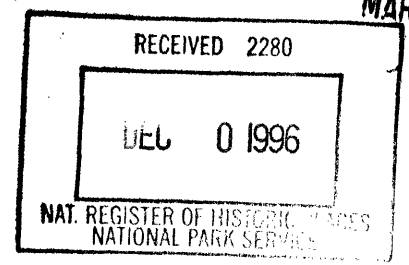


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United States Department of the Interior
National Park Service

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 United States Border Station
other names/site number _____

2. Location

street & number State Highway 31, Colville National Forest not for publication
city or town Metaline Falls vicinity
state Washington code WA county Pend Oreille code 051 zip code 99183

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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.)

Kitty Clemmison, RHPO 11/27/96
Signature of certifying official Date

GENERAL SERVICES ADMINISTRATION
State or Federal agency and bureau

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

Debbie DEPUTY SHPO 2.28.96
Signature of commenting or other official Date

Mary Thompson, State Historic Preservation Officer
State or Federal agency and bureau

4. National Park Service Certification

I, hereby, certify that this property is:
 entered in the National Register.
 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): _____

Edson H. Beall 1.31.97
Signature of Keeper Date of Action

[Signature]
Signature of Keeper Date of Action

Property Name United States Border Station

County and State Pend Oreille County, Washington

Page 2

5. Classification

| Ownership of Property | Category of Property | No. of Resources within Property | |
|--|---|----------------------------------|------------------------|
| | | contributing | noncontributing |
| <input type="checkbox"/> private | <input checked="" type="checkbox"/> building(s) | | |
| <input type="checkbox"/> public-local | <input type="checkbox"/> district | <u>3</u> | <u>3</u> buildings |
| <input type="checkbox"/> public-State | <input type="checkbox"/> site | <u> </u> | <u> </u> sites |
| <input checked="" type="checkbox"/> public-Federal | <input type="checkbox"/> structure | <u> </u> | <u> </u> structures |
| | <input type="checkbox"/> object | <u> </u> | <u> </u> objects |
| | | <u>3</u> | <u>3</u> Total |

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

N/A

No. of contributing resources previously listed in the National Register:

N/A

6. Functions or Use

Historic Functions

Current Functions

(Enter categories from instructions.)

(Enter categories from instructions.)

GOVERNMENT/Customs House & Single Dwellings

GOVERNMENT/Customs House & Single Dwellings

7. Description

Architectural Classification

Materials

(Enter categories from instructions.)

(Enter categories from instructions.)

STYLE -- Colonial Revival

foundation concrete

walls wood frame w/wood siding and

brick

roof standing seam metal & comp. shingles

other wood windows & doors

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

See continuation sheets.

Property Name United States Border Station

County and State Pend Oreille County, Washington

B. 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.
- C 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.
- 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.)

Commerce, Architecture

Period of Significance

1930s

Significant Dates

1931 - 1932

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

U.S. Treasury: James A. Wetmore, Acting Supervising Architect, and Louis A. Simon, Supervising Architect; L. Jones Construction, Builder

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

See continuation sheets.

Property Name United States Border Station

County and State Pend Oreille County, Washington

9. Major Bibliographical References

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

See 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
- Specify repository:

10. Geographical Data

Acreage of property 6± acres

UTM References

| | | | | | | | |
|---|------------|----------------|----------------|---|----------|--------------|---------------|
| 1 | <u>111</u> | <u>4778125</u> | <u>5A27275</u> | 3 | <u>1</u> | <u>11111</u> | <u>111111</u> |
| | Zone | Easting | Northing | | Zone | Easting | Northing |
| 2 | <u>1</u> | <u>11111</u> | <u>111111</u> | 4 | <u>1</u> | <u>11111</u> | <u>111111</u> |

See continuation sheet

5.96 acres west of Highway 31 and south of the U.S./Canadian International Border.
Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

This site is leased from the Colville National Forest to the General Services Administration.
Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Susan D. Boyle, Preservation Architect & Partner

organization Boyle Wagoner Architects date January 5, 1996

street & number 911 Western Avenue, Suite 300 telephone (206) 382-9651

city or town Seattle state WA zip code 98104

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.
- A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white 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 _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 1U.S. Border Station
Metaline Falls, Washington7. Present and Historical Physical Appearance

The Site

The site of the United States Border Station at Metaline Falls, Washington consists of almost six acres which are part of the Colville National Forest, and leased to the General Services Administration (GSA). The station is located approximately 10 miles north of the town of Metaline Falls, 42 miles south of Nelson, Canada, and 108 miles north of Spokane, Washington. Surrounded on three sides by heavily wooded areas, the sloping site is bordered by Highway No. 31 along its eastern edge and the U.S./Canadian border along its northern edge.

There are three contributing, original structures on the site. These buildings are arranged parallel to the highway on a northwest-southeast axis. Nearest to the roadway is the Inspection Station. Behind it, and symmetrically arranged about a semi-circular drive are two very similar residences. These two single-family houses were designed for use by the U.S. Customs Service, a division of the Department of the Treasury, on the north, and the Immigration and Naturalization Service (INS), a division of the Justice Department, on the south. Additional structures on the site are two, small older wood-frame storage buildings, and a more recently constructed, small, wood-frame gazebo. The symmetrical arrangement of the three buildings on the site, and the design of the individual structures formally emphasizes the cooperative use of the Border Station by two distinct agencies, the Customs Service and INS.

The Inspection Station Exterior

The 4,550± (gross) sq. ft. Inspection Station building is primarily a wood frame structure. The structure also includes brick bearing walls, partial concrete walls, and concrete foundations and footings. The building mass is a one and a half story rectangle, 131.75' long, and 19.75' to 22' deep. Its overall appearance is horizontal and symmetrical. A taller, two-story office portion is centered between two, equal-sized garage ends, and fronted by a projecting, 30' by 41' canopy.

