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United States Department of the Interior  
National Park Service

### National Register of Historic Places Registration Form

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

#### 1. Name of Property

Historic name U.S. Inspection Station—Ambrose, North Dakota  
Other names/site number Ambrose Border Station

#### 2. Location

Street & Number State Highway 42 at the Canadian Border Not for Publication N/A  
City or Town Ambrose Vicinity N/A  
State North Dakota Code ND County Divide Code 023  
Zip Code 58833

#### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this  nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register Criteria. I recommend that this property be considered significant  nationally  statewide  locally. (See continuation sheet for additional comments.)

B. D. Savage  
Signature of certifying official Federal Preservation officer Date 7/23/14  
U.S. General Services Administration

State or Federal Agency or Tribal government

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

Merlan E. Paaverud, Jr.  
Signature of commenting official/Title NDSHPO Date 11-21-11

Merlan E. Paaverud, Jr  
State or Federal agency and bureau

#### 4. National Park Service Certification

I, hereby certify that this property is:

entered in the National Register Edson W. Beall Signature of Keeper Date of Action 9.10.14  
 See continuation sheet.  
 determined eligible for the National Register  
 See continuation sheet.  
 determined not eligible for the National Register  
 removed from the National Register  
 other (explain):

**5. Classification**

Ownership of Property (Check as many boxes as apply)	Category of Property (Check only one box)	Number of Resources within Property	
		Contributing	Noncontributing
<input type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	<u>1</u>	<u>0</u> building(s)
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u>    </u>	<u>    </u> sites
<input type="checkbox"/> public-state	<input type="checkbox"/> site	<u>    </u>	<u>    </u> structures
<input checked="" type="checkbox"/> public-federal	<input type="checkbox"/> structure	<u>    </u>	<u>    </u> objects
	<input type="checkbox"/> object	<u>1</u>	<u>0</u> total

Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)  
U.S. Border Inspection Stations, States Bordering Canada and Mexico

**6. Function or Use**

Historic Functions (Enter categories from instructions)

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

Current Functions (Enter categories from instructions)

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

**7. Description**

Architectural Classification (Enter categories from instructions)

Late 19<sup>th</sup> and Early 20<sup>th</sup> Century Revivals/Colonial Revival  
      
    

Materials (Enter categories from instructions)

foundation	<u>Concrete</u>
roof	<u>Asphalt Shingle</u>
walls	<u>Brick</u>
walls	<u>Wood Clapboard (wings )</u>
other	<u>Wood (windows and doors)</u>
	<u>Glass (windows and doors)</u>
	<u>    </u>

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

Please see Section 7 Continuation Sheets.

**8. Statement of Significance**

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

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

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

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

Areas of Significance (Enter categories from instructions)

Architecture \_\_\_\_\_  
 Politics/Government \_\_\_\_\_

Significant Person (Complete if Criterion B is marked above)

N/A \_\_\_\_\_

Period of Significance

1932 \_\_\_\_\_

Cultural Affiliation

N/A \_\_\_\_\_

Significant Dates

1932 \_\_\_\_\_

Architect/Builder

Wetmore, James A.;  
Simon, Louis A

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

Please see Section 8 Continuation Sheets.

**9. Major Bibliographical References**

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

Please see Section 9 Continuation Sheets.

Previous documentation on file (NPS)

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

Primary Location of Additional Data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

U.S. General Services Administration Office of Property Development (8PF)  
Denver Federal Center, Room 240, PO Box 25546, Denver, CO, 80225

**10. Geographical Data**

Acreage of Property 6.9

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

	Zone	Easting	Northing	Zone	Easting	Northing
1	13	910655	5428280	3		
2				4		

See continuation sheet.

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

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

**11. Form Prepared By**

Name/Title Daniel D. Paul, Architectural Historian and Richard Starzak, Senior Architectural Historian

Organization ICF Jones & Stokes Date July 2011

Street & Number 811 W. 7<sup>th</sup> St., Suite 800 Telephone (213) 627-5376

City or Town Los Angeles State CA Zip Code 90017

**Additional Documentation**

Submit the following items with the completed form:

- Continuation Sheets
- Maps
  - A USGS map (7.5 or 15 minute series) indicating the property's location.
- Photographs
  - Representative photographs of the property.
- Additional items (Check with the SHPO or FPO for any additional items)

**Property Owner**

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

Name \_\_\_\_\_

Organization U.S. General Services Administration, Rocky Mountain Region Telephone (303) 236-7329 (303) 236-8000 x 2253

Street & Number Denver Federal Center, Building 41

City or Town Denver State CO Zip Code 80225

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

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

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## National Register of Historic Places Continuation Sheet

*U.S. Inspection Station—Ambrose  
Divide County, North Dakota*

Section 7 Page 1

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

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### U.S. Inspection Station—Ambrose, ND: Description

The U.S. Inspection Station—Ambrose consists of an inspection station on 6.9 acres of property. The inspection station faces east onto State Highway 42 and is located outside and to the north of the very small town of Ambrose, North Dakota-population 23- in a semi-isolated setting of flat open plains and farmland, one hundred feet south of the U.S.-Canada border.

