

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES

MULTIPLE PROPERTY DOCUMENTATION FORM

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

A. Name of Multiple Property Listing

Historic name U.S. Border Inspection Stations

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

Combined Customs and Immigration Inspection at Land Crossings along the International Borders, 1930-1943

C. Form Prepared By

Name/title Richard Starzak, Senior Architectural Historian; Daniel Paul, Architectural Historian;
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Date July 2011

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D. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. (See continuation sheet for additional comments.)

Signature of certifying official _____

Date _____

State or Federal Agency or Tribal government _____

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Signature of the Keeper _____

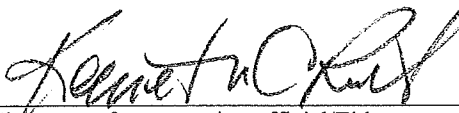
Date of Action _____

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Multiple Property Documentation Form
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Additional Commenting Officials

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

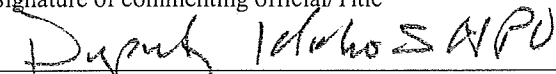
In my opinion, the properties in the state of Idaho ____ meet ____ do not meet the National Register criteria.



Signature of commenting official/Title



Date



State or Federal Agency and bureau

Table of Contents for Written Narrative

Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in How to Complete the Multiple Property Documentation Form (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

	Page Numbers
E. Statement of Historic Contexts (If more than one historic context is documented, present them in sequential order.)	3-19
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H. Summary of Identification and Evaluation Methods (Discuss the methods used in developing the multiple property listing.)	33-36
I. Major Bibliographical References (List major written works and primary location of additional documentation: State Historic Preservation Office, other State agency, Federal agency, local government, university, or other, specifying repository.)	37-38
Additional Documentation Matrix of border stations on GSA list with photos, plans, and elevations entitled: <u>U.S. Border Inspection Stations, constructed 1930-1943, States Bordering Canada and Mexico, 3/14/2009.</u>	Attachment

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 average 120 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the National Register of Historic Places, National Park Service, 1849 C St., NW, Washington, DC 20240.

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E. Statement of Historic Context

**Combined Customs and Immigration Inspection at Land Crossings along the
International Borders, 1930-1943**

Summary

The U.S. Border Stations discussed in this Multiple Property Documentation Form (MPDF) are considered significant as new property types that were planned, designed and constructed by the U.S. government in response to the greatly increased volume of motor vehicles crossing land borders, and the resulting need to adequately enforce the nation's customs and immigration laws.

Until the 1920s, goods and people primarily entered the United States at sea, lake or river ports. At land points of entry, customs and immigrations officials were housed in government buildings built primarily for a different function or in space rented from private entities. By the 1920s, motor vehicles became more economical and reliable, and as a result, their ownership, popularity, and total miles traveled increased steadily. Roads and highways were improved to meet the increased need, including those that crossed the international borders with Canada and Mexico. Until this period, illegal crossings at international land borders were relatively rare. In 1917 and 1921, however, immigration laws were tightened and the imposition of head taxes and quotas resulted in an increase in the number of illegal alien land border crossings. In 1919, prohibition laws increased the smuggling of alcohol and other illegal goods across land borders. The non purpose-built customs and immigrations facilities proved inadequate to handle the increased volume and were ill positioned to monitor illegal crossings of the border. In 1928, H.A. Benner of the Bureau of Customs and J.L. Hughes of the Bureau of Immigration reported why the then-present quarters and facilities were inadequate to meet that need and recommended that the government construct purpose-built inspection stations for border highways at 48 locations (Benner and Hughes 1928). Benner and Hughes recommended that the new stations be owned by the U.S. Government, demonstrate federal authority and presence, and be sited, planned, and programmed with the following characteristics to remedy the situation: proper location; proper facilities; dignified and attractive surroundings; fair and adequate service to the public; and decent living quarters for officers. They recommended three station types, each with basic spatial and program requirements that differed more in scale than function: 1) the Standard Office Building; 2) the Standard Office Building with Living Quarters; and 3) the Special Office Building (Benner and Hughes 1928: 5-10).

Funding for these and other government buildings was approved under the Public Buildings Act of 1926, and the design and construction occurred from 1930 through 1943. The Treasury Department Procurement Division, Public Buildings Branch authorized designs for 59 border and inspection stations. Standardized designs were prepared at the direction of the Supervising Architect of the Treasury in office at the time, either James A. Wetmore (1915-1933) or Louis A. Simon (1933-1939). While the plan and program followed the general guidance for the three station types recommended by Benner and Hughes, the Treasury Department's exterior designs recalled various regional styles including Colonial Revival, Spanish Colonial Revival, and Pueblo Revival.

The associated property types identified in this MPDF are similar to the three combined customs and immigration inspection station types recommended by Benner and Hughes and developed by the Supervising Architect of the Treasury, but are categorized as follows: 1) the 3-bay Standard Inspection Station, 2) the 5-bay Standard Inspection Station, and 3) the 7-bay Special Inspection Station. The property types are considered significant as the nation's first set of purpose-built customs and immigration inspection stations for land crossings. Examples of these property types that retain their essential associative attributes, physical characteristics, and integrity are eligible for listing in the National Register of Historic Places under Criterion A and/or Criterion C at the local level of significance, with a period of significance between 1930 and 1943.

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U.S. Border Inspection Stations
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Background—U.S. Bureau of Customs and Bureau of Immigration Prior to 1928

In 1789, Congress passed an act authorizing the establishment of customs districts and ports of entry, the appointment of customs officers, and the development of procedures for collection of duties on imports into the United States. Later that year, Congress also passed an act creating the Treasury Department, under whose administration the new Customs Service was placed (Schmeckebier 1924:3, 7). For over a century, the growth of commerce, political considerations and Congressional preferences governed the selection of locations for customs districts and ports of entry (Schmeckebier 1924:24). Similar conditions governed the compensation of customs officers, which was derived from various combinations of salary, fees, and “other emoluments,” such as commissions on the storage of imported merchandise (Schmeckebier 1924:24). The facilities from which customs laws were enforced also varied widely. Because the primary method of international transportation of both people and commodities was by water, most federal funding for customhouses went to major cities on the Atlantic, and eventually the Pacific, seaboards. Elsewhere along the coasts, and along the Canadian and Mexican borders, the government generally declined to erect special facilities for its customs officers, instead posting them in other federal buildings, such as post offices and courthouses, or arranging for office accommodations in hotels, commercial buildings, taverns, railroad depots, and private residences (Colonial Dames 1972).

Not until 1912 was the Treasury Department able to achieve some control over the proliferation of customs districts and ports of entry. On August 24 of that year, Congress passed an act (37 Stat. L. 434) authorizing the President to “reorganize the customs service. . .discontinue needless offices and employments. . . and do all such other and further things that in his judgment may be necessary to make such organization effective.” As a result, 49 customs districts were established to replace 126 districts and 38 independent ports, and straight salaries replaced the heretofore irregular methods of compensation (Schmeckebier 1924:25-26).

Until 1819, neither the legislative nor executive branch of the federal government was actively involved in immigration policy. That year, Congress passed a law requiring the Secretary of State to prepare annual reports concerning immigrants. In 1864, Congress authorized the appointment of a Commissioner of Immigration within the Department of State; this provision, however, was repealed four years later (Smith and Herring 1924:1-3). In 1891, Congress approved the creation of the Office of Superintendent of Immigration, whose official was to head a Bureau of Immigration within the Treasury Department. This same law (26 Stat. L. 1084) provided for the location of inspection offices at border points of entry and authorized the establishment of “rules and regulations for the entry of aliens . . . across land borders.” Soon 24 border inspection stations had been established, all but two along the Canadian boundary (Smith and Herring 1924:7).

In 1903, the Bureau of Immigration was transferred to the newly-created Department of Commerce and Labor (32 Stat. L. 825). In 1909, 23 immigration districts were established, with enforcement of U.S. law along the Canadian border placed under the authority of the Commissioner for Immigration stationed at Montreal (Smith and Herring 1924:13). Four years later, Commerce and Labor were separated, with the Bureau of Immigration remaining with the Labor Department. By 1924, there were 35 immigration districts. District #1, headquartered at Montreal,¹ comprised 49 sub-ports or sub-stations extending from Sault St. Marie on the Great Lakes to [Eastport, Maine and Halifax, Nova Scotia]... The evident overlap between the locations of customs and immigration stations...would not have been coincidental, since both agencies would wish to maintain a presence at places most accessible to people and commodities from across the border. Indeed, at “small places” it was not uncommon for the customs inspector to act as the immigration officer, or vice versa (Schmeckebier 1924:78; Smith and Herring 1924:9).

¹ District #1 of the U.S. Immigration Service was established in Montreal in 1909 and it served the eastern half of the Canadian border. U.S. offices were stationed at Canadian seaports, and sent their records of passengers seeking entry into the U.S. each month to the District #1 office located in Montreal. By 1924, 49 sub-ports or sub-stations reported to the District #1 office in Montreal (Smith and Herring 1924:118-119). When the Montreal office was closed in the 1950s, the records were sent to St. Albans, Vt.

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Despite the seeming proliferation of customs ports of entry and immigration sub-ports and stations, the great bulk of both customs and immigration activities remained centered on the major lake ports and seaports through the first two decades of the twentieth century. Around 1920, however, the United States' land borders began to "approach . . . a place of first importance" to both customs and immigration officials (Commissioner-General of Immigration 1928:1-2). The reasons for this were several, having to do both with certain pieces of Congressional legislation and with the profound transformations in transportation wrought by the automobile.

Until 1917, U.S. immigration laws with respect to would-be entrants from Canada and Mexico were relatively unrestrictive and illegal entry was rare. That year, however, the head tax and literacy tests which had for years previously been imposed only upon immigrants from overseas were extended to immigrants from Canada and Mexico as well, an act which "immediately resulted in widespread evasions" (Commissioner-General of Immigration 1924:13). Two years later Congress passed the Volstead Act, and with the ratification of the Eighteenth Amendment to the Constitution the following year, the sale and consumption of intoxicating liquors within the United States was prohibited. There immediately arose widespread and persistent smuggling activities along both the Canadian and Mexican borders which U.S. officials were hard pressed to deter. In 1921, the United States enacted its first law establishing annual quotas, by country, on immigration. As a result, Canadian citizens trying to avoid the head tax were joined in their border-running attempts by "great numbers of determined Europeans" who had failed to enter the U.S. under the quotas (Commissioner-General of Immigration 1924:13). That portion of the border between Odgensburg, New York, and Newport, Vermont, was particularly strained. It was noted that enterprising individuals from the Montreal area were going "into the business of smuggling aliens," and that this business was "so lucrative that many professional rum-runners [had] abandoned that occupation and gone into the alien-smuggling game" (Commissioner General of Immigration 1924:14).

Cross-border mobility, for bootleggers, alien-smugglers, tourists and the rest of the population was greatly facilitated by the automobile, use of which was nurtured not only by manufacturers but also by federal and state programs to improve, and where possible pave, roads with "all weather" hard surfaces (Secretary of the Treasury 1930:171). Illegal activities aside, the impact of the automobile on enforcement of laws along the border grew exponentially during the 1920s. At Highgate, Vermont for example, customs inspectors examined only about 2,200 automobiles entering the U S from Canada during 1919. Within five years, cross-border auto traffic through Highgate had increased tenfold, to more than 23,000 vehicles. By 1931, the number of automobiles and trucks passing through customs and immigration at Highgate had risen to over 110,000 (Highgate correspondence). While the extent to which such figures are representative of border stations as a whole is not known, it may be assumed that the Highgate experience was shared, to a greater or lesser degree, by officials from Maine to Washington. Indeed, it was noted in 1930 that in that year, "almost four times as many [persons] entered the U.S. by highway as by boat, and more than three times as many as the combined number that entered by boat and railroad" (Secretary of the Treasury 1930:172).

The traditional government practice of placing customs and immigration officials in a wide variety of buildings also proved increasingly difficult to sustain, since available space was seldom "at the strategic points," thereby rendering government supervision "ineffective and inconveniencing to the traveling public" (HR 933). Harried inspectors were early on reduced to offering the suggestion that signs be erected "along the principal international highways directing tourists to report to the customhouse" or immigration station, wherever that facility might be located (Secretary of the Treasury 1924:306). This measure, however, was unpopular and of limited success, as "travelers seriously protest against detouring even for a few miles in order to pass through the regular recognized inspection ports" (Commissioner-General of Immigration 1928:2). Inspection facilities themselves often left much to be desired. At particularly remote locations, customs and immigration laws might be enforced out of, and the inspectors and their families might live in, remodeled railroad freight cars (HR 933).

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The need to improve the physical circumstances under which customs and immigration laws were enforced along the border coincided with growing concern over the state of U.S. government facilities in general. On May 25, 1926, Congress passed the Keyes-Elliott, or Public Buildings Act. The act authorized the Secretary of the Treasury to prepare a "survey and investigations of public building conditions." Results of this survey, prepared in 1927, became the basis for expenditures of over \$700,000,000 during the ensuing decade for construction of post offices, courthouses, marine hospitals, customhouses, and "other public buildings of the classes under the control of the Treasury Department" (Beha 1993; Title 40 USC, ss. 341, 347). The Treasury Department's Office of the Supervising Architect was made responsible for preparation of designs, drawings, estimates and specifications.

Included in this building program were forty-seven border inspection stations (the number was apparently revised to 48 during the course of the program). The locations and programmatic requirements for these stations were based upon recommendations presented in a report written in 1928 by H.A. Benner of the Bureau of Customs and J.L. Hughes of the Bureau of Immigration (Benner and Hughes 1928).

Locations were determined through analysis of traffic data and consideration of where paved roads existed or were likely to be developed in the near future. A guiding principle was that new stations should be situated as close to the actual boundary line as possible, "before traffic has an opportunity to scatter and where the officers on duty can have positive knowledge that the traffic coming under their observation has crossed the international line" (Benner and Hughes 1928:6). With these concerns in mind, the Treasury Department publicly solicited offers for possible station sites. Upon receipt of offers, representatives from the Office of the Supervising Architect conducted investigations to determine which of the offered sites would best serve the government's requirements. Preferred sites were those that were adjacent to the boundary line, on the U.S. bound side of the road, and of sufficient size to accommodate the proposed facility (RG 121, Office of the Supervising Architect, General Correspondence and Related Records 1910-1939, folios for Oroville, Washington, Highgate Springs, Vermont, and Sweetgrass, Montana).²

Need, Planning and Program for Construction of Land Crossing Border Inspection Stations

The chain of events in the late 1910s and 1920s that led the U.S. Government to reconsider the effectiveness of its border security included: 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. In their 1928 report, Benner and Hughes surveyed existing conditions and identified the inadequate condition of the customs and immigration quarters and facilities, as follows:

Inspections in open with no protection from weather: *During the past fiscal year 7,840,000 automobiles and 30,928,000 individuals entered the United States by highway through the border ports. With exceptions so few as to be practically negligible, no quarters or facilities designed particularly for the handling of this type of traffic exist. Automobiles are stopped, passengers questioned and baggage examined on the open road exposed to sun and rain and dust... Of possibly more serious consequence, however, is the unspoken resentment of an outraged public, which tends to destroy the cooperation so vitally necessary in the thorough enforcement of the customs and immigration laws.*

Insufficient and unsatisfactory office space and living quarters: *While not as inconvenient to the public as the lack of shelter for automobile inspection, the lack of proper office space nevertheless greatly interferes with the*

² The background information section is quoted in relevant part from U.S. Border Stations in Vermont Thematic National Register Registration, prepared by Louis Berger & Associates for the U.S. General Services Administration, October 1994.