The original flat-roofed, 16±' canopy was supported by steel columns and I-beams. It projected from the main roof and covered three separate vehicle lanes, each of which was 7.5' wide. The canopy was modified in 1944 to accommodate two, 13' wide lanes. Construction notes indicate that the canopy was renovated, and its height increased in the early 1970s.

A comparison between the original design drawings and the existing conditions suggests that the original columns were salvaged, relocated and set on 4' tall, 14" diameter cast concrete columns which act as supports; originally three columns were used at each of the outermost corners of the canopy. The cast bases and raised concrete inspection islands act to protect the columns from vehicles. It appears that the steel beams of the canopy also were salvaged, cut, re-welded and bolted to support the roof between the wider spaced columns. Other changes to the original canopy design have included removal of two prominent flagpoles and the decorative metal balustrade from the roof. (Although constructed of a different material, the station's original balustrade was similar in style to the original wood balustrades on the roofs of the front porches of the two nearby houses.)

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National Register of Historic Places Continuation Sheet

Section number 7 Page 2

U.S. Border Station
Metaline Falls, Washington

7. Present and Historical Physical Appearance, con't

The Inspection Station Exterior, con't

The Inspection Station building was designed and constructed with concrete foundation walls, footings and a slab-on-grade floors at each of the two 19.75' x 42.3' garage ends, and a cast-in-place concrete basement and foundation below the 22' x 47' center office portion. The central portion is a bearing brick structure and steeply-pitched, gable-roofed mass. Customs and Immigration Service offices at the first floor are accessed by the public and staff through a front door symmetrically located at the center of the inspection lanes, and by the staff by a half flight of stairs to a back door. A partial basement is located a full story below. Shed dormers containing windows are located symmetrically on the main roof. The eastern-facing one is placed over the canopy roof. It was originally treated with an awning, and provided access to the two flagpoles located at the canopy corners.

The two garage ends are wood-framed and clad with wood lap siding, with three sided hipped roofs. Originally the north end contained a four-bay garage for the Customs Service, and the south end contained a four-bay garage with several inspection pits for the INS. Access to these spaces is via panel-type overhead garage doors placed at the front of the building. The INS garage was modified in the mid-1970s when two of the overhead doors were removed and infilled when, in 1988, half of its space was adapted for public restrooms.

Originally each garage bay contained a 10' by 8' wood, roll-up garage door. Those at the north were replaced with shorter, 8' tall wood doors, each topped by a wood infill panel. Doors to the two remaining garage bays on the south end were replaced by full-height, roll-up wood garage doors. The newer doors consist of panels which form horizontal patterns in contrast to the earlier, grid pattern of the original 20-panel doors. The new public restroom space is accessed by a single, aluminum storefront-type door with a plate glass sidelight. The light weight scale and material of this storefront system is an obtrusive change to the building which is otherwise characterized by solid wall planes with isolated window and door openings.

Original exterior features of the Inspection Station include painted, single and grouped, double-hung wood sash windows with chain-operated weights. Windows at both occupied spaces and garages are typically multi-light with large, 12:12 and 4:4 divided light windows on the first floor, and 8:8 in the dormer windows. Two windows at the basement are 6-light casement types. At the gable ends there are hinged 4-light casement windows; the two on the south side opened originally into detention cells and remain covered with iron grilles.

Colonial Revival details include boxed eaves, simple Doric capitals atop the canopy columns, and painted bead board on the horizontal soffits at the roof overhang of the center office portion. The original roofing material was specified as slate shingles at the central portion and composition shingles over the garage ends. Flashing was copper.

The roofing material consisted of "3-tab," composition shingles, replacing original wood shingles; metal roofing was installed in 1983. Sheet metal panels are placed at the edges of the roofs to minimize snow build-up and ice dams. Roof drains were originally provided only from the central roof, but gutters and downspouts from the lower roofs at the garage ends were added as a part of the 1992 re-roofing project. An original, brick furnace exhaust chimney is located on the west side of the central roof, but it has a low profile and is not visible from the primary or front side.

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Metaline Falls, Washington7. Present and Historical Physical Appearance, con'tThe Inspection Station Exterior, con't

The central portion is characterized by 4" x 4" x 8" brick units laid in a running bond pattern with a soldier course over each window or door opening, and decorative masonry keystones projecting over the four, prominent front-facing office windows. Cladding at the gable ends of the central portion, and at the walls of the garage portions is a painted wood lap siding placed over diagonal wood sheathing. Original plans suggest the lap siding had a 4" exposure; the current material has a 6" exposure. Originally the exterior masonry, siding and window frames and sash were painted white, with contrasting dark paint used on the garages. Currently exterior surfaces are painted a pristine white color which reinforces their Colonial character.

The Inspection Station Interior

The first floor of the Inspection Station is consistent with the original design, and is divided into three distinct spaces, arranged symmetrically within the 18' by 45' interior. The public space, a central lobby, was accessed originally through a pair of entry doors. The original front doors were replaced with a single, stained wood and glass door with a single glazed sidelight ca. 1960. (The original multi-light, fixed transom window has been retained.) Two of the four original, front-facing, 12-light windows have been modified; single panes of glass replaced the original sash in an effort to provide greater visibility from the office spaces to vehicle lanes.