The primary unit of the U.S Inspection Station—Ambrose is a rectangular plan, 1 ½-story side gabled inspection station of wood frame construction clad in Flemish bond brick veneer. Affixed to either side of it are two, 1-story, hipped gable, 4-bay garage wings clad in painted wood clapboard. The symmetrical relationship of the two 1-story wings attached to a 1 ½-story central building mass associates the Inspection Station with the Colonial Revival design system.

The roofs of both the wings and the primary building are clad in multi-shade asphalt shingle. Both the primary component and the wings of the inspection station building feature 12/12 wood-frame double-hung windows at the first level. The front elevation of the inspection station building is highly symmetrical, and features two pairs of 12/12 wood-frame double-hung windows at either of its two end bays, with the roof-edge of the porte-cochere bilaterally separating each pair. Each of these window frames is crowned with gauged brick jack arching and an enlarged concrete keystone. Each window is also underscored with rectangular marble sills. The center bay of the front elevation is the entry featuring a pair of wood, two-panel entry doors with fixed, small pane nine-unit glazing in the upper panel of each. The southern of these two doors is fronted with a wood-frame screen door. The pair of entry doors is topped with symmetrical 4-unit windows in the clerestory above the door. Between these two sets of windows is a large air conditioner that was a later addition. Similar to the windows around the primary unit of the Inspection Station, the entire entry program is crowned with gauged brick jack arching and an enlarged concrete keystone.

Affixed to the front of the inspection station building is a flat-roofed, three-lane porte-cochere supported by thin-massed Tuscan influenced wood columns that are situated both freestanding and paired. The roof of the porte-cochere features a roof balustrade of a patterned baluster and concave diamond-in-circle motif. Two short metal flagpoles with balloon finials are located at either corner end of the porte-cochere. The words “United States Customs and Immigration” are written in a Roman font with serif across the eave at the porte-cochere’s north and south sides.

Affixed to each side of the primary, centered unit of the inspection station building are the two one-level wings. Each wing is a 4-bay inspection garage, with an extra garage door located at the width end of the north wing. This extra garage door is a recent alteration. The width end of the south wing features paired 12/12 wood-frame glazing of the type similar to that across the rest of the structure. The garage doors themselves appear to be recent, 16-panel wood doors.

The rear of the inspection station features two symmetrically placed pairs of 12/12 double-hung windows of the type present at the front elevation. Located off-center due slightly north on the rear elevation are two adjacent 4/4 double-hung slit-windows. Like the rest of the non-basement windows upon the primary unit of the inspection station, these narrow windows are underscored with concrete sills and crowned with jack arching. Directly south of these windows slightly off-center due south is a screened rear entry. The rear roof of the Inspection Station has a horizontal, painted clapboard shed dormer with fascia board molding and four ranked bays of 8/8 wood-frame, double-hung windows.

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*U.S. Inspection Station—Ambrose  
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Section 7 Page 2

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

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Molded gable returns are present at the gable ends of the inspection station as are a pair of small, 4-unit fixed glazed windows on both gable ends. Directly above the dormer is a Flemish bond brick chimney capped with a concrete crown, which is visible from the front of the building appearing behind the roof's ridgeline.

The sides and rear of the wings plus the rear of the inspection station are all circumscribed by a continuous concrete water table that appears as the rear of the building slopes downward with the sloping grade of the terrain. In the primary unit of the inspection station, this water table also indicates the basement level. Within it, at the ground level rear of the Inspection Station, are two, 4-unit wood-frame horizontal basement windows, one of which is partially covered by a panel with two air ducts in it; likely a later modification.

### *Interior*

The Ambrose Inspection Station primary building interior features a quarter-turn stairway with square-shaped, crown molded newel posts and a lacquer wood rail in a quarter-turn formation that is original and in exceptional condition. An original 5-paneled wood service counter is also still extant, as is a long cabinet and drawer ensemble. Both the service desk and the drawer ensemble have an engaged square wood column at one end. Teal colored linoleum flooring appears to be from the 1940s to the 1950s as does much of the drawer and cabinet hardware.