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efficient and orderly transaction of the customs and immigration business. Seldom is sufficient space available either for the transaction of the general business with the public or for the clerical and office work, thorough private examination of individuals and the storage of records and supplies. In many instances the office quarters consist of a one room building — more properly described as a shack — which is made to answer for both customs and immigration purposes, the single room being of small dimensions, approximately 12 x 14 feet...At certain ports and stations no living quarters are available... The Government needs high grade men at all of its ports, particularly at some of these places where, although the volume of business is not great, the enforcement situation is difficult. It can hardly be expected to secure and retain high grade officers under such unsatisfactory, not to say degrading, living conditions.

Unsuitable Locations: *The inconvenience and discomfort to which the public is subjected because of lack of proper inspection facilities is increased because such facilities as are provided are not properly located, a condition which also further handicaps the officers in the discharge of their duties and results in loss to the Government...Many inspection offices are located too far from the border — sometimes as much as ten or twelve miles, and in a few instances, even twenty to twenty-seven miles. With an office some distance from the border, the officers are unable to distinguish between local and international traffic, a situation which is very much aggravated where the office is located in the center of a town or village. The officers are compelled to rely entirely on the statements of those reporting, as they have no evidence to show whether an automobile crossed the boundary or visited or arrived from some point between the office and the boundary...Where offices are properly located as far as proximity to the border, etc., is concerned, they are often on the wrong side of the street, requiring incoming passengers to cross the line of traffic to report to the office, a situation which is dangerous and causes delay and confusion.*

Improvement impossible under rental system: *There is no prospect of improving the conditions above outlined under the present system of renting customs and immigration quarters. There are no buildings available to rent at the strategic locations, and in a number of instances, at the logical points for inspection offices there are no buildings at all. Even such buildings as can be rented in suitable locations are not designed for the efficient and orderly handling of the work, and the owners decline to remodel them. Private individuals cannot be interested in the erection of suitable buildings in desirable locations because of the uncertain returns on the investment, due to the Government's inability to execute a long term lease and the fact that such buildings because of their design and location are not in demand for commercial purposes.*

Benner and Hughes emphasized that the government could remedy the inadequate condition of customs and immigration facilities at land crossings by purchasing land at strategic points along the border and by constructing purpose-built inspection stations that would meet the following criteria (associative attributes):

Proper Locations: *The importance of which for the protection of the revenue and the enforcement of the customs and immigration laws cannot be over emphasized. Field administrative officers and inspectors unanimously agree that the logical point for inspection is at the boundary before traffic has an opportunity to scatter and where the officers on duty can have positive knowledge that the traffic coming under their observation has crossed the international line. The one exception to locating at the line is in the case of converging roads when the country between the line and the junction of the roads is not settled or very sparsely settled, and there are no roads branching off between the line and the junction. In such cases one inspection office located just below the junction of the roads can more economically and just as effectively control several highways as two or more offices...In establishing offices at the boundary the Government should acquire the*

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land up to the line so as to eliminate the possibility of gasoline stations, refreshment stands or anything else being placed between the inspection office and the boundary.

Proper Facilities: *In the protection of the Government's interests adequate inspection facilities are of equal importance with suitable locations. With buildings specially designed...so that all inspection operations may be carried on protected from the elements, with inspection pits for the quick examination of the underside of automobiles, and offices arranged so that the public will pass from one operation to the next and from one service to the other without loss of time or duplication of effort, the officers will be able to more efficiently discharge their duties, produce a maximum volume of work and yet make more deliberate and thorough examinations because of the greater dispatch with which the whole business can be handled.*

Dignified and Attractive Surroundings: *will create an environment which is bound to raise the morale of the service to a higher plane, produce enthusiasm and self-respect in the officers, which cannot but be reflected favorably in their work, and the benefits of which the Government will reap throughout the coming years. Such surroundings too will convey to the public an impression of federal authority, create in all good citizens a feeling of pride and a desire to cooperate in the enforcement of the laws, and instill in those inclined to evade the laws a fear of the power of the Government behind the local officers, so clearly indicated in its provision of every facility to aid its agents in the apprehension of violators of its laws.*

Fair and Adequate Service to the Public: *With the provision of such facilities as herein contemplated, the discrimination against the traveler by automobile will be eliminated. Provision has long since been made for the inspection, under cover, of the baggage and personal effects of travelers by vessel and railroad. With equal consideration for the motorists, his baggage and effects will no longer be exposed to rain and dust, and the discomforts and embarrassment imposed on the law abiding tourists by Governmental inspection will cease. Even the gaping crowd of onlookers will be eliminated, as the inspections will be made on Government property instead of the highway, and the situation will be under the complete control of the officers. The unreasonable and unnecessary delays now experienced because of lack of facilities will be avoided.*

Decent Living Quarters for Officers: *Such makeshift living quarters as heretofore described and which necessarily must have a depressing influence on the officers, with a corresponding decrease in their efficiency, will be eliminated. It appears particularly desirable to furnish living quarters at points where only one officer is stationed, as he is subject to call at any hour of the day or night. Living quarters and office in the same building will not only add to the convenience of the public, but will increase the efficiency of the officer. The officer being required to pay rent to the Government for the living quarters, the construction of such quarters should be a paying investment even from a financial standpoint alone.*

After reviewing the existing facilities and taking these criteria for establishing new border inspection stations to remedy increased traffic volumes, illegal immigration, and smuggling, Benner and Hughes recommended the new combined building types be constructed at the locations identified in Table 1. Many, but not all, of the border inspection stations actually purchased or designed and constructed by the Treasury Department followed the recommendations for location and program made in the Benner and Hughes report. When the Benner and Hughes Report was issued in 1928, the Treasury Department tended to design the government's buildings according to standardized plans that varied in size and quality of design and materials in proportion to the volume of public usage anticipated. The Treasury Department's design of the first purpose-built land border stations generally followed the Department's standardized design concept, but some flexibility was allowed.

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Table 1: Recommended Station Types, Cost, and Border Locations based on the 1928 Benner & Hughes Report

The Standard Office Building (Benner & Hughes Station Type No. 1)

1st story six rooms, two large rooms with counters for transaction of general business with the public, one each for customs and immigration services and two smaller rooms for each service or merchandise. The high pitched roof will provide space for four rooms on the 2nd floor, two for each service to be used as circumstances may require - storage, assembly rooms, quarters for patrol officers. One is to be used by the officer in charge and for record and office work not transacted in the general business room. The other is for private conferences or detailed examinations of individuals. At ports where the space on the 2nd story is not required this may be left unfinished, but may readily be converted into additional facilities if the business expands. (Benner and Hughes 1928: 9)

Type No.	Estimated Cost of —		Total	State	Location
	Building & Facilities	Site			Port of Entry
1	\$55,000	\$5,000	\$60,000	AZ	Douglas
1	\$55,000	\$8,000	\$63,000	ME	Fort Fairfield
1	\$55,000	\$10,000	\$65,000	ME	Houlton
1	\$55,000	\$1,000	\$56,000	ME	Limestone
1	\$55,000	\$500	\$55,500	MT	Ophiem
1	\$55,000	\$500	\$55,500	MT	Scoby
1	\$55,000	\$500	\$55,500	MT	Sweetgrass
1	\$55,000	\$500	\$55,500	MT	Westby
1	\$55,000	\$500	\$55,500	ND	Northgate
1	\$55,000	\$2,000	\$57,000	NY	Champlain
1	\$55,000	\$100	\$55,100	NY	Chateaugay
1	\$55,000	\$2,000	\$57,000	NY	Fort Covington
1	\$55,000	\$500	\$55,500	NY	Mooers
1	\$55,000	\$10,000	\$65,000	NY	Rouses Point (Overton's Corners)
1	\$55,000	\$5,000	\$60,000	NY	Trout River
1	\$55,000	\$1,000	\$56,000	VT	Alburg
1	\$55,000	\$1,000	\$56,000	VT	Beecher Falls
1	\$55,000	\$1,000	\$56,000	VT	Canaan
1	\$55,000	\$1,000	\$56,000	VT	East Richford
1	\$55,000	\$1,000	\$56,000	VT	Franklin
1	\$55,000	\$1,000	\$56,000	VT	Highgate Center
1	\$55,000	\$1,000	\$56,000	VT	Norton Mills
1	\$55,000	\$1,000	\$56,000	VT	Richford
1	\$55,000	\$20,000	\$75,000	WA	Blaine
1	\$55,000	\$10,000	\$65,000	WA	Sumas

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The Standard Office Building with Living Quarters (Benner & Hughes Station Type No. 2)

This building is the same as the standard office building in its exterior arrangement and the arrangement of driveways, canopy, inspection shed and garage. The interior, however, is arranged into two living quarters, one for the officer in charge of each service. Only one large room is reserved for office purposes for each service. The building is designed for ports where living quarters are not available and where usually only one officer of each service is on duty. One large room for office purposes, therefore, is suggested. This type of building can readily be converted into the standard office building should business increase so as to demand such facilities. (Benner and Hughes 1928: 9-10)

Type No.	Estimated Cost of —		Total	State	Location
	Building & Facilities	Site			Port of Entry
2	\$58,500	\$100	\$58,600	AZ	San Luis
2	\$58,500	\$100	\$58,600	AZ	Sasabe
2	\$58,500	\$5,000	\$63,500	CA	Tecate
2	\$58,500	\$600	\$59,100	ME	Eustis
2	\$58,500	\$500	\$59,000	MT	Babb-Piegan
2	\$58,500	\$500	\$59,000	MT	Roosville
2	\$58,500	\$500	\$59,000	ND	Ambrose
2	\$58,500	\$500	\$59,000	ND	Hansboro
2	\$58,500	\$500	\$59,000	ND	Maida
2	\$58,500	\$500	\$59,000	ND	St. John
2	\$58,500	\$500	\$59,000	ND	Souris
2	\$58,500	\$500	\$59,000	ND	Westgate
2	\$58,500	\$1,000	\$59,500	VT	Swanton (Highgate Springs)
2	\$58,500	\$1,000	\$59,500	VT	West Berkshire
2	\$58,500	\$1,000	\$59,500	WA	Oroville
2	\$58,500	Forest Service owned	\$58,500	WA	Metaline Falls

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U.S. Border Inspection Stations
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This is a full two story building, to be erected at six or eight ports transacting an unusual amount of business, including railroad or vessel as well as highway work. The number of officers and employees and the amount of office and clerical work require a larger building than the standard office building. These special buildings when erected will take care of all the business at these ports, highway railroad and vessel. The building would follow the arrangements shown in the blue prints of the Peace Bridge building [Buffalo, New York], except that the center hall would be eliminated and the space added to the immigration quarters. The rooms on the second floor set aside for the bridge company's offices would be used for customs purposes. One stairway to the second story is considered sufficient, and space now utilized for a second stairway would be used for office purposes. A large room with counter for general business would be provided for each service, a private office for the officer in charge, a large general office and work room, and an inspector's room. For immigration, two detention rooms, a doctor's room, and a board of special inquiry room, and for customs, the same amount of space divided into three or four rooms for office purposes, would be provided. Driveways, canopies, inspection sheds and garage would follow the lines of the standard building, but be expanded to meet the larger volume of business. (Benner and Hughes 1928: 10)

Type No.	Estimated Cost of —		Total	State	Location
	Building & Facilities	Site			Port of Entry
3	Purchased & remodeled building		\$70,000	CA	Calexico
3	\$73,000	\$20,000	\$93,000	CA	San Ysidro
3	\$73,000	\$5,000	\$78,000	MN	Noyes
3	\$73,000	\$15,000	\$88,000	NY	Rouses Point (St. John's Highway)
3	\$73,000	\$5,000	\$78,000	ND	Portal
3	\$73,000	\$20,000	\$93,000	VT	Derby Line
3	\$73,000	\$10,000	\$83,000	WA	Blaine—Peace Arch
Subtotal	\$2,807,500	\$172,500	\$3,049,800		
Architectural services, 5 years			\$20,000		
Total			\$3,069,800		

U.S. Government Buildings Designed, Commissioned, or Constructed by the Treasury Department, 1864-1939**Treasury Department Design, 1864-1896**

The history of design and construction of U.S. government buildings falls into distinct eras typically defined by congressional authorizations for public buildings, the preferences of the Supervising Architect and the extent of involvement of private architects. In the nineteenth century, federal civilian facilities were designed and constructed by the Treasury Department and military facilities by the U.S. Army Corps of Engineers. In the first half of the nineteenth century, the Treasury Department primarily purchased existing buildings for its own use, typically customhouses and marine hospitals. Monumental buildings built for the department were designed in the Classical style by Robert Mills, the Federal Architect, including the Treasury Building (begun 1836), General Post Office (1836), Patent Office (1839), and New Bedford Customhouse (1836).