To either side of the lobby area, painted wood casework with stained oak counters separates two similar, 315± sq. ft. Immigration and Customs spaces from the public space. To the back of the lobby are two small restrooms and two flights of stairs -- one leading to the back door and one to the second floor. With the exception of the countertop, much of the cabinetry and the plumbing fixtures at this Inspection Station are original. Original mechanical fixtures include the cast iron steam radiators. Unfortunately the original, suspended incandescent ceiling light fixtures have been removed and replaced. The suspended "egg-crate," fluorescent fixtures appear to date from the 1950s.

The first floor rooms are characterized by ample daylight and tall proportions provided by the large window openings and the 10.5' ceiling height. Original interior finishes include painted plaster walls, "celotex" ceiling tiles, wood stair banister and newel posts, picture rails and 8" base trim, and small, hexagonal ceramic tile floors in the restrooms. Original "battleship" linoleum flooring is reported to remain below the current carpeting.

In 1975 the northwest corner of the Customs Office was partitioned for installation of a contemporary holding cell. Addition of this small, 6' by 6'± room changed the first floor plan, but it is one of the few obtrusive changes made to the original building's interior space.

The basement contains a boiler room, machine room and storage space. These utilitarian spaces are characterized by painted concrete walls and floors. Doors are paired, stile and rail wood types with cross bracing, set within crafted frames. Rooms are 9' tall. Original elements in the basement include the cast-iron sectional, oil-fire steam boiler, and a raised concrete pump base for the original, 110' deep well which provides potable water to the Station and Residences.

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U.S. Border Station
Metaline Falls, Washington

7. Present and Historical Physical Appearance, con't

The Inspection Station Interior, con't

The second floor of the Inspection Station originally contained a small, 300± sq. ft. apartment for GSA personnel, two storage rooms, and two Immigration Service detention cells. These spaces remain, although the two holding cells currently function only as storage spaces. All of the rooms on this floor are quite small in size, and the floor to ceiling height is only 8.75'. Rooms are characterized by painted plaster walls and ceilings (wallpapered in several of the dwelling rooms), painted wood, five-panel doors, and stained fir floors. Several rooms are currently used as office spaces. The stairwell is finished with acoustic tiles at the ceiling, and sheet vinyl flooring.

The 770± sq. ft. northern garage is used by the Custom Service for vehicle storage. Interior walls are unfinished, allowing a view of the original brick walls of the center section, 2" x 6" framing and 1" x 6" diagonal sheathing of the exterior walls, trussed roof members and original painted, double-hung windows. The original garage doors, noted previously, were replaced in 1975. A recent modification, made as part of a radon abatement program in the early 1990s, included subgrade exhaust piping below the concrete slab floor, and the addition of a vertical vent stack. (Similar work was done on the two houses and south garage.) For the most part, however, the interior of the northern garage space is original.

The southern garage space, originally designated as an inspection pit area for the Immigration Service, has been subdivided. As previously noted a public restroom area was installed to meet barrier-free, public access requirements in ca. 1979. The restroom facility includes a vestibule and separate men's and women's rooms, located in two northern bays, adjacent to the Inspection Station.

The restroom spaces are contemporary in character with 8' ceiling heights, painted gypsum wallboard finishes, ceramic tile floors, and modern plumbing and light fixtures. The open attic space above the restrooms is visible from the two unaltered garage bays to the south end. This interior of the garage area remains utilitarian and is consistent in character with the original four-bay garage on the north.

The Two Residences

Essential components of the Metaline Falls Border Station, as a representative of the "northern type" border station, are the two single-family homes which were constructed for use by the Customs and Immigration Service personnel at this relatively remote site. The two, 1,280± sq. ft. residences are located about 50 feet west of the Inspection Station. Accessed by a paved, semi-circular driveway, the residences are set approximately 40 feet apart on a slight slope above the station.

The two houses are identical in design and detail. Each wood-frame structure is 24' by 44', with a partial basement and one-story floor plan. Similar to the station building they are characterized by gabled roofs, double-hung, multi-light wood windows, and the painted lap siding with 4" exposure. Wood framing for the 6:12 roof is trussed, and sized to support the original roofing which was specified as slate.

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Metaline Falls, Washington7. Present and Historical Physical Appearance, con't

The Two Residences, con't

The current roofing consists of dark bronze colored, standing seam metal panels. When the re-roofing project was completed in 1984, roof overhangs were extended 6" to 8" to minimize the danger of snow or ice build-up. This addition to the roof profile changed the appearance of the buildings slightly, from the relatively taut form of a Colonial Revival style to a more Craftsmen-like massing. Downspouts and gutters were also added, but these elements, constructed of painted white aluminum, are unobtrusive. In 1955 concrete steps were constructed at the back. Typical windows are original, and are grouped and single, double-hung types with 6:6 divided lights. A partial-round window is placed at each gable end.

Originally each of the houses was designed with a covered front porch which was detailed with painted wood pilasters, Doric capitals and wood railings, a relatively flat copper-clad roof with wood balustrades at the roof edge, wood panels below the porch railing, and wood lattice in front of the crawl space. A decorative lattice support for vines was installed on the front wall adjacent to the porch. Photographs, dating from 1932 and later, show that each of the 200± sq. ft. porches was enclosed to serve as a sun porch by the addition of undivided pairs of fixed and casement windows with transoms. Original porch railings were reused during the enclosure project as were decorative wood infill panels below the windows. Building plans from GSA indicate that the sun porches had been modified before 1963.

The sun porches of two houses were modified recently by the removal of the flat roofs and the replacement by gable roofs. At each house a new, 50± sq. ft., shed roofed porch with 4" x 4" columns, and vertical wood picket railings was added. Original decorative lattice panels below the windows were replaced with simpler ones. Back porches were enclosed also, and new wood framed windows and an aluminum storm door added to each. However, despite these exterior changes, the houses remain essentially as they were designed and constructed originally.