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*U.S. Inspection Station—Ambrose  
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Section 8 Page 3

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

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### Statement of Significance

#### *Summary*

The U.S. Inspection Station--Ambrose was included in the Multiple Property Submission for *U.S. Border Inspection Stations, States Bordering Canada and Mexico* (Inspection Station MPS). As demonstrated in this registration form, the U.S. Inspection Station--Ambrose retains all aspects of integrity and meets the registration requirements in the Inspection Station Multiple Property Documentation Form (MPDF) to be eligible for listing in the National Register of Historic Places under Criteria A and C, at the local level of significance, period of significance 1932. It retains all of its original program elements, and well demonstrates the historic characteristics of Inspection Station MPS Property Type Number 2: 5-bay Inspection Station.

Under Criterion A, the U.S. Inspection Station—Ambrose retains the associative attributes necessary to convey that it was one of the first set of purpose-built U.S. Border Inspection Stations that were planned, designed and constructed by the U.S. Government to improve land border security. Constructed in 1932, it was sited alongside a border highway at one of the locations recommended in 1928 by H.A. Benner of the Bureau of Customs and J.L. Hughes of the Bureau of Immigration Benner and Hughes. Its construction was, therefore, in direct response to a chain of events including the imposition of head taxes and country quotas on immigration in 1917 and 1921, smuggling arising from the prohibition of alcohol in 1919, and the increase in usage of the automobile and improved roads in the 1920s.

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

#### *U.S. Inspection Station—Ambrose, ND: Significance*

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

*This port is located on a designated state and federal highway, the survey and grading of which had been completed but no other work of improvement done. This highway runs through to Texas. One customs officer maintains quarters in the Soo Line Building, for which no charge is made. One immigration and three immigration patrol officers are also stationed at this port, the immigration officer sharing the space occupied by the customs officer. It is recommended that the standard office building with living quarters (Type No. 2) be erected at this port, at such point as to adequately cover both the highway and railroad work.<sup>1</sup>*

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<sup>1</sup> Benner, H.A. and J.L. Hughes, Report on Standard Type of Customs-Immigration Inspection Buildings for Border Highways. Congressional report to the Commissioner General of Immigration. Washington D.C., May 13, 1928: 37.

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

The Benner & Hughes report estimated the cost of the U.S. Inspection Station—Ambrose to be \$58,500 to construct the building and \$500 to acquire the site.<sup>2</sup>

The various elements of the Ambrose program, including the primary building, the porte-cochere, and the two attached garage wings, are original and were constructed in 1932.<sup>3</sup> The inspection station building program remains completely intact and presents an expressive example of the Colonial Revival design system. Upon the primary unit and its wings, this Colonial Revival detailing makes itself present through the combination of: a strongly symmetrical massing featuring a primary unit backed by a centered chimney and flanked by lower wings; strong symmetrical massing in the front elevation including paired and small-pane multi-glazed wood-frame double-hung windows on either side of a centered entry program; odd-numbered ranking across the front elevation; Tuscan influenced columns; ogee style cornice and gable molding with gable returns at the gable ends; a Georgian inspired motif of small rectangular panes above the main entry; Flemish bond brick veneer; roof balustrades; and gauged brick jack molding with keystone above windows and main entry.

The renderings for the U.S. Inspection Station—Ambrose can still be found at the National Archives and Records Administration (NARA). The primary building, as currently extant, possesses many features originally depicted in the front elevation rendering.<sup>4</sup> These include the paired wood-frame, multi-glazed double-hung windows at the front elevation, original porte-cochere with roof baluster railing, hipped gabled symmetrically placed 4-bay garage wings, and a centered chimney.

The U.S. Inspection Station—Ambrose is earlier than most of the Inspection Stations included in this Multiple Property Submission. At the time of its completion in 1932, the Supervising Architect of the Treasury was Judge James A. Wetmore, who held the position from 1915 to 1933, and whose signature is present on the Ambrose renderings. Wetmore however, had no formal architectural training, and directing Wetmore's office during this period was Louis A. Simon, who had worked with the office continually since 1896.<sup>5</sup>

In 1933, Simon became the Supervising Architect of the Treasury, a post he held until 1939. During Simon's tenure, the Department of the Treasury was the largest architectural office in the United States, with over 700 million dollars worth of various Post Offices, Border Checkpoints, Custom Houses, and other Federal buildings. The construction of United States inspection stations, inspection stations, and customs and immigration inspection stations was approved by Legislation under the Act of June 25, 1910. The spate of Public Works Administration (PWA)-era of construction, and the construction of this particular inspection station, initially resulted from the Public Buildings Act of 1926, a Congressional enabling act that doubled the number of U.S Federal buildings in existence.

The U.S. Inspection Station—Ambrose evolved from the contexts of Prohibition (1919-1933), the increased popularization of automobile travel, and the Public Works Administration that developed out of the Great Depression of the 1930s. The U.S. Inspection Station—Ambrose projects an iconographic image of American architecture at the international border. It features the Colonial Revival design system often used for governmental buildings during this

<sup>2</sup> Ibid., page 54.