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In 1854, increasing demand for new federal buildings caused Secretary of Treasury James Guthrie to create the Office of Construction. Captain Alexander H. Bowman from the Corps of Engineers was named Engineer-in-charge and Ammi B. Young was named Supervising Architect of the Office of Construction. Young had previously assisted Federal Architect Robert Mills until 1842 and served as Architectural Advisor for the Treasury Department in 1842-1852.³ Young remained in the position of Supervising Architect when it was formally established in the Treasury Department in 1864. Young designed about seventy buildings from 1853-1862, mostly two- to three-story structures in remote locations, with standardized designs reviving the appearance of Renaissance villas.⁴ Until the 1890s, the design of federal buildings tended to follow the favorite style of the Supervising Architect.⁵ Alfred B. Mullet was the most notable among the early Supervising Architects, serving from 1865-1874. Mullet designed in a variety of classical styles, but his most well recognized works such as the State, War, and Navy Building (1871-1888) were designed in the French Second Empire style and often were monumental in scale.⁶ Unfortunately, the post of Supervising Architect was not particularly well paid, which meant that it did not attract prominent architects, and the heavy burden of work often meant that the federal buildings, especially outside Washington D.C., were designed by assistants and apprentices.⁷ The responsibilities of the Supervising Architect had grown from its inventory of 23 buildings in 1853 to 297 in 1892, with 95 in the process of completion, but the office was criticized for cost overruns and construction delays.⁸

In 1893, near the end of Benjamin Harrison's administration, Congress passed the Tarnsey Act, which permitted the Treasury Department to contract out for private sector architectural services through competition or to continue design within the Treasury.⁹ Passage of the Tarnsey Act coincided with the successful construction and exhibition of the World's Columbian Exposition in Chicago in 1892-93. The Exposition was largely planned by one of Chicago's most influential architects, Daniel Burnham who served as Director of Works. Featuring designs by Burnham & Root, Richard Hunt, McKim, Mead & White, Adler & Sullivan, Peabody & Stearns, and George B. Post, it was so well received by the public that it would popularize the Beaux Arts style for the design of monumental architecture for decades to follow. In 1893 and 1894, Burnham was elected president of the American Institute of Architects (AIA), which had long opposed the role of the Supervising Architect of the Treasury, and had lobbied for passage of the Tarnsey Act. In 1893, the AIA represented less than twenty percent of the nation's architects.¹⁰ In January 1894, Secretary of the Treasury John G. Carlisle of the new Grover Cleveland Administration announced that a new federal building in Buffalo, NY was to be designed by the Supervising Architect, and not by a private sector architect. This caused a confrontation between Carlisle and the Burnham-led AIA that effectively stalled implementation of the Tarnsey Act until the McKinley administration took office in 1897.¹¹

Individual Design, 1897-1914

In 1897, President McKinley appointed Lyman Gage as Secretary of the Treasury. Gage was one of the financiers of and served as president at the World's Columbian Exposition. Gage was also a good friend of Daniel Burnham and was aware of the AIA's issues.¹² In 1897, Secretary Gage and the new Supervising Architect of the Treasury, James Knox Taylor, began implementing the Tarnsey Act, and the Beaux Arts style began to dominate the design of monumental federal buildings. The Colonial Revival

³ Craig, Lois, ed., and the staff of the Federal Architecture Project. *The Federal Presence: Architecture, Politics, and Symbols in United States Government Building*. Cambridge, MA: The MIT Press, 1979, pages 99 and 195.

⁴ Craig, pages 99-105.

⁵ National Register Bulletin 13: *How to Apply the National Register Criteria to Post Offices*. Originally published 1984, revised 1994. Online at <http://www.cr.nps.gov/nr/publications/bulletins/nrb13/part2.htm>, page 2 of 5.

⁶ Craig, pages 155-162.

⁷ Hines, Thomas S. *Burnham of Chicago: Architect and Planner*. Chicago: University of Chicago Press., 1974, p. 126.

⁸ Craig, p. 202.

⁹ Harris, Emily. "History of Federal Policy Concerning Post Office Construction, 1900-1940." Draft report for the National Park Service, printed by the U.S. Postal Service as *History of Post Office Construction, 1900-1940*, July 1982, p. 3.

¹⁰ Craig, p. 202.

¹¹ Hines, 1974, pages 127-133.

¹² Hines, 1974, p. 133.

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style was also used for smaller scale buildings or where a more traditional American design was warranted. From 1897-1912, 35 buildings were designed under the provisions of the Tarnsey Act by some of the country's most prominent architects, including McKim, Mead and White, Cass Gilbert, and Daniel Burnham.¹³

As stated in National Register Bulletin 13, "During the tenure of James Knox Taylor (1897-1912) as Supervising Architect of the Treasury, the federal government promoted the concept that government buildings should be monumental and beautiful, and should represent the ideals of democracy and high standards of architectural sophistication in their communities. Taylor preferred styles derived from classical or early American traditions. Believing that federal buildings should be built to last, he also emphasized the use of high quality construction materials. Private architects worked on many of the larger projects, but the Office of the Supervising Architect produced smaller buildings, including many of the post offices. In either case, the buildings were individually designed; Taylor firmly resisted suggestions that designs be standardized."¹⁴

In 1902, the first omnibus public buildings law was passed, saving authorization time in Congress and allowing construction of vastly more federal buildings. It provided an increased limit of cost on over 60 buildings and authorized approximately 150 new projects.¹⁵ After an experiment by Taylor in 1903-1904, it was learned that smaller valued projects did not attract skilled architects. As a result, most post offices and federal buildings outside of major cities were designed within the Treasury Department after 1904.¹⁶ Five of Taylor's Treasury-designed smaller buildings were published in 1907, in the architectural journal The Brickbuilder, illustrating his Neoclassical and Colonial Revival designs for buildings costing under \$100,000.¹⁷

Among the buildings designed and constructed during James Knox Taylor's tenure (1897-1912) were: Ellis Island Main Building (1898-1900, by Boring and Tilton); West Point improvements (by Cram, Goodhue and Ferguson); National War College Building, Washington D.C. (1903, by Stanford White); the U.S. Mint in Philadelphia (1898, architect Cass Gilbert); U.S. Post Office and Courthouse, Chicago (1905 by Henry Ives Cobb); Customhouse, New York (1901-1907, Cass Gilbert); Federal Building, Cleveland (1905, by Brunner and Tryon); Federal Building, Cheyenne, Wyoming (1906); and the U.S. Post Office (a.k.a. Farley Building), New York (1913, by McKim, Mead and White).¹⁸ The vast majority of these buildings was designed in the Beaux Arts style, and stressed the importance and permanence of the U.S. Government through their monumentality, prominent site selection, and quality of materials.

In 1911, a Congressional committee recommended that the Tarnsey Act be repealed because of "pork barrel" criticism and because the fees of private architects were considered greater than for the same services rendered by the Supervising Architect.¹⁹ In 1912, both the Tarnsey Act was repealed and Taylor resigned, signaling the beginning of the end of the emphasis on individual plan and design and high quality materials and construction used for federal architecture. In 1913-1914, however, Supervising Architect Oscar Wenderoth continued to design federal buildings in the individual manner of his predecessor, typically in the Renaissance Revival style with arcaded loggias, but legislative action and policies were proceeding that would end this era.²⁰

¹³ Craig, p. 203.

¹⁴ NR Bulletin 13, online edition, part 2, p. 2 of 5.

¹⁵ Craig, page 239.

¹⁶ Harris, 1982, page 4.

¹⁷ Harris, 1982, page 6.

¹⁸ Craig, pages. 230-243.

¹⁹ Craig, p. 203.

²⁰ Harris, 1982, page 7.

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Standardized Design, 1915-1932

The U.S. Border Stations were planned according to standardized designs developed within the Treasury Department. In 1913, an omnibus Public Buildings Act was enacted and the Public Buildings Commission was established, both of which sought to economize costs and led to the standardization of plans, specifications, and materials for different classes of federal buildings. For example, while it authorized construction of a large number of public buildings, the Act stipulated that communities with postal receipts totaling less than \$10,000 would not receive authorization for a new post office building.²¹ This policy culminated in 1915, when William McAdoo, Secretary of the Treasury and Chairman of the Public Buildings Commission, established a classification system for four classes of federal buildings. McAdoo's classes were differentiated by the value of post office annual receipts and the value of metropolitan real estate adjoining the proposed site. The higher the class, the higher quality of design and materials were allowed, including exterior facing, windows and doors, interior finishes, and ornament in public spaces (see Table 2).²²

Table 2: Secretary of the Treasury McAdoo's Classification system for federal buildings, 1915²³

Class	Definition	Exterior	Windows and doors	Interior Finishes	Public spaces
A	Include a first class post office with annual receipts exceeding \$800,000 and would be sited as part of a city development plan or on an important thoroughfare of a great city with adjacent property reaching the higher valuation of metropolitan real estate.	marble or granite facing; fireproof throughout.	metal frames, sashes and doors	Interior finish to include the finer grades of marble, ornamental bronze work, mahogany, etc.	monumental treatment, mural decorations; special interior lighting fixtures.
B	Include a first class post office with receipts between \$60,000 to \$800,000 with adjacent property improvements somewhat below the higher valuation of metropolitan real estate.	Limestone or sandstone facing; fireproof throughout.	Exterior frames and sash metal; interior frames, sash and doors wood	Exclude the more expensive woods and marbles. ornamental metal to be used only where iron is suitable.	Restricted ornament in public spaces.
C	Include a second class post office with receipts over \$15,000 or of the first class to \$60,000, with surrounding property values that of a second-class city.	Brick facing with stone or terra-cotta trimmings; fireproof floors, non-fireproof roof.	Frames, sashes and doors wood	Exclude the more expensive wood and marbles; the latter used only where sanitary conditions demand	Public spaces restricted to very simple forms of ornament.
D	Include a post office having annual receipts of less than \$15,000 with real estate values meeting only a limited investment for improvements.	Brick facing, little stone or terra-cotta used; only first floor fireproof.	Stock sash, frames, doors, etc., where advisable	Ordinary class of building, such as any businessman would consider a reasonable investment in a small town.	

In 1916, standardized plans were developed under the direction of Acting Supervising Architect James Wetmore, and they typically retained the basic Beaux Arts style, massing, and plan, but with less detail on smaller buildings.²⁴ In actuality, between 1913 and 1926, Congress authorized no new spending for public buildings.²⁵ The Public Buildings Act of 1926, also known as the Keyes-Elliott Act, was a general enabling act that allotted \$100 million for federal buildings outside the District of Columbia. This act allowed the Secretary of the Treasury and the Postmaster General to select towns and cities and specific sites for new buildings. As a result, a survey report was prepared in 1927, which listed towns and cities with no federal buildings, including 799 with postal receipts over \$20,000 and 1,512 with postal receipts between \$10,000 and \$20,000. The estimated cost of implementing construction was \$170,420,000, but the actual construction was delayed by economic conditions, including the stock market crash of 1929.²⁶ As shown in Table 1, Benner and Hughes estimated the total construction costs of the U.S. Border Stations to be \$3,069,800 (refer to page 11 of this MPDF).

²¹ History of Post Office Construction 1900-1940., page 7, and NR Bulletin 13, online version part 2, page 2 of 5.

²² Harris, 1982, pages 9-10.

²³ Harris, 1982, pages 9-10.

²⁴ Harris, 1982, page 11.

²⁵ Craig, p. 281.

²⁶ Harris, 1982, pages 13-14.

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Public Works Administration Design, 1933-1939

With the onset of the Great Depression, the architectural profession and construction trades were extremely hard hit by unemployment. On May 31, 1930, Congress amended the Public Buildings Act of 1926, with increased funding and further authorized the Secretary of the Treasury to contract with private firms and individuals.²⁷ To meet spatial requirements of the Treasury Department and the Post Office Department, the Hoover Administration and Congress increased funding for the federal building program in 1928, 1930, and 1931, for a total of \$700 million.²⁸ The Federal Employment Stabilization Act of 1931, directed federal construction agencies to prepare six-year building plans and increased appropriations for that year by \$100 million. The Public Works Administration (PWA) was established in 1933 to oversee the planning and construction of public works projects. As of February 28, 1939, PWA federal building construction projects totaled 3,167 buildings at \$105,984,762, including 30 courthouses and city halls with an allotment of \$1,312,012 and 406 post offices with an allotment of \$43,607,814.²⁹

The U.S. Border Inspection Stations were planned during the *standardized design* phase, but some were designed and constructed during the *Public Works Administration design* phase. Designs for border inspection stations at the following locations were dated prior to May 31, 1930, when Congress amended the Public Buildings Act of 1926: San Luis, Arizona; Babb-Piegan (Scheme B), Montana; St. John, North Dakota; Blaine (Pacific Highway), Washington; and Blaine (Peach Arch), Washington, but the vast majority were built before 1933 when the PWA was established. The resulting plans and designs by the Supervising Architect of the Treasury were predominantly *standardized*, but some flexibility was shown in the program and exterior design to consider specific needs at some locations.

The Reorganization Act of April 3, 1939, created the Public Buildings Administration as part of the Federal Works Agency (FWA), removing control of federal architecture out of the Treasury Department, and the title of Supervising Architect was abolished. As a result of this Act, federal architecture presented a different set of design systems developed from separate contexts. The U.S. Border Inspection Station at Laredo, Texas was the last of the group designed by the Supervising Architect of the Treasury, with final plans dated July 21, 1940.

Treasury Department Design of the Combined Customs and Immigration Border Inspection Stations

Legislation approved under the Act of June 25, 1910, provided for the construction of border stations, inspection stations, and customs and immigration inspection stations, and funding was approved under the Public Buildings Act of 1926. The popularity of motor vehicles resulted in improved road construction and the emergence of land borders as the primary gateways into the United States. Planned, designed, and constructed during the contextual periods of *Standardized Design, 1915-1932* and *Public Works Administration Design, 1933-1939*, the Treasury Department Procurement Division, Public Buildings Branch authorized designs for 59 border and inspection stations. Typically, the stations were designed to share the functions of two different agencies, the U.S. Customs Service and the U.S. Immigration Service. The designs were prepared at the direction of the Supervising Architect of the Treasury in office at the time, either James A. Wetmore (1915-1933) or Louis A. Simon (1933-1939). Simon had effectively directed the office during Judge James Wetmore's tenure, because Wetmore had no formal training in architecture.

"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

²⁷ Harris, 1982, page 17.

²⁸ Craig 281.

²⁹ *America Builds: The Record of the PWA*, page 290, table 20.

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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.'"³⁰ This "regional gloss" often incorporated Colonial Revival design elements. The Colonial Revival was consciously associated with American heritage as early as the 1876 Centennial celebration which triggered a desire for understanding of American architectural lineage. Photographs and drawings of Georgian period colonial styles were printed and widely distributed to the country's architects in 1898 in a series by *The American Architect and Building News*. In 1915, the *White Pine Series of Architectural Monographs* included many photographs of colonial buildings that led to a wide understanding of Colonial Revival prototypes.³¹ Following America's involvement in World War I, the nation's architecture was strongly influenced by its European roots and a sense of nostalgic historicism, as well as a wave of patriotism for all things American. As a result, many buildings designed between the two World Wars (1919-1941) featured Colonial Revival design elements, often originating with America's colonial powers England, France, Spain, and Holland. The intention to create an American presence in the government's buildings at the international borders, along with the popularity of Colonial Revival architecture at the time, led to Simon's adaptation of Georgian Revival, Dutch Colonial Revival, Spanish Colonial Revival and even Pueblo Revival for the first purpose-built combined customs and immigration border inspection stations.

According to a series of cabinet sketches on file as "records group 36" at the National Archives and Records Administration (NARA),³² the original group of border and inspection stations were designed and intended for the following locations, organized alphabetically by state (see Table 3). These varied slightly from the recommendations in Benner and Hughes 1928 report (see Table No. 1).

Table 3: Border Inspection Stations, Records Group 36, National Archives and Records Administration			
Use and Location	Supervising Architect of the Treasury	Date of design	Cabinet Sketch Number
Arizona			
Inspection Station, Douglas, Arizona	James A. Wetmore	12/4/1931	14
Inspection Station, Naco, Arizona	Louis A. Simon	n.d. (built 1937)	40
Customs & Immigration Inspection Station, San Luis, Arizona	James A. Wetmore	2/5/1930	7
Inspection Station, Sasabe, Arizona	Louis A. Simon	6/9/1936	41(b)
California			
Inspection Station, San Ysidro, California	James A. Wetmore	10/29/1931	5
Inspection Station, Tecate, California	James A. Wetmore	9/6/1932	10
Idaho			
Inspection Station, Porthill, Idaho ³³	Louis A. Simon	7/13/1936	36

³⁰ American Architect and Architecture, August, 1937, vol. 151, p. 51 in US General Services Administration, *Historic Building Preservation Program: Inspection (Moore)* dated 04/27/94: 3.