The interior of each house plan remains as originally designed with a simple division of space. A living room with central brick fireplace is accessed directly from the sun porch. This central room is accessed by two bedrooms and a bath at one end, and a dining room, kitchen, basement stairs and recessed back porch at the other. The dining room, identified as a "Breakfast Room" on the original plans, contains a decorative archway, and wood and glass china cabinet. Most of the rooms still contain original, painted panel-type wood doors, molded wood casings, and painted plaster on lath walls and ceilings. The original 10±' ceiling heights also remain.

Similar to the main floor, the basement in each house is divided into three spaces by foundation walls, with a central boiler room and two unexcavated crawl spaces.

Interior changes to the residences include kitchen and bathroom remodels in 1956, fireplace inserts, added in 1993-94, and resilient flooring in the kitchen, and carpet installed over the original hardwood flooring in living, dining and bedrooms. The kitchen and bathroom appear to have been remodeled with newer cabinets and fixtures, gypsum wall board surfaces, and contemporary appliances. Electrical systems and light fixtures have been updated.

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U.S. Border Station
Metaline Falls, Washington

7. Present and Historical Physical Appearance, con't

The Two Residences, con't

In their orientation on the site, the two house plans are mirrored in such a way that interior "public spaces" -- the kitchen/dining/porch wings -- face toward one another and onto the central driveway, and the bedrooms face the perimeter of the property. This orientation and placement on the site reinforce the overall symmetry and dual-use of the border station.

Other Buildings on the Site

Two small, wood frame storage buildings are located on the Metaline Falls Border Station property. One of these, designated as a Pump House, is located northwest of the northern resident. It is a 172± sq. ft., wood frame building with a slab-on-grade floor, gable roof, lap siding, and divided light wood windows. The other building is used as a storage shed, and is located on the south side of the site. This shed is smaller, 145± sq. ft. structure, characterized by a simple gable roof with standing seam metal roofing, and wide horizontal lap siding. Neither of these buildings appear in the 1932 aerial photo of the site. Although their construction and style suggests they may be older structures, they are not part of the original design of the Border Station. Due to their placement, materials, and small size, they do not detract from the original design of the property.

Residents on the property have recently constructed a small wood-frame, gazebo building which is located toward the back of the property between the two houses. Stained a dark brown color, the 140± sq. ft. building is clearly not original in design or construction. However, because of its size and construction materials it appears to be a temporary and unobtrusive addition.

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Metaline Falls, Washington8. Statement of Significance

The Metaline Falls Border Station has been associated with the broad pattern of history in the state, and has been a recognized element in the economic development of the region. As a border station, it is associated also with the emergence of land borders as the primary gateways into the U.S., a development attributed to popularity of automobile travel and road construction.

48 land-based U.S. border stations were constructed in the 1930s. Those of the "northern type" were constructed along the U.S./Canadian border -- particularly in Vermont, North Dakota, Montana, Idaho and Washington. Similar stations were constructed in Arizona and California. The stations of the 1930s emphasize customs and immigration functions equally, unlike the later ones constructed after World War II (particularly those on the U.S./Mexican border), which emphasize immigration functions. Architecturally the original "northern type" buildings express the colder climates of their north locations with steep roof gables and roof overhangs which shed rain and snow, and through the use of regional wood materials for framing, cladding and finishes. Stations in California and Arizona utilized stucco, roof tiles, and projecting *vigas*, -- elements in Spanish Mission revival styles of the southwest.

The Metaline Falls Station is the most easterly of thirteen stations which were built along the Canadian border in Washington State. Other U.S. border stations were constructed in the 1930s in the northwest at Sumas, Lynden, Laurier, Ferry (Curlew), and Oroville in Washington, and at Porthill and Eastport in Idaho. Several of these stations were characteristic of the "northern type" plan, an assembly of three buildings -- an inspection station and two separate, similar employee dwellings -- which express shared administrative and residential use at these rural locations.

The "northern type" plan is characterized by simple Colonial styled buildings with Greek Revival details. The site plan's overall bi-axial symmetry expressed joint use by the U.S. Customs Service and the U.S. Immigration Service (later the U.S. Immigration and Naturalization Service, or INS) At Metaline Falls the site and the individual buildings were characterized by bi-axial symmetry, which expressed the shared use of the border station, and also by the Colonial, Georgian-styled building designs with Greek Revival details.

"Northern type" stations at Eastport, Sumas, and Lynden have been removed, and the Oroville Station was determined ineligible for inclusion in the National Register of Historic Places by the State's Office of Archaeology and Historic Preservation in 1993. GSA has determined that the stations at Lurier and Curlew (Ferry) are ineligible for listing due to losses in their physical integrity. In contrast, the Metaline Falls Station retains its architectural integrity and the preservation of its original design features. Despite some changes it continues to embody the distinctive characteristics of the "northern type" border station. Because of its historic and architectural significance, the Metaline Falls Border Station appears to meet criteria A and C of the National Register.

Additional research into the standardized designs for the "northern type" border stations in remote locations along the U.S./Canadian border may reveal other, similar properties which retain original character and physical integrity. Such a property may be eligible for listing due to its integrity of design and/or construction as being the most representative of the type.

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Continuation SheetSection number 8 Page 2U.S. Border Station
Metaline Falls, Washington8. Statement of Historic Significance, con't

Historic Context

The northwest corner of Washington State was settled initially by indigenous tribes, primarily the Nez Perces and Cayuse, whose mobility was influenced by the arrival of the horse in the early eighteenth century. (Other migratory tribes passed through the region. Currently recognized as the Confederated Tribes of the Colville Reservation they include the Colvilles, Entiat, Methows, Nespelems, Sinkiatks, Palouse, Sanpolis, Senjentees, Sinkiuses and the Wenatchees.) The Nez Perces settled in areas of eastern Oregon, Washington, Montana, and Idaho. White exploration in the area began with the Lewis and Clark expedition in 1805, followed by independent fur traders and trading by the Hudson's Bay Company.