<sup>3</sup> The two standalone residences that were also constructed in 1932 were moved from the site in 2008.

<sup>4</sup> U.S. Department of the Treasury. Cabinet Sketch No. 28, *United States Inspection Station: Ambrose, North Dakota*, in Records Group 36, at the National Archives and Record Administration in College Park, Maryland.

<sup>5</sup> Craig, Lois and the Staff of the Federal Architecture Project, *The Federal Presence: Architecture, Politics and Symbols in United States Government Buildings* (Cambridge and London: The MIT Press, 1978) 328.



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*U.S. Inspection Station—Ambrose  
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*MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico*

time; one that was consciously associated with the American heritage and American past since the 1876 Centennial celebration which triggered a desire for an understanding of American architectural lineage.

### *Significance within the Multiple Property Submission*

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

### *Evaluation under Criterion A*

In order to qualify for listing in the National Register under Criterion A in the area of government, a property must have been used by the U.S. Government as a customs and immigration border inspection facility and must represent the government's response to the important chain of events related to customs and immigration law and the increased use of motor vehicles at border crossings. The border inspection stations must have been purchased, planned, designed or constructed by the U.S. Treasury Department in response to a chain of events including the imposition of head taxes and country quotas on immigration in 1917 and 1921, smuggling arising from the prohibition of alcohol in 1919, and the increase in usage of the automobile and improved roads in the 1920s. Properties that retain the aspects of integrity necessary to convey the associative attributes would be significant at the local level, within the period of significance beginning in 1930, when the first station of this group was constructed and closing in 1943, the year construction of the last station of this group was completed.

### **Associative Attributes**

**U.S. Government ownership and demonstration of federal authority and presence:** To represent the government's response to this chain of events, the U.S. Inspection Station—Ambrose was planned, designed and constructed by the U.S. Government between 1928 and 1943 for use as a customs and immigration station at a land border crossing. It was designed in 1932 by the Supervising Architect of the U.S. Treasury, built in 1933, and sited along State Route 42 near the international border with Canada. It was sited at one of the locations recommended by Benner and Hughes in their 1928 report, as follows: "It is recommended that the standard office building with living quarters (Type No. 2) be erected at this port, at such point as to adequately cover both the highway and railroad work."<sup>6</sup> Federal authority is symbolized by the prominent flagpole in front of the inspection station building. It remained under U.S. Government ownership through and after the end of the Inspection Station MPS period of

<sup>6</sup> Benner, H.A. and J.L. Hughes, Report on Standard Type of Customs-Immigration Inspection Buildings for Border Highways. Congressional report to the Commissioner General of Immigration. Washington D.C., May 13, 1928: 37.

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significance (1943), continues to demonstrate federal authority and presence from the historic era, and continues to retain overall integrity of **location, setting, feeling, and association**.

**Proper location:** To represent the proper location to inspect motor vehicles and control illegal immigration and smuggling at land borders, the property must be located at the border before traffic can disperse, or after major roads conjoin, and must be located on the right side of inbound traffic. The U.S. Inspection Station—Ambrose retains **integrity of location** because it is still in its original location along State Route 42 near the international border with Canada. In their 1928 report, Benner and Hughes recommended this location because: “This port is located on a designated state and federal highway, the survey and grading of which had been completed but no other work of improvement done. This highway runs through to Texas.”<sup>7</sup>

**Proper facilities:** To represent the proper facilities for a border inspection station, a property must convey the protection of officers, motorists, and goods from the elements. In their 1928 report, Benner and Hughes recommended proper facilities be constructed at Ambrose, not only because the new highway would increase motorists, but because there were no dedicated facilities for officers. One customs officer maintains quarters in the Soo Line Building, for which no charge is made. One immigration and three immigration patrol officers are also stationed at this port, the immigration officer sharing the space occupied by the customs officer.<sup>8</sup>

At Ambrose, protection from inclement weather was provided by a porte-cochere, garage wings, inspection pits; and the efficient placement of combined functions within the office building. Integrity at the U.S. Inspection Station—Ambrose is among the highest of any property in the Inspection Station MPS, including the original garage doors, a relatively unaltered porte-cochere, and intact interior furnishings,. As a result, the station buildings and property retain a high degree of integrity **of design and materials**..

**Dignified and attractive surroundings:** To represent the government’s efforts to create an environment to raise morale and convey an impression of federal authority, a property must be well sited and retain elements such as flagpoles and landscaped areas. To be eligible for listing, it must retain **integrity of setting, feeling, and association**. The setting of the U.S. Inspection Station—Ambrose has not been significantly changed, and it retains among the highest original appearance of any station in the MPS, including its original flagpole. Its regionally appropriate Colonial Revival architecture has been maintained, and it continues to be used as an inspection station, and therefore retains integrity of feeling and association.