³¹ Virginia and Lee McAlester, *A Field Guide to American Houses*, New York: Alfred A. Knopf, 1991, p. 326.

³² Records Group 36 is available at the National Archives and Record Administration in College Park, Maryland. It represents 48 sets of renderings and building plans for U.S. Border Stations intended for construction at 58 different locations along the U.S. borders with Canada and Mexico. Designs were dated from 1930 to 1940. Records 25 and 26 were labeled "unidentified," but marginal notes indicated these were intended for Charabusco, NY.

³³ A second border station at Eastport, Idaho is assumed to have been demolished because it received a HABS no. ID-101 in June 1988.

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Maine			
Calais, Maine	G.W. Stone (acting)	n.d. (built 1932)	22
Eustis, Maine	James A. Wetmore	6/4/1931	20
Fort Fairfield, Maine	James A. Wetmore	5/16/1932	15
Inspection Station, Houlton, Maine	James A. Wetmore	5/16/1932	11
Limestone, Maine	James A. Wetmore	8/22/1932	12
Border Station, Milltown, Maine	Louis A. Simon	2/14/1938	46(a)
Inspection Station, Orient, Maine	Louis A. Simon	7/13/1936	36(b)
Union Bridge, Maine	Louis A. Simon	2/14/1938	46(b)
Minnesota			
Noyes, Minnesota	James A. Wetmore	9/12/1930	1
Montana			
Babb-Piegan (Chief Mountain Highway), Montana	Louis A. Simon (architect: A. Paul Brown, NPS)	2/22/1938	35
Babb-Piegan (Scheme B), Montana	James A. Wetmore	4/26/1930	35
Glacier Park, Montana	Louis A. Simon	2/22/1938	42
Roosville, Montana	James A. Wetmore	9/8/1931	17
Scobey, Montana	Louis A. Simon	6/4/1938	45(g)
Sweetgrass, Montana ³⁴	Louis A. Simon	5/25/1934	2
New York			
Champlain, New York	James A. Wetmore	6/22/1931	32
Chateaugay, New York	James A. Wetmore	2/20/1932	21
Churubusco, New York	Unavailable	Unavailable	25, 26, 37
Fort Covington, New York	James A. Wetmore	8/22/1932	31
Mooers, New York	James A. Wetmore	6/20/1932	6
Rouses Point (Overton Corners), New York	James A. Wetmore	4/9/1932	18
Rouses Point (St. Johns Highway), New York	James A. Wetmore	1/7/1932	16
Trout River, New York	James A. Wetmore	5/29/1931	8
North Dakota			
Ambrose, North Dakota	James A. Wetmore	6/4/1931	28
Noonan, North Dakota	Louis A. Simon	6/4/1938	45(a)
Portal, North Dakota	George and J.M. Martin	4/20/1931	48
Raymond, North Dakota	Louis A. Simon	6/4/1938	45(d)
Sherwood, North Dakota	Louis A. Simon	6/4/1938	45(f)
St. John, North Dakota	James A. Wetmore	4/21/1930	3
Westhope, North Dakota	Louis A. Simon	6/4/1938	45(b)
Texas			
Laredo, Texas	Louis A. Simon	7/21/1940	43

³⁴ The building was bought and relocated by a private company, and is no longer under federal ownership.

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Vermont			
Alburg Springs, Vermont	Louis A. Simon	6/4/1938	45(e)
Alburg, Vermont	James A. Wetmore	6/20/1932	33
Beebe Plain, Vermont	Louis A. Simon	6/9/1936	41
Canaan, Vermont	James A. Wetmore	6/28/1932	29
Derby Line, Vermont	James A. Wetmore	6/21/1931	34
East Richford, Vermont	James A. Wetmore	9/4/1930	23
Highgate Springs, Vermont	James A. Wetmore	5/6/1934	47
Newport, Vermont	Louis A. Simon	4/6/1938	39
North Troy, Vermont	Louis A. Simon	11/8/1935	4
Richford, Vermont	James A. Wetmore	5/14/1932	24
West Berkshire, Vermont	Louis A. Simon	5/25/1934	9
Washington			
Metaline Falls, Washington	James A. Wetmore	5/9/1931	13
Oroville, Washington ³⁵	James A. Wetmore	9/21/1931	13
Blaine (Pacific Highway), Washington	James A. Wetmore	2/24/1930	27
Blaine (Peace Arch Site), Washington	James A. Wetmore	2/24/1930	30
Inspection Station, Danville, Washington ³⁶	Louis A. Simon	7/13/1936	36(c)
Laurier, Washington	Louis A. Simon	n.d. (built 1936)	38
Sumas, Washington ³⁷	James A. Wetmore	5/9/1931	44
Ferry (later Curlew), Washington	Louis A. Simon	6/4/1938	45(c)

In addition to the locations identified in NARA Records Group 36, the General Services Administration maintains (or maintained) control of several other related structures, including:

- Morley Gate, Nogales, Arizona, built c. 1930 and Custom House, Nogales, Arizona, built 1934.
- Border Station (Old Customs Building), Calexico, CA, built 1933, disposed of March 2009.
- Border Station, Coburn Gore, ME, built 1931.
- Border Station, State Route 102, Beecher Falls, VT, built 1932.
- Border Station, State Route 114, Norton, VT, built 1934.
- Border Station, Morses Line, VT, built c. 1935, believed to be demolished.

³⁵ Oroville, WA, was determined ineligible by OAHF in 1993 (Boyle Wagoner, 1996, p. 17.) and was demolished in 2001.

³⁶ Danville, WA, was removed from its site in the 1980s, sold and relocated. (Same design as Curlew). (Boyle Wagoner, 1996, p. 3.).

³⁷ Sumas (2-story, brick clad, gambrel roof) was nominated to the National Register in 1978, and ownership was transferred by GSA to the City of Sumas in the late 1980s; it was moved from its original location. (Boyle Wagoner, 1996, p. 3.).

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Summary Statement of Historic Context

The important chain of events in the late 1910s and 1920s that led the U.S. Government to reconsider the effectiveness of its border security included: 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. The non purpose-built customs and immigrations facilities then in use proved to be inadequate to handle the increased volume and were ill positioned to monitor illegal crossings of the border. In 1928, the Bureaus of Customs and Immigration recommended that the government construct purpose-built inspection stations for border highways at 48 locations. It was also recommended that the new stations be owned by the U.S. Government, demonstrate federal authority and presence, and be sited, planned, and programmed with the following characteristics to remedy the situation: proper location; proper facilities; dignified and attractive surroundings; fair and adequate service to the public; and decent living quarters for officers.

The first purpose-built combined customs and immigration inspection stations were based on a series of standardized plans developed and designed by the Supervising Architect of the Treasury, either James Wetmore or Louis A. Simon. These plans varied according to the specific size and functional needs of the customs and immigration services at a specific location. The Treasury Department's exterior design of the specific stations for all property types varied according to the region and climate, employing the Colonial Revival, Georgian Revival with classical details, Spanish Colonial Revival and Pueblo Revival styles.

The dates of this context, 1930-1943, represent the range of design and construction dates for the various U.S. Inspection Stations. The San Luis, Arizona Customs & Immigration Inspection Station design was completed on February 5, 1930, marking the beginning of the period of significance for this context. The Laredo, Texas U.S. Inspection Station designed in 1940 and completed in 1943,³⁸ was the last of the Inspection Stations completed as part of this program, ending the period of significance for this context in 1943.

Within this context, 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.

³⁸ Louis A. Simon, signed the drawings on July 21, 1940, with the title "Supervising Architect", but under the Public Buildings Administration of the Federal Works Agency (FWA:PBA). In 1939, the Treasury Department was reorganized, and the Public Works Branch of the Procurement Division was transferred to FWA:PBA. It is assumed that the plans for the Laredo station had begun in 1939, and were transferred from Treasury to FWA:PBA. The fact that Simon was still supervising architect for this border station makes it significant within this historic context.

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F. Associated Property Types

Property Type Description

Typically, the U.S. Border Inspection Stations were designed to share the functions of two different agencies, the U.S. Customs Service and the U.S. Immigration Service. The stations were sometimes accompanied by one or two residential structures, and the site plan demonstrated bi-axial symmetry, except for the largest stations. Smaller stations used a single building with a small office in the first floor and employee quarters in the second floor. The size and plan of the stations were based on factors such as traffic volume, type and hours, need for office space, and need for housing of inspectors. As discussed in detail in Section E, Benner and Hughes' 1928 report proposed three basic property types: the "standard office building," "standard office building with living quarters," and "special office building." The "standard office building with living quarters" could be readily converted into the "standard office building" "should business increase to demand such facilities" (Benner and Hughes 1928:9-10). Variations on the "standard office building" and "standard office building with living quarters" could be 1, 1 ½, or 2 stories and are represented by Property Types 1 and 2, discussed later in this section. The third station type was the "special office building" of two full stories, "to be erected at . . . ports transacting an unusual amount of business" (Benner and Hughes 1928:10).

The plan of the specific stations also varied depending on whether the station provided shared or separate functions for the U.S. Customs Service and the U.S. Immigration Service. A review of the series of cabinet sketches on file as "records group 36" at the NARA indicates each station could be designed with a different combination of: shared or separate offices; the approximate number of bays of the main building (3, 5, or 7 and greater); number of stories of the main building (1, 1 ½, or 2); detached garages or attached garage wings; no living quarters, living quarters in the main building, or detached residences; and the presence of other ancillary buildings such as a pump house. Benner and Hughes' requirements anticipated flexibility based on the need of specific locations and the built stations reflect much variety. Therefore, the various plans and designs have been simplified and categorized into three major property types for the purposes of this MPDF, as follows:

- Property Type Number 1: 3-bay Standard Inspection Building
- Property Type Number 2: 5-bay Standard Inspection Building
- Property Type Number 3: 7-bay Special Inspection Building

Associative Attributes

The border inspection stations were planned and designed 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 associative attributes that convey the response to the chain of events are as follows:

- design and construction or purchase of combined customs and immigration inspection stations by the U.S. Government between 1930 and 1943;
- proper location (at the border before traffic can disperse, or after major roads conjoin; on the right side of inbound traffic);
- proper facilities (protection of officers, motorists, and goods from the elements; porte-cochere, garages, inspection pits; efficient placement of combined functions);
- dignified and attractive surroundings (environment to raise morale and convey impression of federal authority; flagpoles, landscaped areas, well sited);

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- fair and adequate service to the public (protection of goods against dust and the elements and privacy from onlookers, porte-cochere, garages); and
- decent living quarters for officers (separate quarters upstairs or in detached residences).

These associative attributes were established for the entire planning, design, and construction program for the border and inspection stations, and would be common to all three property types identified and described in detail in this section.

Physical Characteristics

Property Type Number 1: 3-bay Standard Inspection Building

The physical characteristics of Property Type Number 1 can typically be described as a 3-bay, 1- or 1 ½-story Standard Office Building with optional living quarters, garages and ancillary buildings. These stations were designed for low traffic volumes, and generally had a one- or two-lane porte-cochere. The plans were highly symmetrical. Generally, the main entrance to the office building led to a central lobby that provided service counters and access to the Immigration offices and Customs offices to either side. The rear of the lobby featured restrooms and stairs to the upper level. The second level typically included two Immigration rooms, hallway, Immigration Board Room/storage, Customs Office, Customs storage, and a closet.

No Garage Sub-Type

Four of the stations featured nearly identical Colonial Revival (Georgian) designs, with a gabled, single lane porte-cochere, and no attached or detached garages:

- Beebe Plain, VT. **Formally determined eligible for NRHP by GSA and NPS on 9/22/1986.**
- Sasabe, AZ. The central doorway flanked by windows is considered a single entrance bay. Identical to Beebe Plain.
- Milltown, Calais, ME. **Determined eligible for NRHP by DHS in September 2007 with ME SHPO concurrence on 9/9/2008.** The original Classical Revival porte-cochere has been replaced.
- Union Bridge, ME (not on GSA ownership list.) It features a Classical Revival porte-cochere like Milltown, Calais.

Single Lane Porte-Cochere Sub-Type

Some variations of the 3-bay Standard Inspection Building include single bay garage wings or detached garages. Three of the stations shared an identical 1-1/2 story, 3-bay simple Colonial Revival (Georgian) design with a hipped roof, single lane porte-cochere, no detached residences, or other ancillary buildings:

- Danville, WA (not on GSA ownership list.³⁹)
- Orient, ME. **ME SHPO concurred with NRHP eligibility on 9/9/2008.** The Orient Station includes an ancillary detached garage with single bay garage wing additions.⁴⁰
- Porthill, ID. **ID SHPO concurred with NRHP eligibility on 7/29/2008.** The Porthill station includes an ancillary detached garage.

³⁹ The border station at Danville, WA, was removed from its site in the 1980s, sold and relocated. (Boyle Wagoner, 1996, p. 3.)

⁴⁰ Original NARA rendering does not show the small, one story wing additions on either side, but these were probably added in the 1940s. The GSA profile indicates this property also had a detached 2-bay garage built in 1937. NARA site plan does show a garage.

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Two-Lane Porte-Cochere Sub-Type

Seven identical designs feature a 3-bay main building designed in a simple Colonial Revival (Georgian) style with a hipped roof, two-lane porte-cochere (NARA group 36, #45). They were quite similar to the group of three above, with the major difference being a two-lane porte-cochere instead of one:

- Alburg Springs, VT. **Formally determined eligible for NRHP by GSA and NPS on 9/22/1986.**
- Scobey, MT (County Road D24), (not on GSA ownership list.)
- Ferry, WA (a.k.a., Ferry-Curlew.)⁴¹
- Noonan, ND (State Highway #40), (not on GSA ownership list.)
- Raymond, ND (State Highway #16), (not on GSA ownership list.)
- Sherwood, ND (State Highway #28), (not on GSA ownership list.)
- Westhope, ND (U.S. Highway 83), (not on GSA ownership list.)
- Limestone, ME (Route 229). **ME SHPO concurred with NRHP eligibility on 9/9/2008.**

Variations

- Naco, AZ. **NRHP listed on 2/19/1991.** The Naco station features the only Pueblo Revival style among the U.S. Border Stations.
- Morses Line, VT (not on GSA ownership list, believed to be demolished.) **Formally determined eligible for NRHP by GSA and NPS on 9/12/1986.**
- Glacier Park, MT (not on GSA ownership list)
- Morley Gate, Nogales, AZ.⁴²

⁴¹ This station has been altered. In 1973, the porte-cochere was removed; duplex converted to single family; garage expanded; restroom and storage were added.)