In 1809 explorer David Thompson, a partner in the North West Company, led a canoe expedition of the Pend Oreille River, reaching as far north as Box Canyon, near Metaline Falls. In 1811 he explored the Kettle River, and subsequently explored and mapped British Columbia.

The development of the fur trade led to the establishment of Forts Okanogan, Spokane and Colville in the northeastern region of Washington Territory, and Forts Boise, Walla Walla and Vancouver in the southern region. In the mid-1830s pioneer missionaries arrived and established missions in the Couer d'Alene area of Idaho. Emigration along the Oregon Trail through portions of Washington Territory began in the following decade and continued through the 1870s.

Territorial history in the region is dominated by the discovery of gold and development of placer mines. These began in the Idaho panhandle in 1860. Later discoveries of silver and lead ore led to hard-rock mining in the Couer d'Alene Mountains of Idaho, and the nearby Monashee Mountains in British Columbia. The lode mining industry of the so-called Inland Empire, a region stretching from the middle of Washington State, east of Columbia River through Idaho, began in the mid-1880s. It encompassed claims in the Pend Oreille district of northern Idaho, the Metaline district of northeastern Washington, and the nearby Nelson district in Canada.

The mines in these districts were some of the richest in the country. Their development, however, was delayed initially by federal prohibitions on mining Indian lands. These lands were opened by federal law in 1896. As a booming pioneer region, northeast Washington experienced considerable transportation difficulties. These were addressed by the coming of railroads around 1900. Later mining production in the northern region of the Inland Empire included copper, particularly near the Canadian town of Rossland. (Rossland is located six miles north of the border, approximately twelve miles east of Metaline Falls.) Other deposits, which are still mined today, include lead, low-grade iron, and magnesite. Currently lead and zinc smelters dominate the economies of Rossland and Trail, Canada.

Because of the climate and high elevation, other economic development in Washington's Pend Oreille County has primarily been in timber extraction and cattle ranging. The Colville National Forest was established in 1906, encompassing over 1,030,740 acres of high elevation timber lands. Due to decreased yields and increased restriction on timber activities, logging in the forest has decreased steadily in the last two decades. However, smaller lumber mills, utilizing ponderosa pine, Douglas fir, Englemann spruce and western larch, appear to contribute to the local economy.

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National Register of Historic Places Continuation Sheet

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U.S. Border Station
Metaline Falls, Washington

8. Statement of Historic Significance, con't

Historic Context, con't

Development in the region has continued in tourism and recreation, particularly hunting, fishing, camping and other forms of outdoor sport. The Colville National Forest was visited by over 1,400,000 people in 1992. Despite increased tourism, the three counties which make up the northeast corner of Washington remain sparsely populated. Estimated population figures for 1995 were 10,700 in Pend Oreille County. (This figure is less than 2/10ths of 1% of the State's estimated total population of 5,429,900.) In remote regions such as Metaline Falls, the international border crossings and the U.S. Border Station has maintained a presence for over 50 years.

The Border Station and its Relationship to Economic and Cultural History

The U.S. Customs Service, which constructed and continues to use the Metaline Falls Border Station, has been associated with the town of Metaline Falls, for 72 of town's 84 year history. Metaline Falls, located on the Pend Oreille River approximately 10 miles south of the station, was homesteaded by pioneer Enoch Carr in the 1880s. The region's population boomed after the discovery of gold and silver in Ferry County around 1860. The land was opened later to mineral claims, and subsequent development of placer and lode mines. Lead discoveries caused a prospectors' rush, and population boom in the late 1870s. Mining led to increased transportation needs. These were addressed by the arrival of the Milwaukee Railroad ca. 1910. Promotion of Metaline Falls by the Mammoth and Morning mines brought additional settlers to the town.

In 1909-1910 Lewis P. Larsen (a.k.a. Larson) purchased and surveyed Enoch Carr's property, laid out, and founded the town. Larsen and business associate, Jens Jensen of Spokane, constructed a sawmill on Sullivan Creek, and floated lumber to the town for use in construction of the Lehigh cement plant. The plant, established in the 1920s, took advantage of nearby cement materials, fire clay and lime materials found in the region, and anticipated further mining development and concurrent road construction.

When the road that connected Metaline Falls, Washington with Nelson, B.C. was opened in 1923 a U.S. Customs Station was established in the Washington Hotel in Metaline Falls. (The Washington Hotel building is listed in the National Register of Historic Places because of its local significance and association with the development of Metaline Falls.) Customs Service functions remained in the hotel until the Border Station was constructed in 1932.

To celebrate the official opening of the road from Metaline Falls into Canada a ceremony was held at the border crossing, the present site of the Metaline Falls Border Station. The opening ceremony and a picnic were attended by dignitaries from both countries. In 1923 the road -- later named State Highway No. 31 -- was unpaved and seldom traveled. Traffic typically included miners from in nearby mines, and loggers from forests and sawmills.