**Fair and adequate service to the public:** To represent the government’s responsibility to the treatment of the public, a property must have features or spaces to protect goods against dust and the elements, provide privacy from onlookers, and have adequate capacity to serve the increasing volume of motor vehicle traffic. Generally, a property meeting the requirements for proper facilities would also represent this associative attribute. However, private detention areas and porte-cocheres for additional lanes are also important to represent this attribute. At Ambrose, adequate service to the public is demonstrated by the design of the porte-cochere to accommodate three lanes of traffic, by the provision of eight bays for the storage and inspection of vehicles, and by the provision of ample office space in the station building, upstairs as well as downstairs.

<sup>7</sup> Ibid., page 37.

<sup>8</sup> Ibid., page 37.

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**Decent living quarters for officers:** To represent the government's responsibility to retain quality officers, a property may have separate living quarters downstairs, upstairs, or in detached residences. The Benner and Hughes report of 1928 recognized that the need for living quarters was flexible and could be changed to accommodate the needs of a particular station over time. Therefore, because of the changing needs of Customs and Immigration over time, alteration of the living quarters for another use or removal of detached residences would not disqualify a property for listing. At Ambrose, two detached residences were provided for quarters for the officers. However, these residences were moved in 2008 to a nearby town.

### *Evaluation under Criterion C*

The U.S. Inspection Station—Ambrose is included in the Inspection Station MPS as a variation of Property Type Number 2: 5-bay Inspection Building. As described in the Inspection Station MPS, in order to be eligible for listing under Criterion C in the areas of government and architecture, the border inspection stations must retain adequate integrity to convey their design, plan, and program from the time they were purchased, designed or constructed by the Treasury Department. The border inspection stations must exemplify the regional designs, standardized plans and program developed by the Supervising Architect of the Treasury to make land border customs and immigration inspections more efficient and secure, demonstrate federal authority and presence, provide protection and privacy to automobile travelers and their goods, and provide better working and living conditions for officers. Stylistic variation is quite limited according to the region and climate, employing the Colonial Revival, Georgian Revival with classical details, Log Cabin Rustic, Spanish Colonial Revival and Pueblo Revival styles. In general, to qualify for registration under Criterion C at the local level of significance, the U.S. Border Stations designed and constructed from 1930 to 1943 should retain the essential design characteristics of their original style, materials, and plan, and their original location and setting alongside a roadway near the U.S. borders with Canada and Mexico. To be eligible under Criterion C, the property must adequately retain a majority of design features and retain most of the seven aspects of integrity. Properties that retain their essential physical characteristics and integrity would be significant at the local level, within the period of significance beginning in 1930, when the first station of this group was constructed and closing in 1943, the year construction of the last station of this group was completed.

The U.S. Inspection Station—Ambrose, North Dakota, is representative of one of the property types identified in the Inspection Station MPS: Property Type Number 2: 5-bay Inspection Station. The Property Type Number 2 design was used often and appears in extant Inspection Stations not only in North Dakota but also in Vermont, New York, Maine, and once in California, where it is designed in the Spanish Colonial Revival style. Most of the type-2 designs were built in the northern states. The steep pitch roof combined and brick cladding of the primary building have been referred to as "Northern Style" design qualities in regards to the inspection stations. Such designs are ubiquitous in the northern states, where these features allow the building to buffer the affects of cold climates, rain, and snow.<sup>9</sup>

The U.S. Inspection Station—Ambrose exemplifies the regional designs, standardized plans and program developed by the Supervising Architect of the Treasury to make land border customs and immigration inspections more efficient and secure, demonstrate federal authority and presence, provide protection and privacy to automobile travelers and their goods, and provide better working and living conditions for officers. Stylistic variation within border stations is quite limited according to the region and climate, and like many other inspection stations along the northern United

<sup>9</sup> Boyle • Wagoner Architects, *U.S. Border Stations: Metaline Falls, Laurier and Curlew (Ferry), Washington*. Seattle: Boyle • Wagoner Architects, 1996: 2. Despite their ubiquity in the north, one station of this type was constructed in Sasabe Arizona in 1937.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

*U.S. Inspection Station—Ambrose  
Divide County, North Dakota*

Section 8 Page 8

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

States border, the U.S. Inspection Station—Ambrose exhibits the Colonial Revival design system. The Colonial Revival design system was employed throughout the facility at Ambrose through a combination of: brick or clapboard exterior wall surfaces, symmetrical design, steep gable roofs, multi-light double-hung sash windows, keystones in flat arches, and Colonial style columns. The period of significance of the U.S. Inspection Station—Ambrose is 1932, the year the facility was constructed, which falls within the period of significance for the Inspection Station MPS.