⁴² The U.S. Custom House was listed on 8/6/1987. The NRHP nomination for the Custom House does not include Morley Gate as a contributing element.

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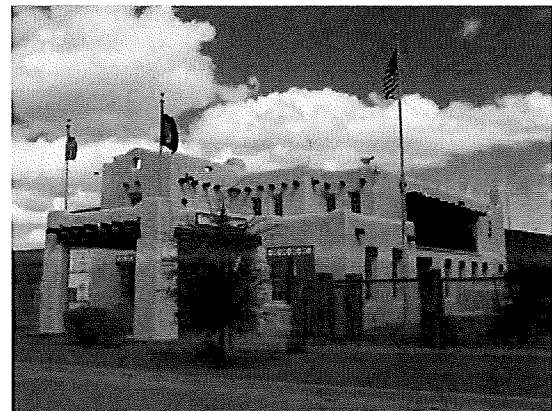
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Figure 1: Example of Property Type Number 1 at Orient, ME.



Figures 2a and 2b: Examples of Property Type No. 1 at Alburg Springs, VT (left) and Naco, AZ (right)

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Property Type Number 2: 5-bay Standard Office Building

The physical characteristics of Property Type Number 2 can be described as a 1 ½- or 2-story Standard Office Building with 5-bay main building, 4-bay garage wings, living quarters and ancillary buildings. These stations were designed for moderate traffic volumes, and generally had a three- or four-lane porte-cochere. The plans were highly symmetrical, but varied between the 1 ½- and 2-story station sub-types. Vehicular inspection garages adjacent to the main building flanked the respective Immigration and Customs offices, and usually consisted of four bays on each side. The 1 ½-story sub-type often had detached residences for living quarters, while the 2-story sub-type included typically featured the living quarters on the second story level.

1 ½-Story Sub-Type

The following examples share a similar design in that they are 1 ½ story in height, are Colonial Revival (Georgian) in style with a side gable above the porte-cochere side, brick exterior wall surface and feature a 5-bay office with 4-bay garage wings. For the 1 ½-story stations, the main entrance led to a central lobby that provided service counters and access to the Immigration offices and Customs offices to either side. Generally, the inspectors from each agency each were provided a detached single story residence that was identical, but reversed. The residences featured front and rear porches, two bedrooms, dining room, kitchen, living room, bath and closet. The site plans for the main station buildings were symmetrical, and some contained detached storage buildings.

- Coburn Gore, ME. **ME SHPO concurred with NRHP eligibility on 9/9/2008.** It is assumed the original name for this station was Eustis, and it features two detached residences that appear to retain integrity.
- Fort Fairfield, ME. **ME SHPO concurred with NRHP eligibility on 9/9/2008.**
- St. John, ND.⁴³ **ND SHPO concurred with NRHP eligibility on 4/24/2008.**
- Ambrose, ND. **ND SHPO concurred with NRHP eligibility on 4/24/2008.**
- Mooers, NY. **Determined eligible for NRHP by GSA on 7/20/2004.**
- Chateaugay, NY. **Determined eligible for NRHP by GSA on 7/20/2004.**
- North Troy, VT. **Formally determined eligible for NRHP by GSA and NPS on 9/22/1986.**
- West Berkshire, VT. **Formally determined eligible for NRHP by GSA and NPS on 9/12/1986.**
- Norton, VT. **Formally determined eligible for NRHP by GSA and NPS on 9/12/1986.**
- Richford, VT. **Formally determined eligible for NRHP by GSA and NPS on 9/12/1986.** The Richford station features a narrower shed dormer than is typical for this sub-type.
- Oroville, WA (demolished in 2001)⁴⁴,
- Metaline Falls, WA. **NRHP listed 1/31/1997.** The Metaline Falls station features two detached residences.
- Laurier, WA. The Laurier station features two detached residences.
- Fort Covington, NY. **Determined eligible for NRHP by GSA on 7/20/2004.**
- Champlain, NY. **Determined eligible for NRHP by GSA on 7/20/2004.**⁴⁵
- Cannan, VT. **Formally determined eligible for NRHP by GSA and NPS on 9/12/1986.**
- Alburg, VT. **Formally determined eligible for NRHP by GSA and NPS on 9/12/1986.**

2-Story Sub-Type

A variation of Property Type Number 2 can be described as a 2-story, 5-bay design with a distinctive gambrel roof to achieve a full second story. The 2-story station plan was highly symmetrical, featuring separate centrally located entrances leading to the immigration and customs offices, with additional offices in the rear and stairs to the living quarters above. The 4-bay inspection

⁴³ Original plan for 2-story with Gambrel roof was not built.

⁴⁴ Determined ineligible by OAHF in 1993 (Boyle Wagoner, 1996, p. 17.), and demolished in 2001.

⁴⁵ Sold by GSA to a private owner in 2009.

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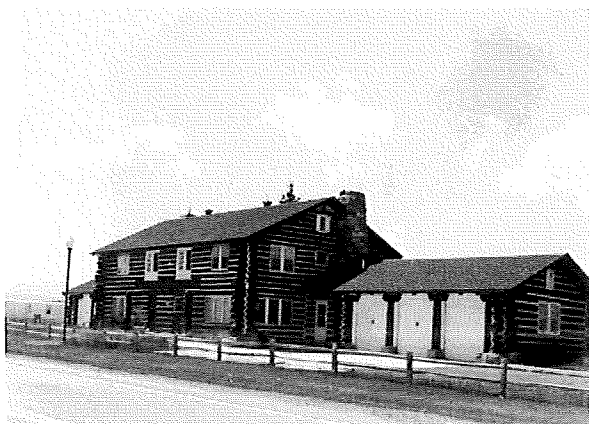
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pit wing was attached to the immigration office side, and the 4-bay garage wing was attached to the customs office side. There may have been capacity for detention rooms and other functional spaces in the upstairs level, but the 2-story station plan typically provided adequate living quarters that detached residences were unnecessary.

- East Richford, VT. **Formally determined eligible for NRHP by GSA and NPS on 9/12/1986.** The East Richford features a 5-bay main building designed in the Colonial Revival (Georgian) style with a gambrel roof, 4-bay garages, and no separate residences.
- Beecher Falls, VT. **Formally determined eligible for NRHP by GSA and NPS on 9/12/1986.**
- Highgate Springs, VT. **Demolished--formally determined eligible for NRHP by GSA and NPS on 9/12/1986.**
- Blaine (Pacific Highway), WA (not on GSA ownership list.) The Blaine station is similar to St. John's, ND.
- Overton Corners, Rouses Point, NY. **Determined eligible for NRHP by GSA on 7/20/2004.** The Overton Corners station features a 5-bay main building with a gambrel roof and 4-bay garage wings.
- Trout River, NY. **Determined eligible for NRHP by GSA on 7/20/2004.** 5-bay gambrel roof with 4-bay garage wings
- Sumas, WA (not on GSA list because it was moved and is now under non-federal ownership.) **Determined eligible for the NRHP by GSA on 4/3/1979.** The Sumas station features a 5-bay main building designed in the Colonial Revival style with a gambrel roof and Classical Revival porte-cochere. It has an associated 7-bay detached garage building.
- Highgate Springs, VT. **(Demolished--formally determined eligible for NRHP by GSA and NPS on 9/12/1986).** Highgate Springs was a 5-bay main building with gambrel roof, 4-bay garage wings, and separate residences.

Variations

- Tecate, CA. **NRHP listed, 2/14/1992.** 1 ½-story, 5-bay, detached residences, Spanish Colonial Revival style.
- Babb Piegan, MT. **NRHP Listed 4/12/2006.** The Babb-Piegan station is a 2-story Rustic Log Cabin design, with a 4-bay main building (deviation from typical five) and 3-bay garage wings.
- Sweetgrass, MT (not on GSA list because it was moved and is no longer under federal ownership.)⁴⁶
- San Luis, AZ (not on GSA list.) This was a full 2-story height with side gables and 3- and 4-bay garage wings.
- Douglas, AZ. 5-bay, 2-story Spanish Colonial Revival style station with 4-bay garage wings, no separate residences.
- Newport, VT (not on GSA list.) Only 3-bays, but full 2-stories in height with front gable, Colonial Revival style.



Figures 3a and 3b: Examples of Property Type No. 2, Babb-Piegan, MT (left), and East Richford, VT (right).

⁴⁶ The U.S. Customs House in Sweetgrass, MT along I-15 near the Canadian border was listed in NRHP on 2/28/1991. It is not clear if this is the same border station.

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Figures 4a and 4b: Examples of Property Type No. 2, Ambrose, ND (top) and Tecate, CA (bottom)

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Property Type Number 3: 7-bay Special Inspection Building

The physical characteristics of Property Type Number 3 can be described as a 2-story Special Office Building, 7-bay design, or larger to accommodate the highest traffic volumes. Only three of the ten Special Inspection Buildings are symmetrical in plan: Ferry Point, ME, Chief Mountain, MT, and Derby Line, VT.

- Noyes, MN. **MN SHPO concurred with NRHP eligibility on 5/6/2008.** Colonial Revival, brick, full 2-story, 7-bay main office, with 4-bay attached garages to each side.
- Calexico, CA (no longer GSA-owned). **NRHP listed 2/14/1992.** 2-story, Spanish Colonial Revival style.
- San Ysidro (San Diego), CA. **NRHP listed, 02/10/1983.** Spanish Colonial Revival, stucco with blue tile trim, full 2-story, 7-bay main office block with loggia decorated with tile that serves as 2nd story veranda. Off the main block are 2-story, 4-bay office wings that feature shallow arched window bays with rectangular windows, tile roof and cupola
- Rouses Point, St. Johns Highway, NY. **Determined eligible for NRHP by GSA on 7/20/2004.** This is a full 2-story height station, brick, designed in the Georgian Revival style, with 4-bay garage wings.
- Portal, ND. **ND SHPO concurred with NRHP eligibility on 4/24/2008.** This is a Colonial Revival design, brick, full 2-story, hipped roof, 7-bay office, with 4-bay garage wings attached to each side. Features brick quoins and brick, flat-arch lintels with concrete keystones, arched garage openings with concrete keystones, substantial brick porte-cochere.
- Ferry Point, Calais, ME. **ME SHPO concurred with NRHP eligibility on 9/9/2008.** This is a 2 ½-story station, designed in the Colonial Revival style, with a 7-bay office building. The porte-cochere was replaced. The garage in the rear with a pyramidal roof is a contributing element, built ca. 1936.
- Blaine (Peace Arch), WA (not on GSA list.) 2-story, Colonial Revival/Classical details with 4-bay garage wings.
- Derby Line, VT. **Formally determined eligible for NRHP by GSA and NPS on 9/12/1986.** This is a full two-story, Colonial Revival (Adamesque) style station, with 4-bay garage wings attached.
- Laredo, Texas. This is a Spanish Colonial Revival style station, 11 bays wide in a 2-story block. It features a 5-story bell tower and 1-story portico wing with four arched openings.
- Chief Mountain Border Station and Quarters, Babb, MT. **NRHP listed 5/20/2008.** This is a T-shaped, non-standardized design by A. Paul Brown of the National Park Service in 1939.

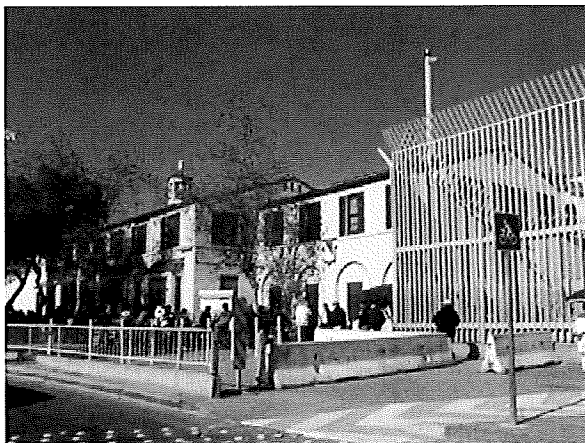


Figure 5a and 5b: Examples of Property Type No. 3, San Ysidro, CA (left) and Portal, ND (right)

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Property Type Significance

Criterion A

The first set of purpose-built U.S. Border Inspection Stations were planned, designed and constructed by the U.S. Government to improve land border security in direct response to the following series of important events in United States history that may qualify them for inclusion in the National Register of Historic Places under Criterion A:

- The imposing of head taxes and literacy tests upon immigrants from Canada and Mexico beginning in 1917, which “immediately resulted in widespread evasions.”⁴⁷ The passage of the Volstead Act and the ratification of the 18th Amendment, which prohibited the sale and consumption of alcoholic beverages between 1919 and 1933, that led to increased smuggling across international boundaries
- The passage of the first U.S. law establishing annual quotas, by country, on immigration in 1921, causing “great numbers of determined Europeans” who had failed to enter the U.S. under the quotas to attempt to illegally enter via the Canadian border⁴⁸
- The increase in public mobility from the popularity and affordability of the automobile and other motor vehicles in the 1920s, that changed the volume of traffic entering the U.S. from water ports-of-entry to land border crossings.

Criterion C

U.S. Border Inspection Stations represent an important and distinguishable series of property types related by function, location, chronological era, and design characteristics that may qualify them for inclusion in the National Register of Historic Places under Criterion C. The common function was use by U.S. Customs and Immigration officers to conduct inspections of vehicles and persons entering the country via a highway. The common location was that the stations were along the U.S. international boundaries with Canada and Mexico, typically along a highway near the international boundary. The chronological era for design and construction was quite narrow, 1930-1943, spanning the contextual *standardized design* and *Public Works Administration design* phases of government buildings constructed by the Treasury Department. The common design was based on a series of three basic plans that varied according to the specific size and function of the station, were recommended by the Bureaus of Customs and Immigration, and were developed and designed by the Supervising Architect of the Treasury, either James Wetmore or Louis A. Simon. The Treasury Department design of the specific stations for all property types varied according to the region and climate, employing the Colonial Revival, Georgian Revival with classical details, Spanish Colonial Revival and Pueblo Revival styles.

Period of Significance

The period of significance, 1930-1943, represents the range of design and construction dates for the various U.S. Border Inspection Stations. The San Luis, Arizona Customs & Immigration Inspection Station was designed on February 5, 1930, marking the beginning of the period of significance. The Laredo, Texas U.S. Inspection Station designed in 1940 and completed in 1943,⁴⁹ was the last of the stations completed as part of this program, thereby closing the period of significance.

⁴⁷ Commissioner-General of Immigration 1924: 13, from Berger, Louis & Associates, Inc. *U.S. Border Stations, Vermont. Historic Preservation Plan: Draft Submission*. East Orange, NJ: Louis Berger & Associates, Inc. October, 1994: 1-4.

⁴⁸ Ibid.