Prior to the road's opening, the area linking Metaline Falls north to Salmo and Nelson, Canada, was traversed by many trails. When the Eighteenth Amendment to the Constitution was passed and Prohibition enacted in the U.S. (1920 - 1933), the trails were used for smuggling liquor, and became known as "whiskey trails." (One such trail was still in evidence in the late-1970s on Colville National Forest property approximately one-half mile from the Metaline Falls Border Station.) Local history recounts one dramatic event in the early 1920s when

United States Department of the Interior
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Continuation SheetSection number 8 Page 4 U.S. Border Station
Metaline Falls, Washington8. Statement of Historic Significance, con'tThe Border Station and its Relationship to Economic and Cultural History, con't

Deputy Customs Collector William S. Cummings made a seizure of smuggled whiskey which had been brought by horse and sled across the border. Cummings arrested the bootleggers after ambushing them from a "casey" (a small railroad vehicle mounted on the railroad track).

Metaline Falls reached a population of 316 in the late 1930s. Plants of the Lehigh Cement Company, the Pend Oreille Mines and Metal Company, American Lead and Zinc Company, and the Metaline Mining and Smelting Company were joined by two hydroelectric plants, making the town a regional industrial center. (Seattle City Light's Boundary Dam is located two miles north of Metaline Falls. Proposed in 1914 it was completed in 1967. The 340' tall dam powers six turbines which provide electricity to the Bonneville Power Administration.) Currently Metaline Falls is the second largest town in Pend Oreille County with a reported population in 1995 of only 210 people.

The Metaline Falls Border Station has been associated with the broad pattern of history in northwestern Washington and adjacent areas in Canada, and has been a recognized element in the economic development of the region. Traffic on Highway 31 gradually increased in the 1930s, due to the growth of automobile travel and smuggling during Prohibition, and continued development of mining and lumbering on both sides of the border.

In 1939 the Trans-Canada highway was constructed. Although this highway passed more than 100 miles north of the Metaline Falls border crossing, its construction represented increased use of private automobile travel, and may have effected vehicular travel at all Washington border crossings.

In the early twentieth century auto travel effected many facets of American culture including the routes of immigration. Immigrants previously had entered the United States primarily by sea and arrived at port cities. However, the roads which traversed its north and south borders allowed land access at numerous discrete points such as Metaline Falls.

Traffic through Metaline Falls Border Station increased steadily since its opening. (In 1987 over 24,450 vehicles and 71,000 people crossed at this point.) Although the historic gold mines have been closed for several decades, other mining industries continued to develop in the area, including the lead mines in British Columbia's Kootenay Lake area, and the smelter in the nearby town of Trail in Canada. Until 1980, when the iron smelter in Kellogg, Idaho was closed, several truckloads of ore per week moved through the Metaline Falls Border Station. Lumber continues to be a major product from the area, with U.S. bound traffic from Canadian lumber mills increasing as American timber supplies have dwindled and lumber mills have closed. Coal is also imported for use at the Lehigh cement plant located in Metaline Falls.

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Section number 8 Page 5

U.S. Border Station
Metaline Falls, Washington

8. Statement of Historic Significance, con't

The Architect and the Station's Construction

The Metaline Falls Border Station was constructed during the Great Depression of the 1930s, a time when the federal government spent considerable funds through its New Deal programs -- the Works Progress Administration (WPA) and the Civilian Conservation Corps (CCC). As with other stations constructed at that time in Washington state, the impetus for the Metaline Falls Border Station's construction was the government's response to increased immigration via land routes, and increased smuggling during Prohibition.

Other federally-funded, Depression-era building programs, such as the CCC or the WPA specified public construction. By contrast, the federal legislation that provided funds for the Washington State Border Stations called for competitive bidding, and private rather than public construction. The Metaline Falls Station was constructed by L. Jones Construction, a Seattle construction company. Historic photographs suggest that the construction work occurred progressively in 1932 until its completion in early 1933.

Original documents indicate that the architect for the Metaline Falls Border Station was the Department of the Treasury under the direction of James Wetmore, and the Supervising Architect, Louis A. Simon. Louis Simon (1867 - 1958) was educated at MIT and began working for the Treasury Department in 1896. He became the head of the Department's Architecture Division in 1905, and was promoted to Supervising Architect by President Franklin Roosevelt in 1933. Simon worked until his retirement at the age of 74 in 1941. From 1915 until 1933 he worked under the Acting Supervising Architect, "Judge" James Wetmore. Wetmore was educated as an attorney rather than as an architect, and thus Simon determined the office's architectural design for nearly three decades.

Simon was known as an advocate of simplified classicism and American Colonial styles for government building designs. Under his direction, as the Supervising Architect, the Treasury Department, and later the Public Buildings Administration sponsored competitions for standardized design for post offices in small towns and larger federal buildings in designated cities. Simon oversaw the design of a number of standardized federal building plans in Washington state. The design of the "northern type" border station is consistent with this Treasury Department's trend toward standardization of building designs and its use of Colonial Revival styles.

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National Park Service

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Continuation Sheet

Section number 9 Page 1

U.S. Border Station
Metaline Falls, Washington

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Correspondence between Mark De Leon, Okanogan National Forest, Carol Smolinski and Don Biddison of NW Historical Consultants, Edward L. Schultz, Colville National Forest, George Peyla, INS, and the Washington State Office of Archaeology and Historic Preservation regarding the National Register Nomination of the Metaline Falls Border Station, 11/19/88 through 4/25/89.

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National Park Service

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Section number 9 & 10 Page 2

United States Border Station
Metaline Falls, Pend Oreille County, Washington

9. Bibliography, con't

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10. Geographical Data

Verbal Boundary Description

Beginning at the NW corner of Sec. 6 T40N; R44E east 450', thence S27 degrees 18 minutes W 220', thence S18 degrees 48 minutes W 75', thence W 595', thence N 18 degrees 48 minutes E 75', thence N 27 degrees 18 minutes W 220', thence 145' to point of beginning. (This site is 5.96 acres west of Highway 31 and south of the U.S./Canadian Border, leased from the Colville National Forest to the General Services Administration.)