### Discussion of the Seven Aspects of Integrity

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

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

The *setting* of the U.S. Inspection Station—Ambrose has not been significantly changed from the historic period, as evidenced by the retention of the flagpole and relationship of the porte-cochere to the highway.

The architectural *design* of the original U.S. Inspection Station—Ambrose building, including the station building with porte-cochere and garage/inspection wings, continues to have integrity of design on the interior as well as exterior. The building continues to retain various design features that indicate that the structure has a Colonial Revival design aesthetic.

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

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

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

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## National Register of Historic Places Continuation Sheet

*U.S. Inspection Station—Ambrose  
Divide County, North Dakota*

Section 8 Page 9

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

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The *workmanship* of the building was likely executed by PWA employees, and the building retains excellent integrity and continues to demonstrate the skill and care that went into the brickwork, metalwork, and woodwork.

### *Significance – Conclusion*

The U.S. Inspection Station—Ambrose was included in the Multiple Property Submission (MPS) for *U.S. Border Inspection Stations, States Bordering Canada and Mexico*. As demonstrated in the Description section of this registration form, the U.S. Inspection Station—Ambrose retains all aspects of integrity at a very high degree and meets the registration requirements in the Inspection Station MPDF to be eligible for listing in the National Register of Historic Places under Criteria A and C, at the local level of significance, period of significance 1932. Constructed in 1932, it was sited alongside a border highway in direct response to a chain of events including the imposition of head taxes and country quotas on immigration in 1917 and 1921, smuggling arising from the prohibition of alcohol in 1919, and the increase in usage of the automobile and improved roads in the 1920s. The building is distinguished, both on the exterior and interior, as an excellent example of the Colonial Revival style, particularly for its associative values as a record of the self-image of federal government buildings during the 1930s as interpreted by the Supervising Architect of the Treasury. It well demonstrates the historic characteristics of MPS Property Type Number 2: 5-bay Inspection Station.

In a letter dated April 24, 2008, the North Dakota State Historic Preservation Officer stated: “We reviewed ND SHPO REF.:03-0251e Preliminary Review of U.S. GSA Owned Border Stations National Register MPS Ambrose, Portal and St. John, North Dakota, and concur with the nominations as proposed.”<sup>10</sup>

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<sup>10</sup> Merlan E. Paaverud, Jr., State Historic Preservation Officer (North Dakota). Letter to Ms. Claire C. Hosker, Assoc. AIA, Center for Historic Buildings, Office of the Chief Architect, US. General Services Administration, April 28, 2008.



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## National Register of Historic Places Continuation Sheet

*U.S. Inspection Station—Ambrose  
Divide County, North Dakota*

Section 9 Page 10

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

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### MAJOR BIBLIOGRAPHIC REFERENCES

Benner, H.A. and J.L. Hughes, Report on Standard Type of Customs-Immigration Inspection Buildings for Border Highways. Congressional report to the Commissioner General of Immigration. Washington D.C., May 13, 1928, 57 pages.

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

Craig, Lois and the Staff of the Federal Architecture Project, The Federal Presence: Architecture, Politics and Symbols in United States Government Buildings. Cambridge and London: The MIT Press, 1978.

Paaverud, Merlan E., Jr., State Historic Preservation Officer (North Dakota). Letter to Ms. Claire C. Hosker, Assoc. AIA, Center for Historic Buildings, Office of the Chief Architect, US. General Services Administration, April 28, 2008.

U.S. Department of the Treasury. Cabinet Sketch No. 28. United States Inspection Station: Ambrose, North Dakota. in Records Group 36, at the National Archives and Record Administration in College Park, Maryland.

*Please refer to the primary MPS National Register application for bibliographic entries related to the shared themes and context of the U.S. Inspection Stations.*

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National Park Service

## National Register of Historic Places Continuation Sheet

*U.S. Inspection Station—Ambrose  
Divide County, North Dakota*

Section 10 Page 11

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

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### Boundary Description

U.S. Government owned property bordered by the Canadian International Boundary to the north, State Route 42 to the east, north of 109<sup>th</sup> Street NW to the south, and east of an agricultural property to the west.

The Ambrose Land Port of Entry (LPOE) consists of approximately 6.9 acres of partially developed property. A large wooded area runs north and south through the middle of the property and occupies approximately twenty five percent of the site. There is no significant directional signage at this site. The facility is located in a primarily agricultural area surrounded by Canada to the north, County Highway 42 to the east and farmland to the south and west.

