis and recommendations that eventually led to the authorization for the U.S. Inspection Station—Porthill:

¹ Susan Pengilly, Compliance Coordinator and Deputy Idaho State Historic Preservation Officer, in a letter to Story Swett, Regional Historic Preservation Officer, General Services Administration. July 29, 2008.

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This port is not on an improved road, there being several miles of dirt road on either side of the border. Improved roads, however, lead up to the dirt road connection. The immigration officer is located in the customs office, which consists of a one room rented building.

The international highway connection at this port has not been definitely fixed and a change of route is under consideration, so that it would be inadvisable to take steps for the erection of a Government inspection building until the route of the improved highway is definitely determined.²

The U.S. Inspection Station—Porthill is eligible under Criteria A and C for the National Register of Historic Places. The Inspection Station building is an intact example of the Colonial Revival design system as expressed in border station designs of the Public Works Administration (PWA) period of the 1930s. Strongly influenced by the Georgian design system, this Colonial Revival detailing makes itself present through the combination of: brick elevations, side gabling, wood frame double hung windows, central wood door and fanlights, semi-circular lunette windows, hipped roof front porte-cochere, and an overall strong sense of exterior symmetry including the floor plan, centered front entry, and side gabling.

The design of the U.S. Inspection Station--Porthill is highly similar in form and materials to inspection stations constructed in the late 1930s that have been called "Northern Style" border stations for their ubiquity in the northern Border States. The "Northern Style" border stations shared general features such as brick walls and medium-to-steep pitch gable roofs that buffer from the affects of cold climates, rain, and snow.³ Compared to many other Inspection Stations from the PWA era, the details on the Porthill building are relatively sparse, and are of inexpensive materials. According to the General Services Administration, this may have been because these designs were completed in the midst of the Great Depression.⁴ Both the main building and auxiliary garage are very similar to the border stations in Sasabe, Arizona; Orient, Maine; Alburg Springs, Vermont; Beebe Plain, Vermont; and Curlew, Washington. The U.S. Inspection Station—Porthill continues to possess many features originally depicted in the front elevation rendering as seen in the 1936 architectural drawings.

Louis A. Simon is listed as the Supervising Architect of the building on the plans dated June 23, 1936. Simon was the Supervising Architect of the Treasury from 1933-1939 and during Simon's tenure; the Department of the Treasury was the largest architectural office in the United States. During that period, the Department constructed over 700 million dollars worth of various Post Offices, Border Checkpoints, Custom Houses, and other Federal buildings. "Simon, trained in architecture at MIT, was instrumental in the image of government projected by its public buildings, an image derived from classical western architecture, filtered perhaps through the English Georgian style or given a regional gloss, but one which continues to operate in the collective public vision of Government. Simon was unwavering in his defense of what he considered a "conservative-progressive" approach to design in which he saw "art, beauty, symmetry, harmony and rhythm."⁵

² Benner, H.A. and J.L. Hughes, Report on Standard Type of Customs-Immigration Inspection Buildings for Border Highways. Congressional report to the Commissioner General of Immigration. Washington D.C., May 13, 1928: 42.

³ Boyle • Wagoner Architects, *U.S. Border Stations: Metaline Falls, Laurier and Curlew (Ferry), Washington*. Seattle: Boyle • Wagoner Architects, 1996: 2.

⁴ U.S. General Services Administration, "Historic Federal Buildings: U.S. Border Station, Beebe Plain, VT." Information sheet viewed online, http://w3.gsa.gov/web/p/interaia_save.nsf/1fd3e6888294.... Viewed 24 Nov 2006.

⁵ American Architect and Architecture, August, 1937, vol. 151, p. 51 in US General Services Administration, Historic Building Preservation Program: Inspection (Moors) dated 04/27/94: 3.

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MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico

The construction of United States border stations, inspection stations, and customs and immigration inspection stations was approved by Legislation under the Act of June 25, 1910. The spate of PWA-era of construction, and the construction of this particular border station, initially resulted from the Public Buildings Act of 1926, a Congressional enabling act that doubled the number of U.S Federal buildings in existence.

The U.S. Inspection Station—Porthill evolved from the contexts of Prohibition (1919-1933), the increased popularization of automobile travel, the Public Works Administration that developed out of the Great Depression of the 1930s, and a more stringent entry regimen for immigrants passed in 1917. In 1917 the Federal Government began the imposition of head taxes and literacy tests on Canadian and Mexican Immigrants. This was a practice formerly done only to overseas immigrants. This reform resulted in a sharp increase of illegal entry attempts into the United States across various Canadian and Mexican borders, and heightened the need for an increase in Inspection Station facilities.

The U.S. Inspection Station—Porthill projects an iconographic image of American architecture at the international border. It features the Colonial Revival design system often used for governmental buildings during this time; one that was consciously associated with the American heritage and American past since the 1876 Centennial celebration which triggered a desire for an understanding of American architectural lineage. The U.S. Inspection Station—Porthill has retained its original location. Though the immediate setting of the Inspection Station as a standalone outpost in an open space has been altered by the addition of numerous related buildings, including its replacement, the overall feeling, as a small-scale Depression-era Inspection Station in an open part of the United States, remains unaltered. Likewise, because it has retained the vast majority of its Colonial Revival style features, the U.S. Inspection Station—Porthill still conveys a presence of feeling at the international border historically associated with the United States of America.