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National Park Service

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Section number 9 & 10 Page 3

United States Border Station
Metaline Falls, Pend Oreille County, Washington

Photo Continuation Sheet

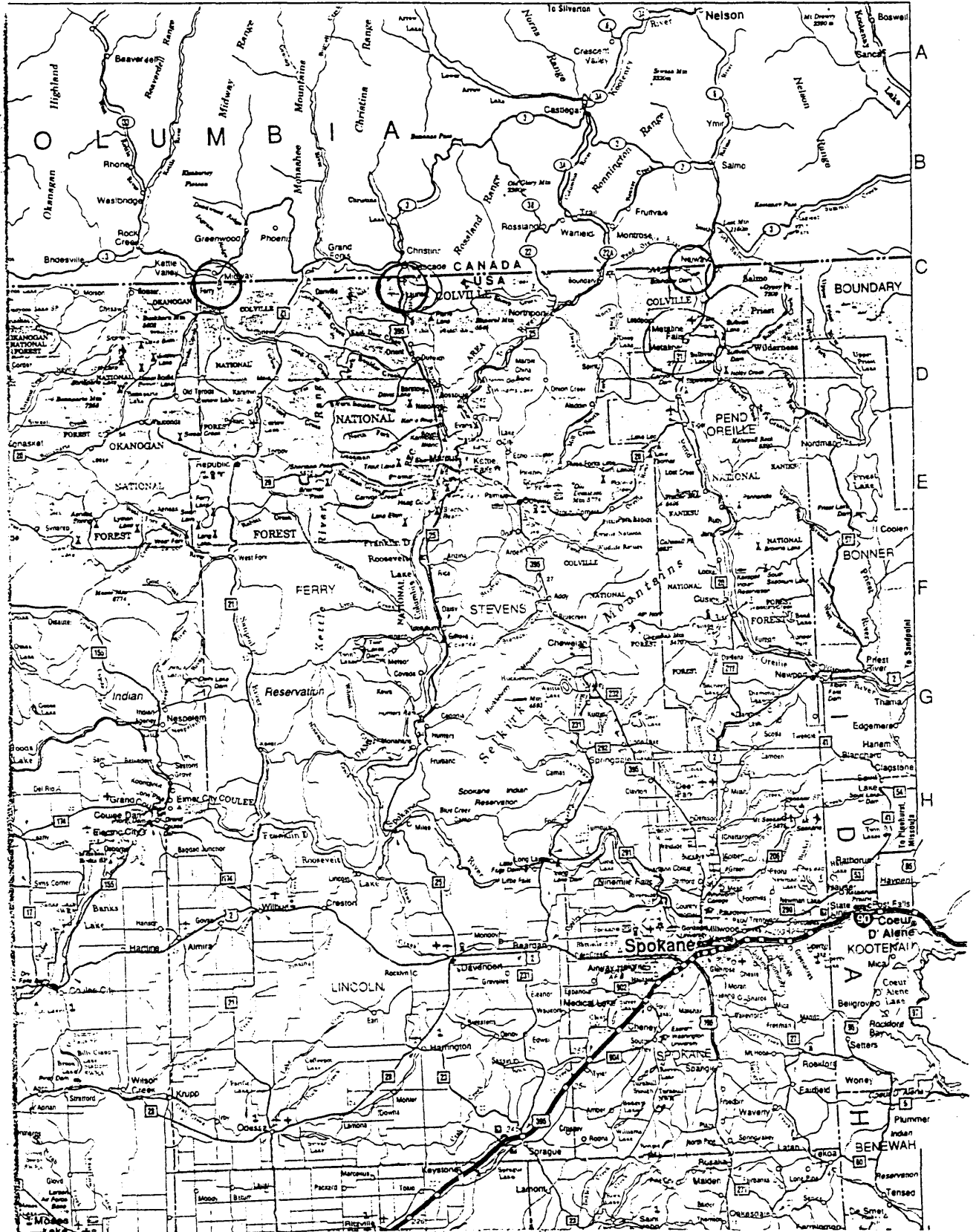
The following photographs, identified by the number on the front right corner of the black and white, 5 x7" prints, were taken at the site of the Metaline Falls Border Station, Metaline Falls, Pend Oreille County, Washington.

All photos were taken by Susan Boyle, of Boyle • Wagoner Architects, on November 4, 1994. Negatives for these photographs are located at the General Services Administration Region 10 office in Auburn, Washington.

1. View of the Border Station from the southeast. The South Residence is partially visible in the background behind the Inspection Station.
2. View of the Inspection Station from the north showing the canopy over the vehicle lanes.
3. View from the east of the north garage wing of the Inspection Station.
4. View from the south of the back (west facade) and partial south end of the Inspection Station.
5. View from the west of the central section of the back (west facade) of the Inspection Station.
6. View from the northeast of the North Residence. The South Residence is partially visible in the background.
7. View from the northeast of the South Residence. The North Residence is partially visible in the foreground.
8. View from the north of the north facade of the South Residence. The North Residence is similar.
9. View from the south of the south facade of the South Residence. The North Residence is similar.

METALINE FALLS BORDER STATION
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Image No. 2
Partial state road map showing the three border station locations in northeastern Washington.