⁴⁹ Louis A. Simon, signed the drawings on July 21, 1940, with the title “Supervising Architect,” but under the Public Buildings Administration of the Federal Works Agency (FWA:PBA). In 1939, the Treasury Department was reorganized, and the Public Works Branch of the Procurement Division was transferred to FWA:PBA. It is assumed that the plans for the Laredo station had begun in 1939, and were transferred from Treasury to FWA: PBA. The fact that Simon was still supervising architect for this border station makes it significant within this historic context.

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Property Type Registration Requirements

Designs dating between 1930 and 1940 have been identified for at least 59 Border Inspection Stations, and at least 48 of these constructed between 1930 and 1943 are believed to still exist as of the year 2008. This is by far the largest and most cohesive group of U.S. Border Inspection Stations that share reason for authorization, design, plan, era, and function, and significantly was the first group purposely built to share the functions of Customs and Immigration at land border crossings. While three property types have been identified largely based on the differences in their scale, plan, and design, they are all equally significant within this context. The following associative attributes, physical characteristics, and integrity requirements must be met on an individual property basis, and the overall quality and integrity of the individual property assessed before determining eligibility under this MPDF.

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 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 property must have been planned, designed and constructed or purchased by the U.S. Government between 1928 and 1943 for use as a customs and immigration station at a land border crossing. It must be sited at one of the locations recommended by Benner and Hughes in their 1928 report (see Table 1), or at one of the locations for which designs were created by the Supervising Architect of the U.S. Treasury (see Table 3). To be eligible for listing, the property must have remained under U.S. Government ownership through 1943, continue to demonstrate federal authority and presence from the historic era, and continue to retain overall *integrity of location, setting, feeling, and association*. Properties built by the U.S. Government primarily for a different purpose, or rented by the U.S. Government from private owners for this purpose would not qualify for listing within the contexts developed for this MPDF. Sale of the property from government to private ownership after 1943 would not disqualify a property for registration.

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 property must retain *integrity of location*. Moved properties would not be eligible for listing unless they were moved by the U.S. Government before 1943 and were continued to be used for border inspection stations through 1943. Relocation of a building from its association with a roadway or the border would *disqualify* the building for registration. Moved properties may still be eligible strictly for their architecture, but would have to qualify for listing as exceptions to this MPDF.

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. These were typically conveyed by a porte-cochere, garages, inspection pits;

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and the efficient placement of combined functions within the office building. Considerations may be made in cases where the porte-cochere was modified to accommodate taller vehicles, the inspection pits were filled in, garages were converted to another use, or offices were remodeled, but to be eligible for listing, the property must retain overall integrity *of design and materials*, and continue to adequately convey a range of proper facilities.

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*.

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.

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. 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.

Significant Specific Event

In addition, properties which were associated with a significant specific event may meet Criterion A. The events may include:

- a single occurrence important to local history such as the arrest or detention at the station of a notorious figure or celebrity,
- an important statistical trend such as a marked increase in automobile traffic in a relatively narrow time frame, or
- an important contribution to local history, settlement, or economy.

Evaluation under Criterion C

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 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

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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.

Integrity Considerations

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 System⁵⁰ 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.

⁵⁰ "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>, 2/19/2006.

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G. Geographical Data

The U.S. Border Inspection Stations, planned in 1928, and designed and constructed from 1930-1943, were originally located in the following states along the U.S. international boundaries with Canada and Mexico:

- Arizona
- California
- Idaho
- Maine
- Minnesota
- Montana
- New York
- North Dakota
- Texas
- Vermont
- Washington

For reference, a matrix has been prepared as additional documentation, showing specific GSA building number, location, recent photograph, and NARA renderings and plans.

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H. Summary of Identification and Evaluation Methods

The multiple property listing of U.S. Border Inspection Stations constructed between 1930 and 1943 is based upon the 2004 inventory of 59 such buildings at 43 locations maintained by the General Services Administration (GSA) in Washington D.C. and the series of cabinet sketches on file as "records group 36" at the National Archives and Records Administration in College Park, Maryland, including 48 designs for 58 locations. GSA's Regional Preservation Officers were contacted for current photographs and building profiles, and if needed, site visits were made by architectural historians to take new photographs and note alterations to the existing buildings. All U.S. Border Stations currently maintained by GSA were inventoried and evaluated according to their representative property type and registration requirements.

The National Register Information System was researched to identify those properties already listed on the National Register of Historic Places, and those properties were not re-evaluated or documented on new National Register registration forms. Various GSA Regional Historic Preservation Officers and State Historic Preservation Officers were contacted to determine if properties were previously determined eligible for the National Register, and those previous determinations are included in the evaluation of those properties on new National Register registration forms. For each recorded property, locations were noted on USGS topographical maps; photographs were taken; computerized inventory forms were completed; research, including the review of GSA files and NARA files, was conducted; and narrative architectural and historical descriptions were written. This work was conducted on behalf of GSA by primarily by Richard Starzak and Daniel Paul, architectural historians with ICF Jones & Stokes Associates, from 2005-2008, with assistance by GSA headquarters staff and GSA Regional Historic Preservation Officers.

The properties were evaluated within a historic context that defines the historic background, design, and construction of the properties, entitled *Combined Customs and Immigration Inspection at Land Crossings along the International Borders, 1930-1943*.

The context and inventory focused on a group of buildings that were closely related by their purpose, function, location, chronological era, and design. The common function was that the buildings were used as U.S. Border Stations, containing the functions of inspection, customs, immigration, or quarantine. The common location was that the stations were along the U.S. international boundaries with Canada and Mexico. The chronological era was quite narrow, 1930-1943 for design and construction. The common design was based on a series of three basic plans developed by the U.S. Supervising Architect of the Treasury, which varied according to the specific size and function of the property. The three property types in this MPDF generally followed the three basic plans based on their as-built configuration. Integrity requirements were based upon knowledge of existing properties, and alterations commonly related to traffic increases and changing operational needs. The architectural and physical features of the surviving properties, derived from the research and inventory, were considered in developing the outlines of potential registration requirements.

Related Properties Listed in the National Register

Much information about the significance of the group of U.S. Border Stations, 1930-1943, was derived from the following properties included in the National Register of Historic Places on an individual basis:

Arizona

- Naco Border Station, AZ, NRHP listed on 2/19/1991.
- Nogales, Custom House, AZ, NRHP listed on 8/6/1987.

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California

- U.S. Inspection Station—Calexico, CA, NRHP listed on 2/14/1992.
- U.S. Inspection Station/U.S. Custom House (San Ysidro), San Diego, CA, NRHP listed on 2/10/1983.
- U.S. Inspection Station—Tecate, CA, NRHP listed on 2/14/1992.

Montana

- U.S. Inspection Station—Babb-Piegan, MT, NRHP listed on 4/12/2006
- Chief Mountain Border Station and Quarters, Babb, MT, NRHP listed 11/20/2007.

Washington

- U.S. Border Station, Metaline Falls, WA, NRHP listed 1/31/1997.

Related Properties Determined Eligible for Listing in the National Register by GSA

Additional significance and historic context of the group of U.S. Border Stations, 1930-1943, was derived from the following properties previously determined eligible for inclusion in the National Register of Historic Places by GSA:

Vermont

U.S. Border Stations in Vermont, Thematic Registration, determined eligible for the NRHP on 9/12/1986 or 9/22/1986

- 1) Alburg Border Station
- 2) Alburg Springs Border Station
- 3) Beebe Plain Border Station
- 4) Beecher Falls Border Station
- 5) Canaan Border Station
- 6) Derby Line Border Station
- 7) East Richford Border Station
- 8) Highgate Springs Border Station (now demolished)
- 9) Morses Line Border Station
- 10) North Troy Border Station
- 11) Norton Border Station
- 12) Richford Border Station
- 13) West Berkshire Border Station

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Washington

- 1) U.S. Border Station, Sumas, determined eligible for the NRHP by GSA on 4/3/1979

Additional information about the history and significance of the U.S. Border Stations was obtained from the letter and attachments from the GSA to the New York State Historic Preservation Officer, dated July 20, 2004, which supported the findings of National Register eligibility of seven border stations in New York. The National Register Information System does not yet include this determination of eligibility by the federal agency.

New York

- 1) Fort Covington Border Station
- 2) Trout River Border Station
- 3) Chateaugay Border Station
- 4) Mooers Border Station
- 5) Overton Corners Border Station
- 6) St. Johns Highway Border Station
- 7) Champlain Border Station

Future research considerations

This MPDF is focused on a particular group of combined Customs and Immigration inspection stations constructed from 1930-1943 at land crossings at the international borders with Canada and Mexico. The historic context and registration requirements could be expanded in the future to encompass related properties. While U.S. Customs Houses have a separate historic context and MPDF developed, other U.S. departments may have historic properties that could be researched and amended to this MPDF. U.S. Quarantine Stations are part of a comprehensive system currently under the U.S. Department of Health and Human Services that serves to limit the introduction of infectious diseases into the United States and to prevent their spread. Historically, these were often located at ports of entry, such as the current Border Patrol Sector Headquarters Buildings in New Orleans, Louisiana New Orleans, LA⁵¹. The first quarantine station was built in 1799 at the port of Philadelphia after a yellow fever outbreak in 1793. In 1878, the National Quarantine Act was passed, shifting quarantine powers from state to federal government.⁵² Currently, U.S. Quarantine Stations are located at 20 U.S. ports of entry and land-border crossings where international travelers arrive, including the territory of Puerto Rico.

The U.S. Department of Homeland Security manages the operations at ports of entry which are responsible for daily port specific operations. There are 327 official ports of entry in the United States and 15 preclearance offices in Canada and the Caribbean.⁵³ The U.S. Customs and Border Protection was established in 2003, and encompasses the historic functions of the U.S. Border

⁵¹ The six former U.S. Quarantine Station buildings located at 3819 Patterson Road, New Orleans, LA are under GSA ownership. Built in 1934, but not part of the NARA group, the buildings are designed in the Colonial Revival (Georgian), Neo-Classical, Utilitarian and Greek Revival styles. A National Register nomination drafted by GSA in November 2005 states that this complex is eligible for the NRHP due to their age and certain architectural features and also because of their prior use as a U.S. Quarantine Station.

⁵² U.S. Department of Health and Human Services, Centers for Disease Control and Prevention website, searched October 16, 2008, URL http://www.cdc.gov/ncidod/dq/resources/Quarantine_Stations_Fact_Sheet_current.pdf.

⁵³ U.S. Department of Homeland Security, U.S. Customs and Border Protection website, searched October 16, 2008, URL <http://www.cbp.gov/xp/cgov/toolbox/contacts/ports/>.

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Patrol, U.S. Customs Service, U.S. Immigration and Naturalization Service and U.S. Department of Agriculture, Animal and Plant Health Inspection Service. As reported in this MPDF, Customs and Immigration were established in 1789.