Significance within the Related Multiple Property Submission

Within the context developed in the Inspection Station MPS, the U.S. Border Inspection Stations are considered significant as the nation's first set of purpose-built customs and immigration inspection stations for land crossings. Properties are eligible for listing in the National Register under Criterion C if they served this function and retain their essential physical characteristics and integrity from their original plan and design by the Supervising Architect of the Treasury. Properties are eligible for listing in the National Register under Criterion A if they retain overall integrity and the associative attributes that demonstrate the significant chain of events that led to their need, planning, and construction, including: the increased motor vehicle traffic at border highways in the 1920s, increased illegal immigration after the 1917 and 1921 immigration laws, and increased smuggling activity after the 1919 prohibition law. Under Criterion C, Criterion A, or both criteria, properties would be eligible at the local level of significance with a period of significance based on the year construction was completed, between 1930 and 1943.

Evaluation under Criterion A

In order to qualify for listing in the National Register under Criterion A in the area of government, a property must have been used by the U.S. Government as a customs and immigration border inspection facility and must represent the government's response to the important chain of events related to customs and immigration law and the increased

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use of motor vehicles at border crossings. The border inspection stations must have been purchased, planned, designed or constructed by the U.S. Treasury Department in response to a chain of events including the imposition of head taxes and country quotas on immigration in 1917 and 1921, smuggling arising from the prohibition of alcohol in 1919, and the increase in usage of the automobile and improved roads in the 1920s. Properties that retain the aspects of integrity necessary to convey the associative attributes would be significant at the local level, within the period of significance beginning in 1930, when the first station of this group was constructed and closing in 1943, the year construction of the last station of this group was completed.

Associative Attributes

U.S. Government Ownership and demonstration of federal authority and presence: To represent the government's response to this chain of events, the U.S. Inspection Station—Porthill was planned, designed and constructed by the U.S. Government between 1928 and 1943 for use as a customs and immigration station at a land border crossing. It was designed in 1936 by the Supervising Architect of the U.S. Treasury, built in 1938, and sited along the original alignment of State Route 1 near the International Border with Canada. The need for establishing a more permanent federal presence at Porthill was inferred by Benner and Hughes who described the poor conditions of the port in their 1928 report: "This port is not on an improved road, there being several miles of dirt road on either side of the border. Improved roads, however, lead up to the dirt road connection."⁶ It remained under U.S. Government ownership through and after the end of the Inspection Station MPS period of significance (1943), continues to demonstrate federal authority and presence from the historic era despite its unoccupied status, and continues to retain overall integrity of **location, setting, feeling, and association**.

Proper location: To represent the proper location to inspect motor vehicles and control illegal immigration and smuggling at land borders, the property must be located at the border before traffic can disperse, or after major roads conjoin, and must be located on the right side of inbound traffic. The U.S. Inspection Station—Porthill retains **integrity of location** because it is still in its original location along the original alignment of State Route 1 near the International Border with Canada. It retains integrity of location despite the construction of a new border station and the re-alignment of State Route 1. In their 1928 report, Benner and Hughes conditioned the need for proper location as follows: "The international highway connection at this port has not been definitely fixed and a change of route is under consideration, so that it would be inadvisable to take steps for the erection of a Government inspection building until the route of the improved highway is definitely determined."⁷

Proper facilities: To represent the proper facilities for a border inspection station, a property must convey the protection of officers, motorists, and goods from the elements. In their 1928 report, Benner and Hughes recommended proper facilities be constructed at Porthill, not only because the new paved highway would increase motorists, but because there were no dedicated facilities for officers. "The immigration officer is located in the customs office, which consists of a one room rented building."⁸

At Porthill, protection from inclement weather was provided by a porte-cochere and a detached garage. Integrity at the U.S. Inspection Station--Porthill is among the highest of any property in the Inspection Station MPS, with exterior

⁶ Benner, H.A. and J.L. Hughes, Report on Standard Type of Customs-Immigration Inspection Buildings for Border Highways. Congressional report to the Commissioner General of Immigration. Washington D.C., May 13, 1928: 42.

⁷ *Ibid.*, Benner and Hughes, 1928: 42.

⁸ *Ibid.*, Benner and Hughes, 1928: 42.

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alterations limited to some wood panels installed below the windows of the main building. As a result, the station building and detached garage retain a high degree of integrity *of design and materials*, and continue to convey its original range of proper facilities, despite the unoccupied status of the original station building.

Dignified and attractive surroundings: To represent the government's efforts to create an environment to raise morale and convey an impression of federal authority, a property must be well sited and retain elements such as flagpoles and landscaped areas. To be eligible for listing, it must retain *integrity of setting, feeling, and association*. The setting of the U.S. Inspection Station—Porthill has been maintained through the relationship to the detached garage and the visible presence of the original pavement of State Route 1. It was originally flanked by two flagpoles, but these were probably removed when the new station was constructed. Its regionally appropriate Colonial Revival architecture has been maintained and it is still on U.S. Government property, therefore it retains integrity of feeling and association.