### Boundary Justification

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

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National Park Service

# National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Ambrose Divide  
County, North Dakota*

Section Map Page 12

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

## USGS Map

Copy of map also included as supplemental information.

**UTM References:**  
Zone: 13  
Easting: 910655  
Northing: 5428280



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National Park Service

## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Ambrose Divide  
County, North Dakota*

Section Photos Page 13 MPS: *U.S. Border Inspection Station, States Bordering Canada and Mexico*

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### PHOTOGRAPHS

U.S. Inspection Station—Ambrose  
Divide County, North Dakota

*Photographer: David Greenwood, Jones & Stokes*

*Date of Photograph: June 13, 2006*

*Negative: GSA*

*Description of view: Front elevation, view:northwest*

*Photo number: ND\_DivideCounty\_BorderStation1.tiff*





United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Ambrose Divide  
County, North Dakota*

Section Photos Page 14

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

U.S. Inspection Station—Ambrose  
Divide County, North Dakota  
*Photographer:* David Greenwood, Jones & Stokes  
*Date of Photograph:* June 13, 2006  
*Negative:* GSA  
*Description of view:* Porte-cochere, view:north/northwest  
*Photo number:* ND\_DivideCounty\_BorderStation2.tiff





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National Park Service

## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Ambrose Divide  
County, North Dakota*

Section Photos Page 15

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

U.S. Inspection Station—Ambrose  
Divide County, North Dakota

*Photographer: David Greenwood, Jones & Stokes*

*Date of Photograph: June 13, 2006*

*Negative: GSA*

*Description of view: Porte-cochere and front elevation, view:northwest*

*Photo number: ND\_DivideCounty\_BorderStation3.tiff*



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National Park Service

## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Ambrose Divide  
County, North Dakota*

Section Photos Page 16

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

U.S. Inspection Station—Ambrose  
Divide County, North Dakota

*Photographer:* David Greenwood, Jones & Stokes

*Date of Photograph:* June 13, 2006

*Negative:* GSA

*Description of view:* Front elevation paired window detail, view: southwest

*Photo number:* ND\_DivideCounty\_BorderStation4.tiff





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## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Ambrose Divide  
County, North Dakota*

Section Photos Page 17

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

U.S. Inspection Station—Ambrose  
Divide County, North Dakota  
*Photographer:* David Greenwood, Jones & Stokes  
*Date of Photograph:* June 13, 2006  
*Negative:* GSA  
*Description of view:* North wing, view:west  
*Photo number:* ND\_DivideCounty\_BorderStation5.tiff



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## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Ambrose Divide  
County, North Dakota*

Section Photos Page 18

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

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U.S. Inspection Station—Ambrose  
Divide County, North Dakota

*Photographer:* David Greenwood, Jones & Stokes

*Date of Photograph:* June 13, 2006

*Negative:* GSA

*Description of view:* Side gable and wing joinery, view:northeast

*Photo number:* ND\_DivideCounty\_BorderStation6.tiff



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## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Ambrose Divide  
County, North Dakota*

Section Photos Page 19

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

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U.S. Inspection Station—Ambrose  
Divide County, North Dakota  
*Photographer:* David Greenwood, Jones & Stokes  
*Date of Photograph:* June 13, 2006  
*Negative:* GSA  
*Description of view:* Rear elevation, view:northeast  
*Photo number:* ND\_DivideCounty\_BorderStation7.tiff





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## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Ambrose Divide  
County, North Dakota*

Section Photos Page 20

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

U.S. Inspection Station—Ambrose  
Divide County, North Dakota  
*Photographer:* David Greenwood, Jones & Stokes  
*Date of Photograph:* June 13, 2006  
*Negative:* GSA  
*Description of view:* Rear elevation, view: east  
*Photo number:* ND\_DivideCounty\_BorderStation8.tiff



United States Department of the Interior  
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## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Ambrose Divide  
County, North Dakota*

Section Photos Page 21

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

U.S. Inspection Station—Ambrose  
Divide County, North Dakota  
*Photographer:* David Greenwood, Jones & Stokes  
*Date of Photograph:* June 13, 2006  
*Negative:* GSA  
*Description of view:* Side elevation of north wing, view:south  
*Photo number:* ND\_DivideCounty\_BorderStation9.tiff



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## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Ambrose Divide  
County, North Dakota*

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

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U.S. Inspection Station—Ambrose  
Divide County, North Dakota

*Photographer:* David Greenwood, Jones & Stokes

*Date of Photograph:* June 13, 2006

*Negative:* GSA

*Description of view:* Stairway, Inspection Station, view: east/northeast

*Photo number:* ND\_DivideCounty\_BorderStation16.tiff





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## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Ambrose Divide  
County, North Dakota*