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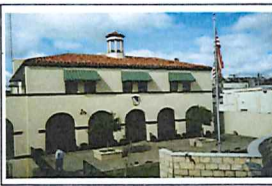
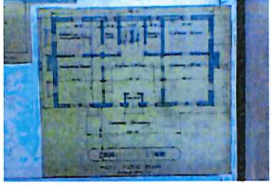
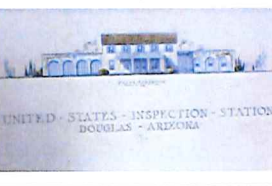
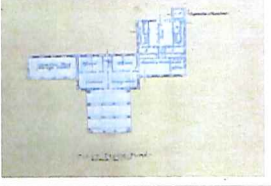
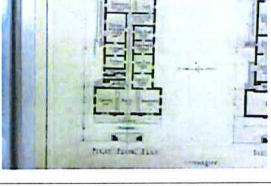
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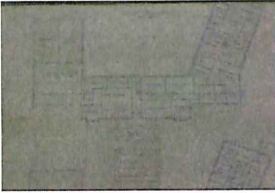
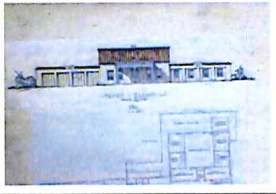
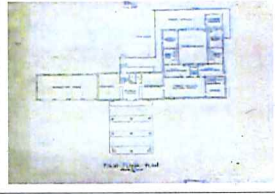
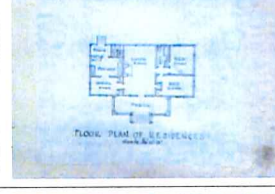
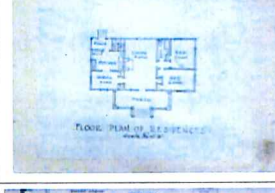
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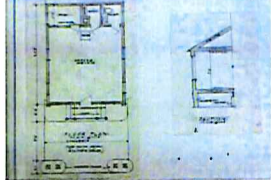
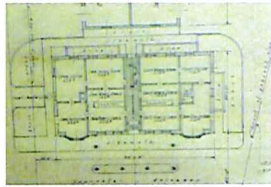
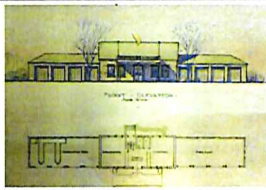
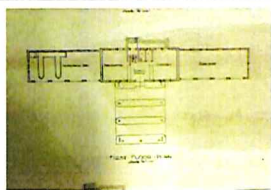
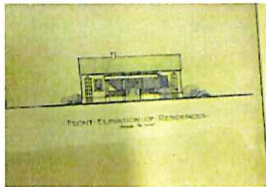
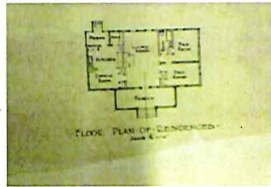
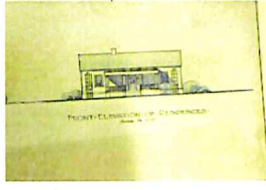
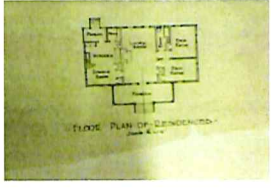
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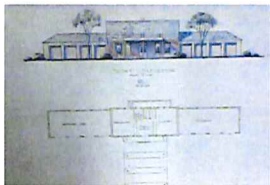
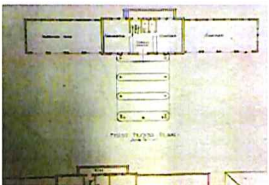
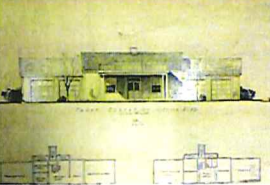
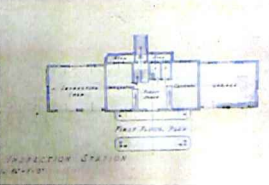
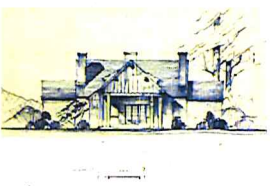
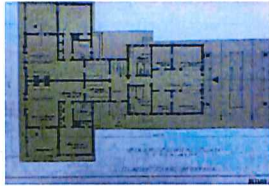
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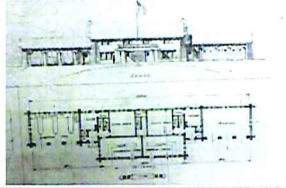
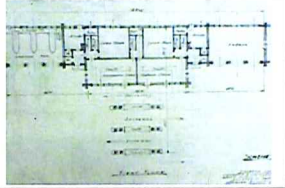
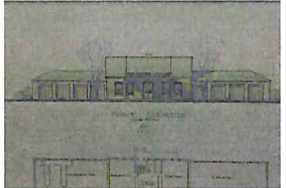
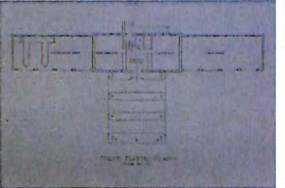
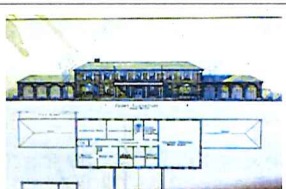
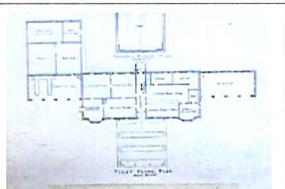
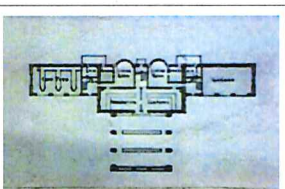
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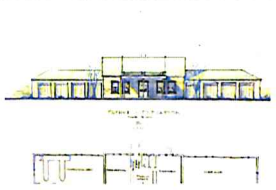
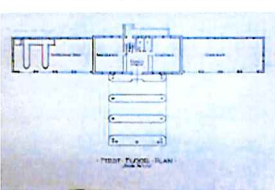
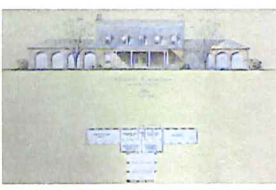
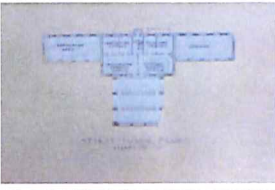
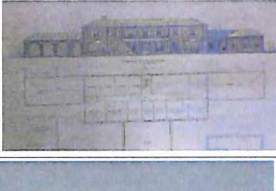
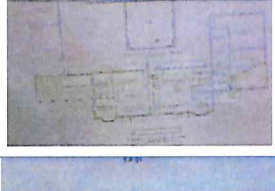
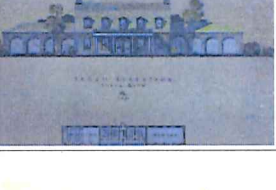
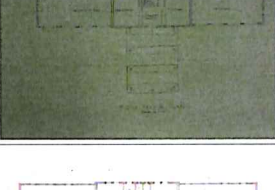
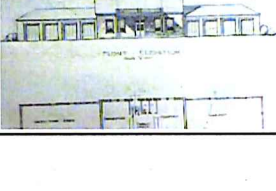
U.S. Border Inspection Stations, 1930-1943									
Building Name	Address City, State ZIP	Architect Design Date	Year Built	Architectural style	National Register (NRHP) MPS Property Type	Photograph	Elevation at National Archives or Historic Photo	Plan at National Archives	NRHP Status
U.S. Custom House and U.S. Inspection Office —Nogales, Arizona/U.S. Inspection Office	International Street & Morley Avenue Nogales, AZ 85621	N/A	1930	Spanish Colonial Revival	Property Type No. 1: 1-story, Non-Standard Design, entry gate			Photo to left, ca. 1936	NRHP eligible
U.S. Custom House and U.S. Inspection Office, Morley Gate—Nogales, Arizona/U.S. Customs House	International Street & Morley Avenue Nogales, AZ 85621	Louis A. Simon 1934	1934	Spanish Colonial Revival	N/A			N/A	NRHP listed (US Customs House listed 8/6/87 as part of Noagles Multiple Resource Area)
U.S. Inspection Station—Sasabe, Arizona	State Route 286, Sasabe, AZ 85633	Louis A. Simon 6-9-1936	1937	Colonial Revival (Georgian)	Property Type No. 1: 1-story, 3-bay, Standard Inspection Building				NRHP eligible
U.S. Inspection Station—Douglas, Arizona	Pan American Highway & First Street, Douglas, AZ	James A. Wetmore	1932	Spanish Colonial Revival	Property Type No. 2: 2-story, 5 bay Standard Inspection Building				NRHP eligible (with alterations)
Naco Border Station	106 D Street, Naco, AZ. 85620	Louis A. Simon, n.d.	1936	Pueblo Revival	Property Type No. 1: 1 1/2-story, 3-bay Standard Office Building Design with Living Quarters				NRHP listed 2/19/1991
U.S. Inspection Station	12 Heffernan Ave. Calexico, CA 92231	James A. Wetmore 1932	1932	Spanish Colonial Revival	Property Type No. 3: 2-story, 7-bay or greater Special Inspection Building		N/A	N/A	NRHP listed 2/14/1992

U.S. Border Inspection Stations, 1930-1943									
Building Name	Address City, State ZIP	Architect Design Date	Year Built	Architectural style	National Register (NRHP) MPS Property Type	Photograph	Elevation at National Archives or Historic Photo	Plan at National Archives	NRHP Status
U.S. Inspection Station/U.S. Custom House	Virginia & Tijuana Streets San Diego, CA 92173	James A. Wetmore 10/29/1931	1933	Spanish Colonial Revival	Property Type No. 3: 2-story, 7-bay or greater Special Inspection Building				NRHP listed 2/10/1983
U.S. Inspection Station	CA 188 (Tecate Road) Tecate, CA 92154	James A. Wetmore 9/6/1932	1934	Spanish Colonial Revival	Property Type No. 2: 1 1/2-story, 5-bay Standard Inspection Building with 4-bay garage wings				NRHP listed 2/14/1992
U.S. Inspection Station/ Immigration Residence	CA 188 (Tecate Road) Tecate, CA 92154	James A. Wetmore 9/6/1932	1934	Spanish Colonial Revival	Ancillary, 1-story residence				NRHP listed 2/14/1992
U.S. Inspection Station/Customs Residence	CA 188 (Tecate Road) Tecate, CA 92154	James A. Wetmore 9/6/1932	1934	Spanish Colonial Revival	Ancillary, 1-story residence				NRHP listed 2/14/1992
U.S. Inspection Station--Porthill, Idaho	State Route 1 Porthill, ID	Louis A. Simon 6/23/1936	1938	Colonial Revival	Property Type No. 1: 1 1/2-story, 3-bay Standard Office Building Design				NRHP eligible GSA/ID SHPO 7/29/2008
U.S. Inspection Station--Porthill, Idaho, Garage	State Route 1 Porthill, ID	N/A	1938	Colonial Revival	Ancillary, 1-story garage		N/A	N/A	NRHP eligible GSA/ID SHPO 7/29/2008

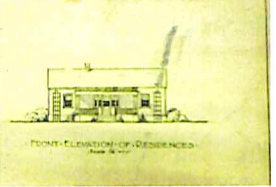
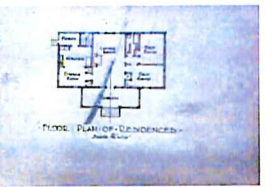
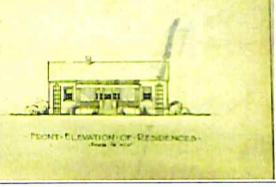
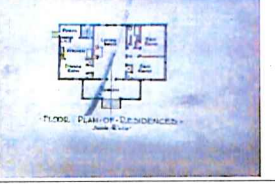
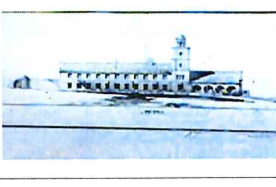
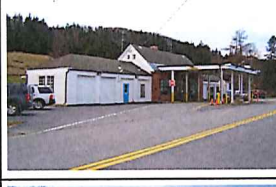
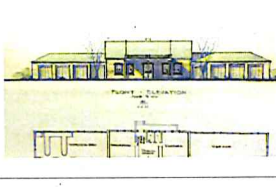
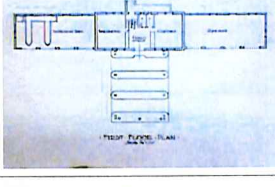
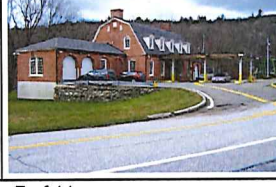
U.S. Border Inspection Stations, 1930-1943									
Building Name	Address City, State ZIP	Architect Design Date	Year Built	Architectural style	National Register (NRHP) MPS Property Type	Photograph	Elevation at National Archives or Historic Photo	Plan at National Archives	NRHP Status
U.S. Inspection Station--Calais (Milltown), Maine	North Street Milltown Calais, ME 04619	Louis A. Simon 2/14/1938	1938	Neo-Classical	Property Type No. 1: 1-story, 3-bay, Standard Inspection Building				NRHP eligible DHS/ME SHPO 9/9/2008 (with alterations)
U.S. Inspection Station--Calais (Ferry Point), Maine	1 Main Street Ferry Point Calais, ME 04619	G.W. Stone (Acting Supervising Architect), 1932	1936	Colonial Revival (Georgian)	Property Type No. 3: 2- story, 7-bay or greater Special Inspection Building				Determined Eligible for NRHP, 09/09/2008
U.S. Inspection Station--Calais (Ferry Point), Maine/Garage	1 Main Street Ferry Point Calais, ME 04619	N/A	1936	Colonial Revival	Ancillary, 1-story garage		N/A	N/A	Determined Eligible for NRHP, 09/09/2008
U.S. Inspection Station--Coburn Gore, Maine	State Route 27 Coburn Gore, ME 04936	James A. Wetmore 6/4/1931	1931	Colonial Revival	Property Type No. 2: 1 1/2-story, 5-bay Standard Inspection Building with 4-bay garage wings				Determined Eligible for NRHP, 09/09/2008
U.S. Inspection Station--Coburn Gore, Maine/Customs Residence	State Route 27 Coburn Gore, ME 04936	James A. Wetmore 6/4/1931	1931	Colonial Revival (Cape Cod)	Ancillary, 1-story residence				Determined Eligible for NRHP, 09/09/2008
U.S. Inspection Station--Coburn Gore, Maine/ Immigration Residence	State Route 27 Coburn Gore, ME 04936	James A. Wetmore 6/4/1931	1931	Colonial Revival (Cape Cod)	Ancillary, 1-story residence				Determined Eligible for NRHP, 09/09/2008

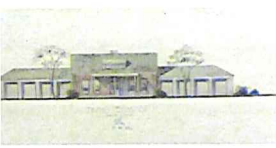
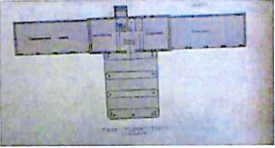
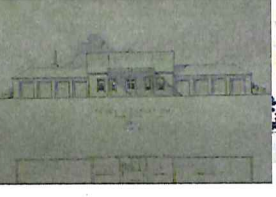
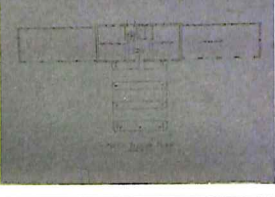
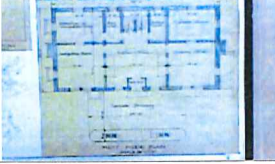
U.S. Border Inspection Stations, 1930-1943									
Building Name	Address City, State ZIP	Architect Design Date	Year Built	Architectural style	National Register (NRHP) MPS Property Type	Photograph	Elevation at National Archives or Historic Photo	Plan at National Archives	NRHP Status
U.S. Inspection Station--Fort Fairfield, Maine	Boundaryline Road (State Highway 167) Fort Fairfield, ME 04742	James A. Wetmore 5/16/1932	1933	Colonial Revival	Property Type No. 2: 1 1/2-story, 5-bay Standard Inspection Building with 4-bay garage wings				Determined Eligible for NRHP, 09/09/2008
U.S. Inspection Station-- Limestone, Maine	Route 229 Limestone, ME 04750	James A. Wetmore 8/22/1932	1933	Colonial Revival (Cape Cod)	Property Type No. 1: 1-story, 3-bay, Standard Inspection Building				Determined Eligible for NRHP, 09/09/2008
U.S. Inspection Station--Orient, Maine	US Route 1 (Boundary Line Road) Orient, ME 04471	Louis A. Simon 7/13/1936	1937	Colonial Revival	Property Type No. 1: 1 1/2-story, 3-bay Standard Inspection Building with Living Quarters				Determined Eligible for NRHP, 09/09/2008
U.S. Inspection Station--Orient, Maine/Garage	US Route 1 (Boundary Line Road) Orient, ME 04471	N/A	1937	Colonial Revival	Ancillary, 1-story garage		N/A	N/A	Determined Eligible for NRHP, 09/09/2008
U.S. Inspection Station--Noyes, Minnesota	U.S. Highway 75 Noyes, MN 56740	James A. Wetmore 9-12-1930	1931	Colonial Revival	Property Type No. 3: 2- story, 7-bay or greater Special Inspection Building				Determined Eligible for NRHP, 05/06/2008
Chief Mountain Border Station & Quarters	State Highway 17 at Canadian Border Babb, MT 59411	A. Paul Brown 2-22-1938	1939	National Park Service Rustic	Property Type No. 3: 1 1/2-story, 7-bay or greater Special Inspection Building				NRHP listed 5/20/2008

U.S. Border Inspection Stations, 1930-1943									
Building Name	Address City, State ZIP	Architect Design Date	Year Built	Architectural style	National Register (NRHP) MPS Property Type	Photograph	Elevation at National Archives or Historic Photo	Plan at National Archives	NRHP Status
Chief Mountain Border Station & Quarters/Garage	State Highway 17 at Canadian Border Babb, MT 59411	N/A	c. 1941	National Park Service Rustic	Ancillary, 2-story garage		N/A	N/A	NRHP listed 5/20/2008
Chief Mountain Border Station & Quarters/Pump House	State Highway 17 at Canadian Border Babb, MT 59411	N/A	1939	National Park Service Rustic	Ancillary, 1-story pump house		N/A	N/A	NRHP listed 5/20/2008
U.S. Inspection Station, Babb- Piegan, Montana	US 89 near United States and Canadian Border Babb, MT 59411	A. Paul Brown 4-26-1930	1933	National Park Service Rustic	Property Type No. 3: 2-story, 4-bay Standard Inspection Building				NRHP listed 4/12/2006
U.S. Inspection Station--Ambrose, North Dakota	State Highway 42 at the Canadian Border Ambrose, ND 58833	James A. Wetmore 6-4-1931	1932	Colonial Revival	Property Type No. 2: 1 1/2-story, 5-bay Standard Inspection Building with 4-bay garage wings				Determined Eligible for NRHP, 04/24/2008
U.S. Inspection Station--Portal, North Dakota	US Highway 52 at the Canadian Border Portal, ND 58772	George & J. M. Martin 4-20-1931	1932	Colonial Revival (Georgian)	Property Type No. 3: 2-story, 7-bay or greater Special Inspection Building				Determined Eligible for NRHP, 04/24/2008
U.S. Inspection Station--St. John, North Dakota	State Highway 30 at the Canadian Border St. John, ND 58369	James A. Wetmore 4-21-1930	1931	Colonial Revival (Georgian)	Property Type No. 2: 1 1/2-story, 5-bay Standard Inspection Building with 4-bay garage wings				Determined Eligible for NRHP, 04/24/2008