Fair and adequate service to the public: To represent the government's responsibility to the treatment of the public, a property must have features or spaces to protect goods against dust and the elements, provide privacy from onlookers, and have adequate capacity to serve the increasing volume of motor vehicle traffic. Generally, a property meeting the requirements for proper facilities would also represent this associative attribute. However, private detention areas and porte-cocheres for additional lanes are also important to represent this attribute. At Porthill, adequate service to the public is demonstrated by the presence of the porte-cochere and detached garage.

Decent living quarters for officers: To represent the government's responsibility to retain quality officers, a property may have separate living quarters downstairs, upstairs, or in detached residences. The Benner and Hughes report of 1928 recognized that the need for living quarters was flexible and could be changed to accommodate the needs of a particular station over time. Therefore, because of the changing needs of Customs and Immigration over time, alteration of the living quarters for another use or removal of detached residences would not disqualify a property for listing. At Porthill, quarters for the officers were provided on the second floor. Properties that do retain *integrity of design and materials* of the living quarters that were in effect on the property before or until 1943 may be considered exceptionally important relative to the other stations, and this is the case at Porthill.

Evaluation under Criterion C

The U.S. Inspection Station—Porthill is included in the Inspection Station MPS as a variation of Property Type Number 1: 3-bay Inspection Building. As described in the Inspection Station MPDF, in order to be eligible for listing under Criterion C in the areas of government and architecture, the border inspection stations must retain adequate integrity to convey their design, plan, and program from the time they were purchased, designed or constructed by the Treasury Department. The border inspection stations must exemplify the regional designs, standardized plans and program developed by the Supervising Architect of the Treasury to make land border customs and immigration inspections more efficient and secure, demonstrate federal authority and presence, provide protection and privacy to automobile travelers and their goods, and provide better working and living conditions for officers. Stylistic variation is quite limited according to the region and climate, employing the Colonial Revival, Georgian Revival with classical details, Log Cabin Rustic, Spanish Colonial Revival and Pueblo Revival styles. In general, to qualify for registration under Criterion C at the local level of significance, the U.S. Border Stations designed and constructed from 1930 to 1943 should retain the essential design characteristics of their original style, materials, and plan, and their original

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location and setting alongside a roadway near the U.S. borders with Canada and Mexico. To be eligible under Criterion C, the property must adequately retain a majority of design features and retain most of the seven aspects of integrity. Properties that retain their essential physical characteristics and integrity would be significant at the local level, within the period of significance beginning in 1930, when the first station of this group was constructed and closing in 1943, the year construction of the last station of this group was completed.

The U.S. Inspection Station—Porthill is representative of one of the property types identified in the Inspection Station MPS: Property Type Number 1: 3-bay Inspection Station. The Property Type Number 1 design was used not only in Idaho, but in Arizona, North Dakota, Washington, Vermont and Maine.

The U.S. Inspection Station--Porthill exemplifies the regional designs, standardized plans and program developed by the Supervising Architect of the Treasury to make land border customs and immigration inspections more efficient and secure, demonstrate federal authority and presence, provide protection and privacy to automobile travelers and their goods, and provide better working and living conditions for officers. Stylistic variation within border stations is quite limited according to the region and climate, and like many other inspection stations along the northern United States border, the U.S. Inspection Station—Porthill exhibits the Colonial Revival design system. The Colonial Revival design system was employed throughout the facility at Porthill through a combination of: brick and clapboard exterior wall surfaces, symmetrical design, steep gable roofs, multi-light double-hung sash windows, flat arches, and paired Colonial style posts. The period of significance of the U.S. Inspection Station—Porthill is 1938, the year the facility was constructed, which falls within the period of significance for the Inspection Station MPS.

Discussion of the Seven Aspects of Integrity

According to the Registration Requirements of the Inspection Station MPDF, to qualify for registration under Criterion C at the local level of significance, the U.S. Border Stations designed and constructed from 1930 to 1943 should retain the essential design characteristics of their original style, materials, and plan, and their original location and setting alongside a roadway near the U.S. borders with Canada and Mexico. To be eligible under Criterion C, then, the stations must adequately retain most of the seven aspects of integrity. As described in the Inspection Station MPDF, certain modifications may have occurred in response to changing traffic volume or staffing that is part of the changing historic function of the border inspection stations, and would not necessarily disqualify the properties from registration.

The *location* of the U.S. Inspection Station—Porthill has not changed since its construction, therefore the building retains its integrity of location.

The *setting* of the U.S. Inspection Station—Porthill has not been significantly changed from the historic period, despite the realignment of State Route 1, as evidenced by the still visible original highway pavement, relationship of the porte-cochere to the former highway, and the relationship to the detached garage.

The architectural *design* of the original U.S. Inspection Station—Porthill buildings, including the station building with porte-cochere and detached garage, continues to have integrity of design, especially the exterior. The buildings continue to retain various design features that indicate that the structures have a Colonial Revival design aesthetic.

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The *feeling* of the U.S. Inspection Station—Porthill property and buildings constructed on the property during the period of significance is reinforced by its close proximity to the border and highway, its Colonial Revival design system, and the aesthetic and character of the facility, which reads as a small outpost in a northern environment.

The *materials* of the U.S. Inspection Station—Porthill appear to be original. These include brick and clapboard exterior walls and wooden sash windows. Many interior features such as wood window trim, wooden stairwells, and wooden kitchen cabinetry are also original and contribute to the integrity of the materials within the former main building and garage.