Section Photos Page 23

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

U.S. Inspection Station—Ambrose  
Divide County, North Dakota

*Photographer: David Greenwood, Jones & Stokes*

*Date of Photograph: June 13, 2006*

*Negative: GSA*

*Description of view: Stairwell, Inspection Station, view:west*

*Photo number: ND\_DivideCounty\_BorderStation17.tiff*





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## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Ambrose Divide  
County, North Dakota*

Section Photos Page 24

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

U.S. Inspection Station—Ambrose  
Divide County, North Dakota

*Photographer:* David Greenwood, Jones & Stokes

*Date of Photograph:* June 13, 2006

*Negative:* GSA

*Description of view:* Service counter, Inspection Station, view:south/southeast

*Photo number:* ND\_DivideCounty\_BorderStation18.tiff



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National Park Service

## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Ambrose Divide  
County, North Dakota*

Section Photos Page 25

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

U.S. Inspection Station—Ambrose  
Divide County, North Dakota

*Photographer: David Greenwood, Jones & Stokes*

*Date of Photograph: June 13, 2006*

*Negative: GSA*

*Description of view: Cabinet and drawer case, Inspection Station, view:south/southeast*

*Photo number: ND\_DivideCounty\_BorderStation19.tiff*







UNITED STATES CUSTOMS AND IMMIGRATION

AMBROSE RD









AMBROSE, ND





















UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY U.S. Inspection Station--Ambrose, North Dakota  
NAME:

MULTIPLE U.S. Border Inspection Stations MPS  
NAME:

STATE & COUNTY: NORTH DAKOTA, Divide

DATE RECEIVED: 7/25/14 DATE OF PENDING LIST: 8/22/14  
DATE OF 16TH DAY: 9/08/14 DATE OF 45TH DAY: 9/10/14  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 14000587

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N  
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N  
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT  RETURN  REJECT 9.10.14 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in  
The National Register  
of  
Historic Places

RECOM./CRITERIA \_\_\_\_\_

REVIEWER \_\_\_\_\_ DISCIPLINE \_\_\_\_\_

TELEPHONE \_\_\_\_\_ DATE \_\_\_\_\_

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.





GSA Public Buildings Service



November 9, 2011

Merlan E. Paaverud, Jr.  
State Historic Preservation Officer  
State Historical Society of North Dakota  
612 East Boulevard Avenue  
Bismarck, North Dakota 58505

Dear Mr. Paaverud:

The U.S. General Services Administration (GSA) is pleased to submit for your review and concurrence the enclosed National Register of Historic Places registration package for the Multiple Property Submission, *U.S. Border Inspection Stations*, which includes the following stations located in the state of North Dakota:

- U.S. Inspection Station – Ambrose, North Dakota
- U.S. Inspection Station – Portal, North Dakota
- U.S. Inspection Station – St. John, North Dakota

GSA previously submitted to your offices for your review the context statement, matrix and individual nominations within your state's jurisdiction. We have addressed all comments received.

The resulting following documents are enclosed for your review:

- A copy of the complete Multiple Property Documentation Form;
- Copy of the individual registration form for each nominated station within your state;
- Copy of the USGS map with UTM References for each nominated station; and a
- Photograph CD for each nominated station.
- Also included is a copy of a supplemental informational matrix document we developed (for ease of reference) entitled "U.S. Border Inspection Stations, 1930-1943," plus an
- Original archival National Register of Historic Places signature page for the Multiple Property Documentation Form; and an
- Original archival National Register of Historic Places signature page for each individual station registration form.

The copies of the Multiple Property Documentation Form, matrix document, individual registration forms, and the USGS maps and photograph CDs for each station are provided for your records.

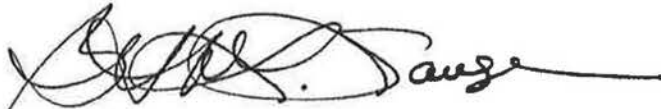
U.S. General Services Administration  
1800 F Street, NW  
Washington, DC 20405-0002  
[www.gsa.gov](http://www.gsa.gov)

We ask that you sign and return the original archival National Register of Historic Places signature pages for the Multiple Property Documentation Form and the three individual station registration forms.

An important note: when signed, please return these signature pages via UPS (we have provided a return UPS slip for this purpose) as packages returned via regular mail to our offices are irradiated and the materials severely damaged. When ready, we will forward the entire archival package to the National Park Service for approval.

Should you have any questions or concerns regarding the nomination package, please contact Claire Hosker at (202) 501-1578.

Sincerely,

A handwritten signature in black ink, appearing to read "Beth L. Savage", with a long horizontal flourish extending to the right.

Beth L. Savage  
Federal Preservation Officer  
Director, Center for Historic Buildings

Enclosures