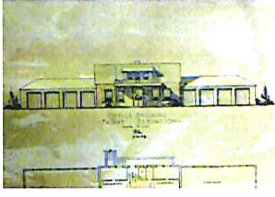
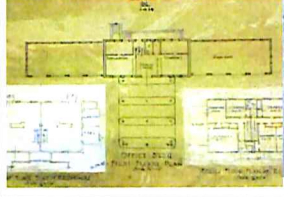
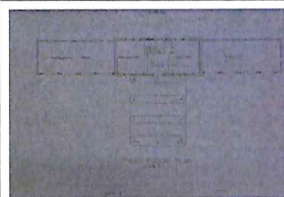
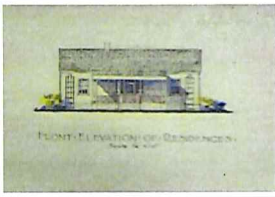
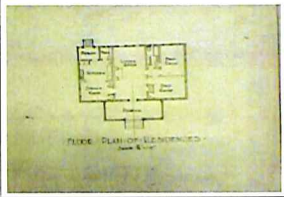
U.S. Border Inspection Stations, 1930-1943									
Building Name	Address City, State ZIP	Architect Design Date	Year Built	Architectural style	National Register (NRHP) MPS Property Type	Photograph	Elevation at National Archives or Historic Photo	Plan at National Archives	NRHP Status
U.S. Inspection Station--Fort Covington, New York	Dundee Road above NYS Highway 37 Fort Covington, NY 12937	James A. Wetmore 8-22-1932	1932	Colonial Revival (Georgian)	Property Type No. 2: 1 1/2-story, 5-bay Standard Inspection Building with 4-bay garage wings				Determined Eligible for NRHP, 7/20/2004
U.S. Inspection Station--Rouses Point (Overton Corners), New York	NYS Highway 276 Rouses Point, NY 12979	James A. Wetmore 4-9-1932	1932	Colonial Revival (Georgian), with Gambrel roof	Property Type No. 2: 2-story, 5-bay Standard Inspection Building				Determined Eligible for NRHP, 07/20/2004
U.S. Inspection Station--Rouses Point (St. Johns Highway), New York	NYS Highway 98 Rouses Point, NY 12979	James A. Wetmore 1-7-1932	1933	Colonial Revival (Georgian)	Property Type No. 3: 2-story, 7-bay or greater Special Inspection Building				Determined Eligible for NRHP, 07/20/2004
U.S. Inspection Station--Trout River, New York	NYS Highway 30 Trout River, NY 13847	James A. Wetmore 5-9-1931	1932	Colonial Revival (Georgian), with Gambrel roof	Property Type No. 2: 2-story, 5-bay Special Inspection Building				Determined Eligible for NRHP, 07/20/2004
U.S. Inspection Station-- Chateaugay, New York	State Highway 374 at Canadian Border Chateaugay, NY 12920	James A. Wetmore 2-20-1932	1933	Colonial Revival (Georgian)	Property Type No. 2: 1 1/2-story, 5-bay Standard Inspection Building with 4-bay garage wings				Determined Eligible for NRHP, 7/20/2004
U.S. Inspection Station--Mooers, New York	NYS Route 22 Mooers, NY 12958	James A. Wetmore 6-20-1932	1932	Colonial Revival (Georgian)	Property Type No. 2: 1 1/2-story, 5-bay Standard Inspection Building with 4-bay garage wings				Determined Eligible for NRHP, 07/20/2004

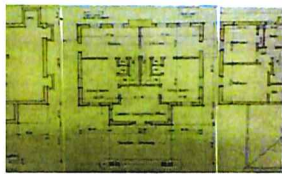
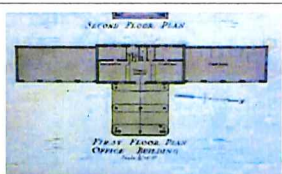
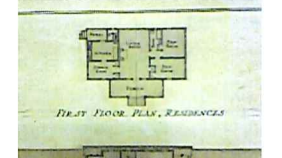
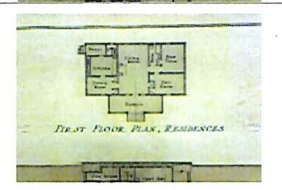
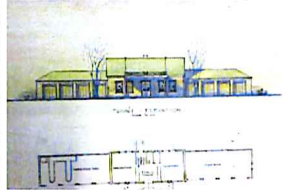
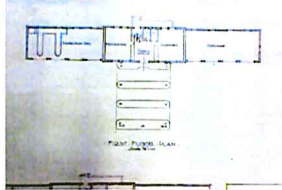
U.S. Border Inspection Stations, 1930-1943

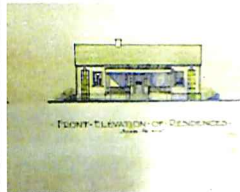
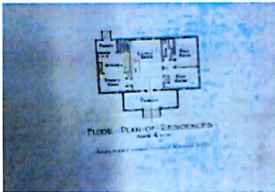
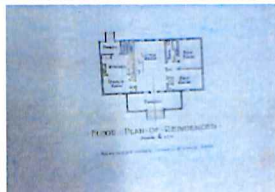
Building Name	Address City, State ZIP	Architect Design Date	Year Built	Architectural style	National Register (NRHP) MPS Property Type	Photograph	Elevation at National Archives or Historic Photo	Plan at National Archives	NRHP Status
U.S. Inspection Station--Mooers, New York/ Immigration Residence	NYS Route 22 Mooers, NY 12958	James A. Wetmore 6-20-1932	1932	Colonial Revival (Cape Cod)	Ancillary, 1-story residence				Determined Eligible for NRHP, 07/20/2004
U.S. Inspection Station--Mooers, New York/ Customs Residence	NYS Route 22 Mooers, NY 12958	James A. Wetmore 6-20-1932	1932	Colonial Revival (Cape Cod)	Ancillary, 1-story residence				Determined Eligible for NRHP, 07/20/2004
U.S. Inspection Station--Laredo, Texas	100 Zaragoza St. Laredo, TX 78040	Louis A. Simon 7-21-1940	1943	Spanish Colonial Revival	Property Type No. 3: 2-story, 7-bay or greater Special Inspection Building				Determined Eligible for NRHP, 10/05/2004
U.S. Inspection Station--Beecher Falls, Vermont	1429 State Route 253 Beecher Falls, VT 05902	James A. Wetmore	1932	Colonial Revival with Gambrel roof	Property Type No. 2: 2-story, 5-bay Standard Inspection Building		N/A (Elevation similar to East Richford, VT)	N/A (Plan similar to East Richford, VT)	Determined Eligible for NRHP, 09/12/1986
U.S. Inspection Station--Canaan, Vermont	387 State Route 141 Canaan, VT 05903	James A. Wetmore 6-28-1932	1933	Colonial Revival	Property Type No. 2: 1 1/2-story, 5-bay Standard Inspection Building with 4-bay garage wings				Determined Eligible for NRHP, 09/12/1986
U.S. Inspection Station--East Richford, Vermont	State Route 105A/357 Glen Sutton Road Richford, VT 05476	James A. Wetmore 4-9-1930	1931	Colonial Revival with Gambrel roof	Property Type No. 2: 2-story, 5-bay Standard Inspection Building				Determined Eligible for NRHP, 09/12/1986

U.S. Border Inspection Stations, 1930-1943									
Building Name	Address City, State ZIP	Architect Design Date	Year Built	Architectural style	National Register (NRHP) MPS Property Type	Photograph	Elevation at National Archives or Historic Photo	Plan at National Archives	NRHP Status
U.S. Inspection Station--Richford, Vermont	State Route 139 Richford, VT 05476	James A. Wetmore 5-14-1932	1932	Colonial Revival	Property Type No. 2: 1 1/2-story, 5-bay Standard Inspection Building with 4-bay garage wings				Determined Eligible for NRHP, 09/12/1986
U.S. Inspection Station--Alburg Springs, Vermont	303 Alburg Springs Road/State Highway 232 Alburg, VT 05440	Louis A. Simon 6-4-1936	1937	Colonial Revival	Property Type No. 1: 1 1/2-story, 3-bay Standard Inspection Building with Living Quarters				Determined Eligible for NRHP, 09/12/1986
U.S. Inspection Station--Alburg Springs, Vermont/Garage	303 Alburg Springs Road/State Highway 232 Alburg, VT 05440	N/A	1937	Colonial Revival	Ancillary, 1-story garage		N/A	N/A	Determined Eligible for NRHP, 09/12/1986
U.S. Inspection Station--Beebe Plain, Vermont	3156 Beebe Road/ State Route 247 Derby, VT 05823	Louis A. Simon 6-9-1936	1937	Colonial Revival (Georgian)	Property Type No. 2: 1 1/2-story, 5-bay, Standard Inspection Building				Determined Eligible for NRHP, 09/22/1986
U.S. Inspection Station-- Beebe Plain, Vermont/Garage	3156 Beebe Road/ State Route 247 Derby, VT 05823	N/A	1937	Colonial Revival	Ancillary, 1-story garage		N/A	N/A	Determined Eligible for NRHP, 09/22/1986
U.S. Inspection Station--Derby Line, Vermont	84 Main Street (US Route 5) Derby Line, VT 05830	James A. Wetmore 6-21-1931	1932	Colonial Revival	Property Type No. 3: 2-story, 7-bay or greater Special Inspection Building				Determined Eligible for NRHP, 09/22/1986

U.S. Border Inspection Stations, 1930-1943

Building Name	Address City, State ZIP	Architect Design Date	Year Built	Architectural style	National Register (NRHP) MPS Property Type	Photograph	Elevation at National Archives or Historic Photo	Plan at National Archives	NRHP Status
U.S. Inspection Station--Derby Line, Vermont/ Garage	84 Main Street (US Route 5) Derby Line, VT 05830	N/A	1931	Colonial Revival	Ancillary, 1-story Garage		N/A	N/A	Determined Eligible for NRHP, 09/22/1986
U.S. Inspection Station--Derby Line, Vermont/ Livestock Inspection Building	84 Main Street (US Route 5) Derby Line, VT 05830	N/A	1932	Colonial Revival	Ancillary, 1-story Livestock Inspection Building		N/A	N/A	Determined Eligible for NRHP, 09/22/1986
U.S. Inspection Station--North Troy, Vermont	743 State Route 243, Troy, VT 05450	Louis A. Simon 11-8-1935	1937	Colonial Revival	Property Type No. 2: 1 1/2-story, 5-bay Standard Inspection Building with 4-bay garage wings				Determined Eligible for NRHP, 09/22/1986
U.S. Inspection Station-- Norton, Vermont	115 Vermont Route 147N Norton, VT 05907	Louis A. Simon	1933	Colonial Revival	Property Type No. 2: 1 1/2-story, 5-bay Standard Inspection Building with 4-bay garage wings		N/A	N/A	Determined Eligible for NRHP, 09/12/1986
U.S. Inspection Station--West Berkshire, Vermont	7823 West Berkshire Road, Vermont Route 108, Berkshire, VT 05493	James A. Wetmore 5-6-1932	1934	Colonial Revival	Property Type No. 2: 1 1/2-story, 3-bay Standard Inspection Building with 4-bay garage wings				Determined Eligible for NRHP, 09/12/1986
U.S. Inspection Station--West Berkshire, Vermont/ Immigration Residence	7823 West Berkshire Road, Vermont Route 108, Berkshire, VT 05493	James A. Wetmore 5-6-1932	1934	Colonial Revival (Cape Cod)	Ancillary, 1-story residence				Determined Eligible for NRHP, 09/12/1986

U.S. Border Inspection Stations, 1930-1943									
Building Name	Address City, State ZIP	Architect Design Date	Year Built	Architectural style	National Register (NRHP) MPS Property Type	Photograph	Elevation at National Archives or Historic Photo	Plan at National Archives	NRHP Status
U.S. Inspection Station--Curlew (Ferry), Washington	3559 T.B.C. Road Curlew, WA 98859	Louis A. Simon 6-4-1936	1937	Colonial Revival	Property Type No. 2: 1 1/2-story, 3-bay Standard Inspection Building with Living Quarters				NRHP eligible
U.S. Inspection Station--Curlew (Ferry), Washington/ Storage Shed	3559 T.B.C. Road Curlew, WA 98859	N/A	1936	Utilitarian	Ancillary, 1-story storage shed		N/A	N/A	NRHP eligible
U.S. Inspection Station--Laurier, Washington	U.S. Route 395 Laurier, WA 99146	Louis A. Simon 1934	1935	Colonial Revival	Property Type No. 2: 1 1/2-story, 5-bay Standard Inspection Building with 4-bay garage wings				NRHP eligible
U.S. Inspection Station--Laurier, Washington/ Immigration Residence	U.S. Route 395 Laurier, WA 99146	Louis A. Simon 1934	1935	Colonial Revival (Cape Cod)	Ancillary, 1-story residence				NRHP eligible
U.S. Inspection Station--Laurier, Washington/ Customs Residence	U.S. Route 395 Laurier, WA 99146	Louis A. Simon 1934	1935	Colonial Revival (Cape Cod)	Ancillary, 1-story residence				NRHP eligible
U.S. Border Station	State Highway 31, Colville National Forest Metaline Falls, WA 99153	James A. Wetmore 5-9-1931	1932	Colonial Revival	Property Type No. 2: 1 1/2-story, 5-bay Standard Inspection Building with 4-bay garage wings				NRHP listed 1/31/1997

U.S. Border Inspection Stations, 1930-1943									
<i>Building Name</i>	<i>Address City, State ZIP</i>	<i>Architect Design Date</i>	<i>Year Built</i>	<i>Architectural style</i>	<i>National Register (NRHP) MPS Property Type</i>	<i>Photograph</i>	<i>Elevation at National Archives or Historic Photo</i>	<i>Plan at National Archives</i>	<i>NRHP Status</i>
U.S. Border Station/ Immigration Residence	State Highway 31, Colville National Forest Metaline Falls, WA 99153	James A. Wetmore 5-9-1931	1932	Colonial Revival	Ancillary, 1-story residence				NRHP listed 1/31/1997
U.S. Border Station/ Customs Residence	State Highway 31, Colville National Forest Metaline Falls, WA 99153	James A. Wetmore 5-9-1931	1932	Colonial Revival	Ancillary, 1-story residence				NRHP listed 1/31/1997