The inspection station is *associated* with the advent of the automobile, and increasing measures taken by the U.S. Government to regulate the inflow of immigrants during this time. This association is demonstrated by the porte-cochere and detached garage. The inspection station is also associated with the Public Works Administration, and its efforts during the 1930s to gainfully employ various out of work individuals, as evidenced by the offices and detached residences.

The *workmanship* of the buildings was likely executed by PWA employees, and the buildings at Porthill retain very excellent integrity and continue to demonstrate the skill and care that went into the brickwork and woodwork.

Integrity Considerations

As discussed in the Inspection Station MPS, alterations which have changed the character of the original design by substantially changing the exterior wall surface or window and door openings would typically *disqualify* the building from registration. However, certain modifications may have occurred after the period of significance in response to changing traffic volume or staffing that is part of the changing historic function of the border inspection stations, and would not necessarily disqualify the properties from registration. While properties must retain the aspects of integrity necessary to convey their essential physical characteristics, the following common modifications may be taken under consideration when evaluating a property for listing:

- Alterations conforming to the Secretary of the Interior's Standards for Rehabilitation.
- Raising the porte-cochere height from 12 feet to 14.5 feet in response to the 1956 minimum vertical clearance design standard of the Interstate Highway System⁹ or otherwise altering it to accommodate larger vehicles.
- Alteration or removal of detached garages or residences, in cases where the main building retains integrity.
- Interior modifications that reflect the intended flexibility of program.
- Filling in of the inspection pit(s).
- Minor or reversible exterior alterations.

At Porthill, the major changes were the realignment of State Route 1, replacement of the garage doors, and the lack of occupation of the main building, but both the original station and garage have relatively few exterior or interior alterations.

⁹ "When the American Association of State Highway Officials (AASHO) issued design standards for the Interstate System, the minimum design value of 14 feet was included for vertical clearance (that is, the distance from the Interstate pavement to the bottom of overpasses)." The minimum value of 14 feet was approved on July 17, 1956. In 1960, the minimum value was increased to 16 feet. U.S. Department of Transportation-Federal Highway Administration website entitled [Highway History: Right of Passage: The Controversy Over Vertical Clearance on the Interstate System](http://www.fhwa.dot.gov/infrastructure/50vertical.cfm), <http://www.fhwa.dot.gov/infrastructure/50vertical.cfm>, 2/19/2006.

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Significance – Conclusion

The U.S. Inspection Station—Porthill was included in the Multiple Property Submission (MPS) for *U.S. Border Inspection Stations, States Bordering Canada and Mexico*. As demonstrated in the Description section of this registration form, the U.S. Inspection Station—Porthill retains all aspects of integrity at a very high degree and meets the registration requirements in the Inspection Station MPDF to be eligible for listing in the National Register of Historic Places under Criteria A and C, at the local level of significance, period of significance 1938. Designed in 1936 and constructed in 1938, it was sited alongside a border highway in direct response to a chain of events including the imposition of head taxes and country quotas on immigration in 1917 and 1921, smuggling arising from the prohibition of alcohol in 1919, and the increase in usage of the automobile and improved roads in the 1920s. The building is distinguished, both exterior and interior, as an excellent example of the Colonial Revival style, particularly for its associative values as a record of the self-image of federal government buildings during the 1930s as interpreted by the Supervising Architect of the Treasury. It retains all of its original program elements, and well demonstrates the historic characteristics of MPS Property Type Number 1: 3-bay Inspection Station.

In a letter dated July 29, 2008, the Idaho Deputy State Historic Preservation Officer stated after reviewing a draft of the Inspection Station MPS: “We agree that the property is eligible for listing in the National Register of Historic Places.”¹⁰

¹⁰ Susan Pengilly, Compliance Coordinator and Deputy Idaho State Historic Preservation Officer, in a letter to Story Swett, Regional Historic Preservation Officer, General Services Administration. July 29, 2008.

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Boundary County, Idaho*

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MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico

Boundary Description

1. A parcel of land being on both sides of the centerline of state highway no. 1, Project No. F.H. 4-1(2) highway survey as shown on the plans thereof no on file in the office of the department of highways of the state of Idaho, and being a portion of government lot one(1) of section eight(8), township sixty-five (65) north, range one (1) west, Boise meridian, and portions of lots one (1) through eleven (11), inclusive, sixteen (16) through twenty-four (24) inclusive, of block two (2) and portions of lots sixteen (16) and seventeen (17) of block one (1) of the original town site of Port hill as shown on the official plat thereof now on file and of record in the office of the county recorder of Boundary County, Idaho as described as follows, to-wit:

2.Beginning at Stone Cairn Boundary Monument No. 207; thence south 89°24'15" east (shown of record to be north 89°52' east) along the international boundary 62.06 feet to a point that bears north 60°23'30" east 112.56 feet from station 586+15.61 of said state highway no. 1, Project No. F. H. 4-1(2) highway survey; thence south 31°12'35" east 427.43 feet to a point in the east line of lot 17, block 1 of. said original town site of Porthill, Boundary County, Idaho, and bears north 61°36'14" east 105.13 feet from station 581+90 of said highway survey; thence south 1°24'35" east along the east line of said lot 17 and said east line extended southerly 90.0 feet, more or less, to a point in the south line of main street of said original town site of Porthill; thence westerly along said south line 75.0 feet, more or less, to a point in the centerline of said highway survey; thence northwesterly along the centerline of said highway survey being a 954.93 foot, radius curve left 27.0 feet, more or less, to a point in the centerline of said main street; thence westerly along said last centerline 185.0 feet, more or less, to a point in a line parallel with and 15.0 feet northeasterly from the original centerline of the main track of the great northern railway company; thence northwesterly along said parallel line 160.0 feet, more or less, to a point opposite station 56+90 of the original railroad survey; thence southwesterly at right angles to said last centerline 15.0 feet to a point in said last centerline;-thence northwesterly along said last centerline 50.0 feet to a point coincident with station 57+40 of said original railroad survey; thence southwesterly at right angles to said last centerline 25.0 feet to a point in a line parallel with and 25.0 feet southwesterly from said last centerline; thence northwesterly along said last parallel line 250.0 feet, more or less, to a point in the international boundary; thence south 89°24'15" east (shown of record to be north 89°52' east) along said international boundary 130.0 feet, more or less, to the place of beginning. Highway station reference 581+10 to 586+80.30.

3. Excepting from the above described parcel of land that portion thereof as described in that certain quitclaim deed from the state of Idaho to the United States of America, recorded may 25, 1965, in book 36 of deeds at page 379, records of Boundary County, Idaho.

4. Also excepting from the first above described parcel of land a parcel of land being a portion of said government lot I (NE1/4SW1/4) of section 8, described as follows, to-wit:

5. Commencing at stone cairn boundary monument no. 207; thence south 89°24'15" east (shown of record to be north 89°52' east) along the international boundary 62.06 feet to the real point of beginning; thence south 31°12'35" east 90.0 feet, more or less, to a point in the northeasterly right of way line of existing state highway no. 1; thence northwesterly along said existing northeasterly right of way line 150.0 feet, more or less, to a point in said international boundary; thence south 89°24'15" east (shown of record to be north 89°52' east) along said international boundary 80.0 feet, more or less, to the real point of beginning.

6. The bearings as shown in the above land description, unless otherwise noted, are from the Idaho plane coordinate system, based on the transverse mercator projection for the west zone of Idaho. To convert to geodetic bearings, a correction of 0°34'25" must be subtracted from all northeast and southwest bearings and added to all northwest and southeast bearings.

7. As surveyed legal description (per Idaho state highway 1 drawings):

A tract of land located government lot 1, section 8, township 65 north, range 1 west, Boise meridian, in Boundary County, Idaho. said tract falls entirely within the right-of-way of state highway no. 1 and is more particularly described as follows:

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Commencing at International Boundary Marker No. 207 on the international boundary between the United States of America and the dominion of Canada;

Thence south 58°32'14" west, 59.00 feet to the true point of beginning;

Thence south 42°59'35" east, 100.35 feet;

Thence south 40°03'46" east, 85.00 feet;

Thence south 33°38'12" east, 85.00 feet to a point 32.50 feet right of highway station 583+76.41;

Thence continuing south 33°38'12" east, 98.77 feet to a point of curvature;

Thence along the arc of a 120.00 foot radius curve to the right through an included angle of 32°38'13" (the chord bears south 17°19'06" east, 67.43 feet) an arc distance of 68.35 feet to a point of compound curvature;

Thence along the arc of a 25.00 foot radius curve to the right through an included angle of 147°21'47" (the chord bears south 72°40'54" west, 47.99 feet) an arc distance of 64.30 feet;

Thence north 33°38'12" west, 150.00 feet;

Thence continuing north 33°38'12" west, 180.00 feet;

Thence north 09°45'28" west, 96.77 feet to the point of beginning.

Said tract contains 24,123 square feet, more or less.

Bearings based on the Idaho coordinates system of 1983, west zone.

Boundary Justification

The current U.S. Government owned property boundary is consistent with the original limits.

The Porthill Land Port of Entry (LPOE) is accessed from the north and south via State Highway 1. There is an airstrip that runs parallel to the river. The site is open on all four sides and there is no fencing. There is a paved area to the south of the Main (newly constructed) Building that is used for visitor and staff parking, and occasionally doubles as an outbound inspection lane. The original border station is located northwest of the new inspection station, and no longer is connected directly to State Highway 1, which continues to the Canadian border. The facility is located in a developed rural area surrounded by a river to the east and a moderate mountain slopes to the west.

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USGS Map

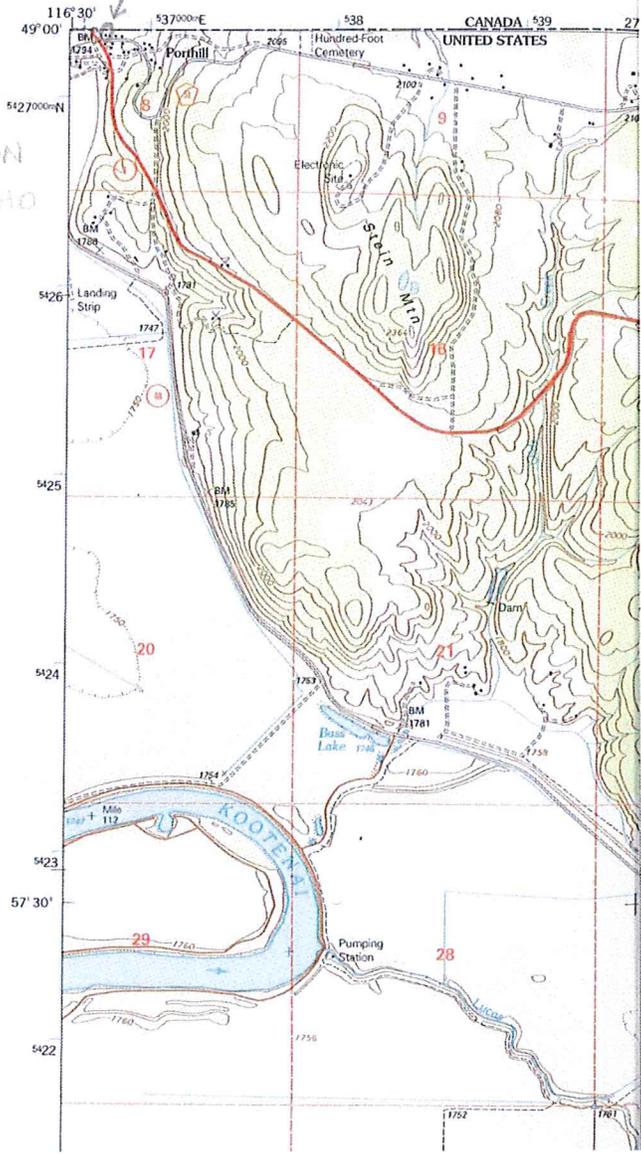
Copy of map also included as supplemental information.

UTM References:
Zone: 11
Easting: 536689
Northing: 5427526



U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY

US BORDER STATION
BOUNDARY COUNTY, IDAHO
UTM REFERENCE:
ZONE 11
EASTING: 536689
NORTHING: 5427526



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MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico

U.S. Border Station

Boundary County, Idaho

Photographer: Elizabeth Weaver, Jones & Stokes

Date of photograph: September 11, 2007

Negative: GSA

Description of view: South and east elevations, view: northwest.

Photo number: ID_BoundaryCounty_BorderStation1.tiff



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MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico

U.S. Border Station

Boundary County, Idaho

Photographer: Elizabeth Weaver, Jones & Stokes

Date of photograph: September 11, 2007

Negative: GSA

Description of view: West elevation, view: east.

Photo number: ID_BoundaryCounty_BorderStation2.tiff



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MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico

U.S. Border Station

Boundary County, Idaho

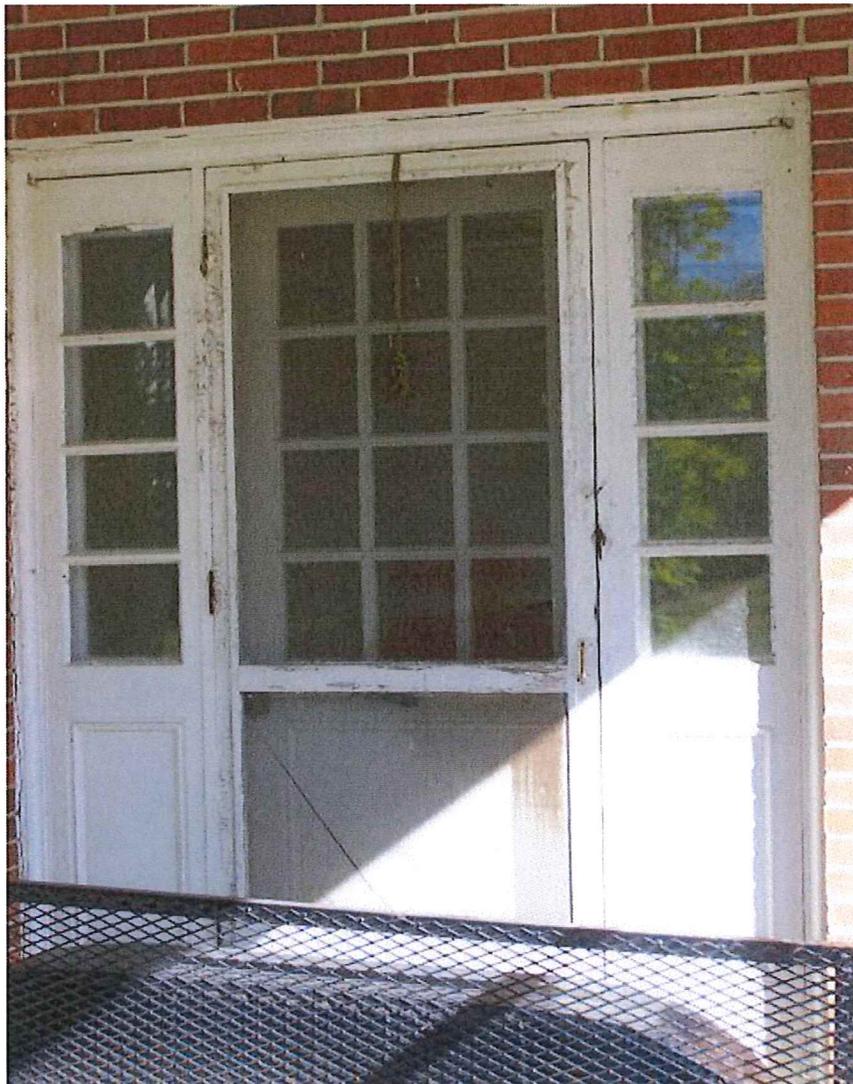
Photographer: Elizabeth Weaver, Jones & Stokes

Date of photograph: September 11, 2007

Negative: GSA

Description of view: Front entrance, view: north.

Photo number: ID_BoundaryCounty_BorderStation3.tiff



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MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico

U.S. Border Station

Boundary County, Idaho

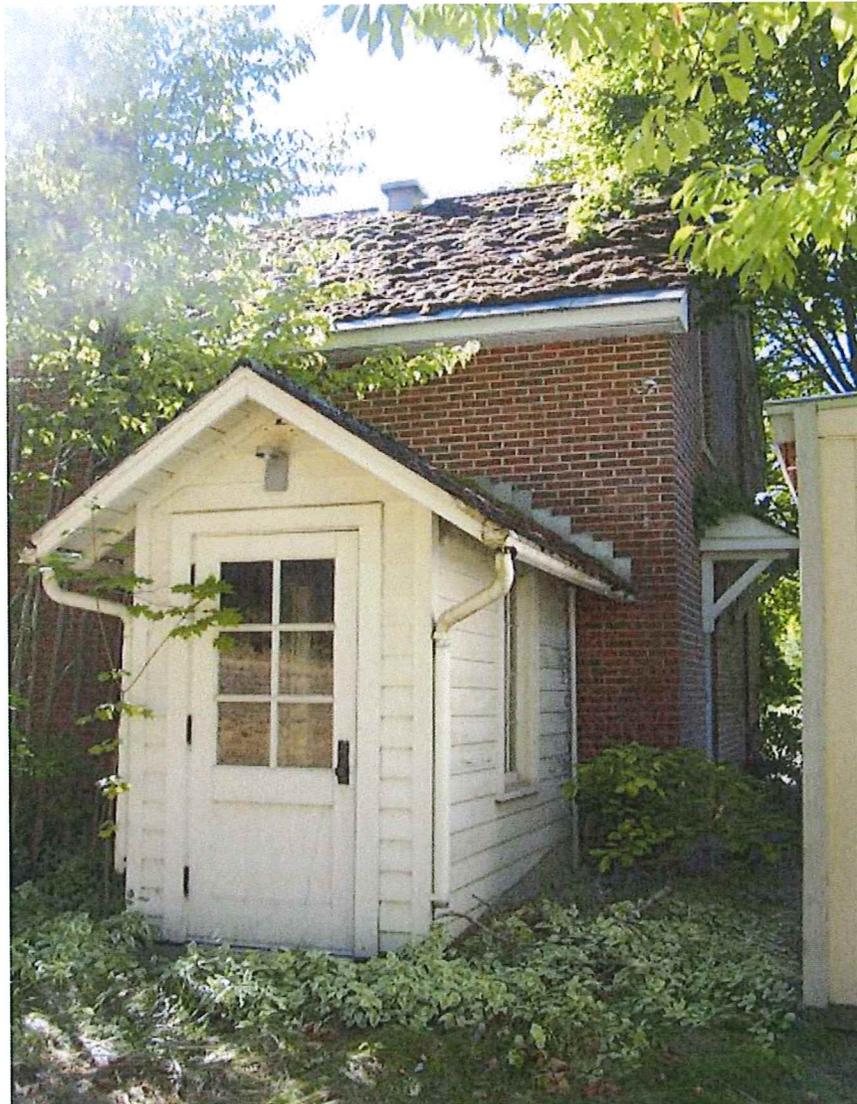
Photographer: Elizabeth Weaver, Jones & Stokes

Date of photograph: September 11, 2007

Negative: GSA

Description of view: Rear elevation, attached structure that provides sheltered access to the basement, view: south.

Photo number: ID_BoundaryCounty_BorderStation4.tiff



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MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico

U.S. Border Station

Boundary County, Idaho

Photographer: Elizabeth Weaver, Jones & Stokes

Date of photograph: September 11, 2007

Negative: GSA

Description of view: Two auxiliary structures, the original garage (left) and new shed (right), view: north.

Photo number: ID_BoundaryCounty_BorderStation5.tiff



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MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico

U.S. Border Station

Boundary County, Idaho

Photographer: Elizabeth Weaver, Jones & Stokes

Date of photograph: September 11, 2007

Negative: GSA

Description of view: Interior view of northwest kitchen with original cabinetry and window, view: northwest.

Photo number: ID_BoundaryCounty BorderStation6.tiff



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MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico

U.S. Border Station

Boundary County, Idaho

Photographer: unknown.

Date of photograph: before 1956

Negative: GSA

Description of view: View of the north (rear) and west elevations, view: southwest.

Photo number: ID_BoundaryCounty_BorderStation7.tiff



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MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico

U.S. Border Station

Boundary County, Idaho

Photographer: unknown

Date of photograph: 1948

Negative: GSA

Description of view: Historic view of Highway 1 and east-side elevation, view: northwest.

Photo number: ID_BoundaryCounty_BorderStation8.tiff



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Boundary County, Idaho*

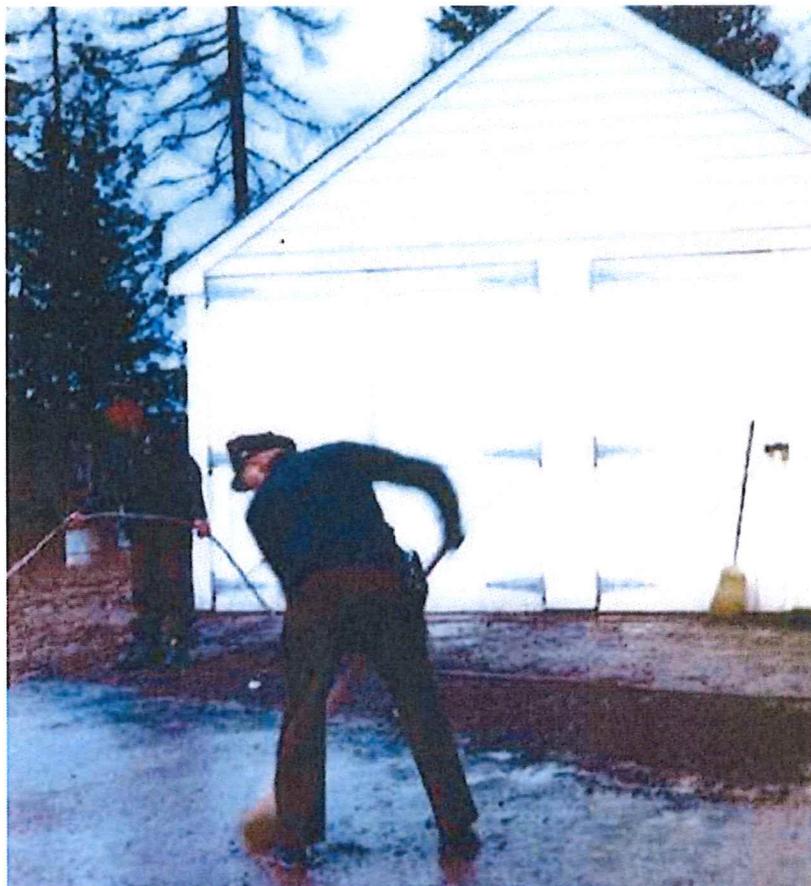
Section Photos Page 24

MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico

U.S. Border Station
Boundary County, Idaho
Photographer: unknown
Date of photograph: 1948
Negative: GSA

Description of view: Historic view of the garage with original wood doors, view: north.

Photo number: ID_BoundaryCounty_BorderStation9.tiff



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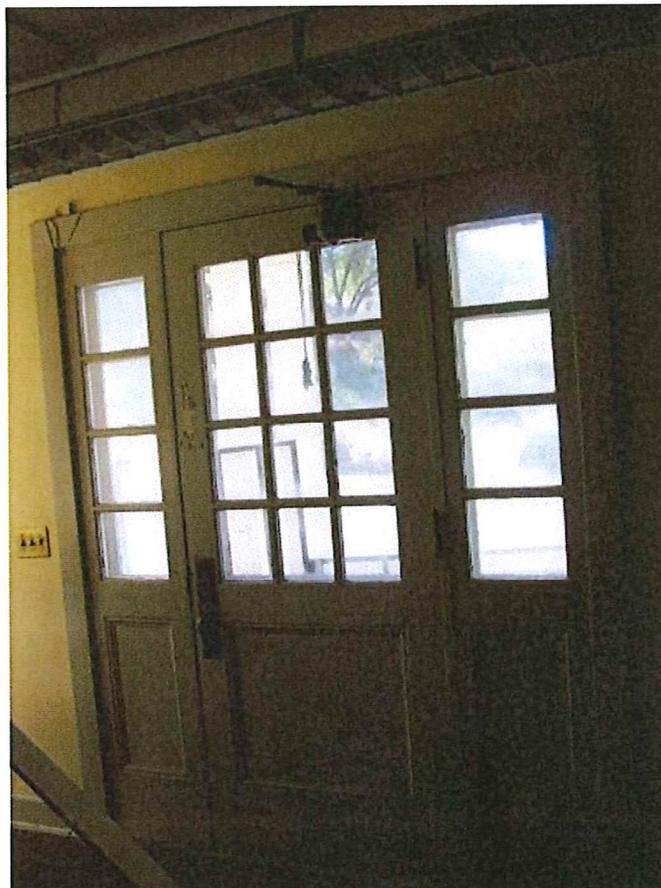
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Boundary County, Idaho*

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MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico

U.S. Border Station
Boundary County, Idaho
Photographer: Elizabeth Weaver, Jones & Stokes
Date of photograph: September 11, 2007
Negative: GSA
Description of view: Interior, view of main entrance.
Photo number: ID_BoundaryCounty_BorderStation10.tiff



US BORDER STATION
BOUNDARY COUNTY, IDAHO

UTM REFERENCE:

ZONE 11

EASTING 536689

NORTHING 5427526