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National Park Service

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Continuation Sheet**

Section number 9 & 10 Page 4

United States Border Station
Metaline Falls, Pend Oreille County, Washington

Image Continuation Sheet

1. 1991 Map of the U.S. depicting locations of current border stations.
2. Vicinity map depicting locations of three eastern Washington border stations.
- 3-5. Early Customs Houses in Washington State
6. Aerial photograph from 1932 of the Metaline Falls Border Station
7. Basement Plan, Metaline Falls Border Station, 7/15/1966
8. First Floor Plan, Metaline Falls Border Station, 7/15/1966
9. Roof and Second Floor Plan, Metaline Falls Border Station, 7/27/1965
10. Floor Plans, Residence for Customs, Metaline Falls Border Station, 7/27/1965
11. Construction photograph, view from the northeast of the north garage wing, 7/2/1932
12. Construction photograph, view from the east of the canopy and south garage, 10/1/1932
13. Historic photograph, view from the east of the canopy and south garage, 11/1/1932
14. Construction photograph, view from the west of the center office section, 9/1/1932
15. Construction photograph, view from the northeast of the north garage, 10/1/1932
16. Construction photograph, view from the back of the building, 8/3/1932
17. Historic photograph, view of the two residences, 11/1/1932
18. Construction photograph, view of the back of the Residence for Customs, 10/1/1932
19. Historic photograph, view of the Residence for Customs, 12/1/1932
20. Photograph of the Metaline Falls Border Station, ca. 1960's
21. Photograph of Residence for Immigration Service, view from southeast, 9/1/1982
- 22-29. Miscellaneous photographs of the main building from November, 1994
- 30-33. Miscellaneous photographs of the interior of the main building from November, 1994
- 34-37. Photographs of the residences from November, 1994
- 38-39. Photographs of the two storage buildings from November, 1994
40. USDA map, 1992, indicating the location of the Metaline Falls Border Station

METALINE FALLS BORDER STATION
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Image No. 3 - 5

Early Customs Houses in Washington State:

At the top, original rustic log Customs House near Osoyoos Lake, Okanogan.

Bottom left, the Oroville Customs House ca. 1918.

Bottom right, a rural station between Oroville and Tonasket.

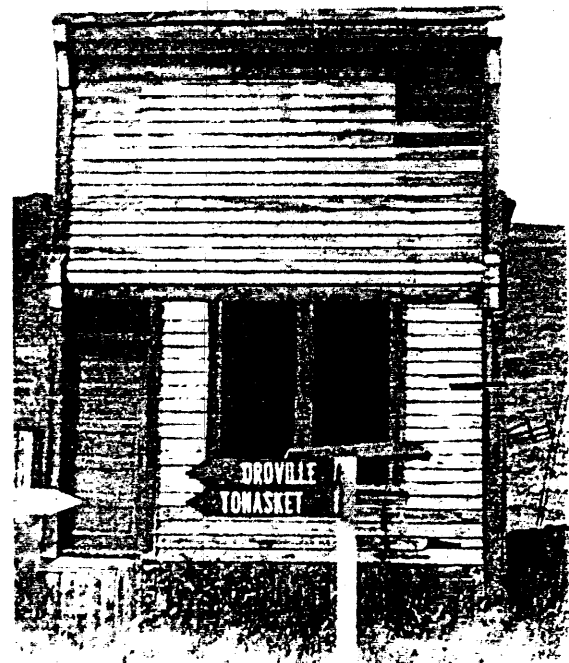
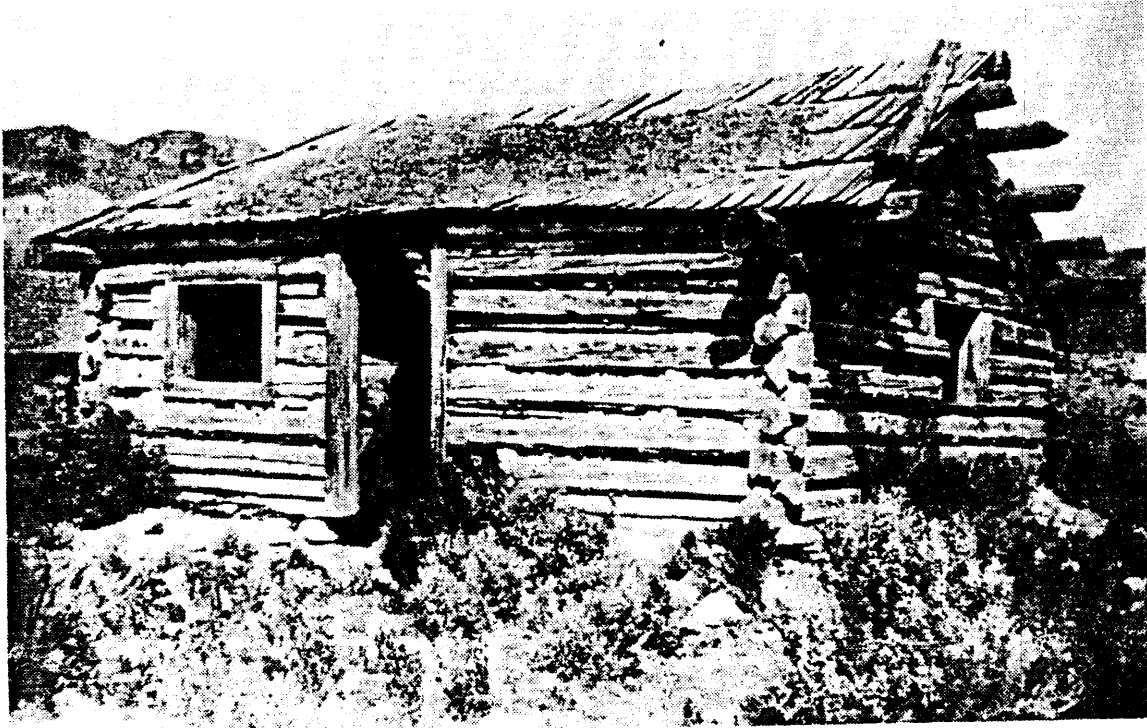
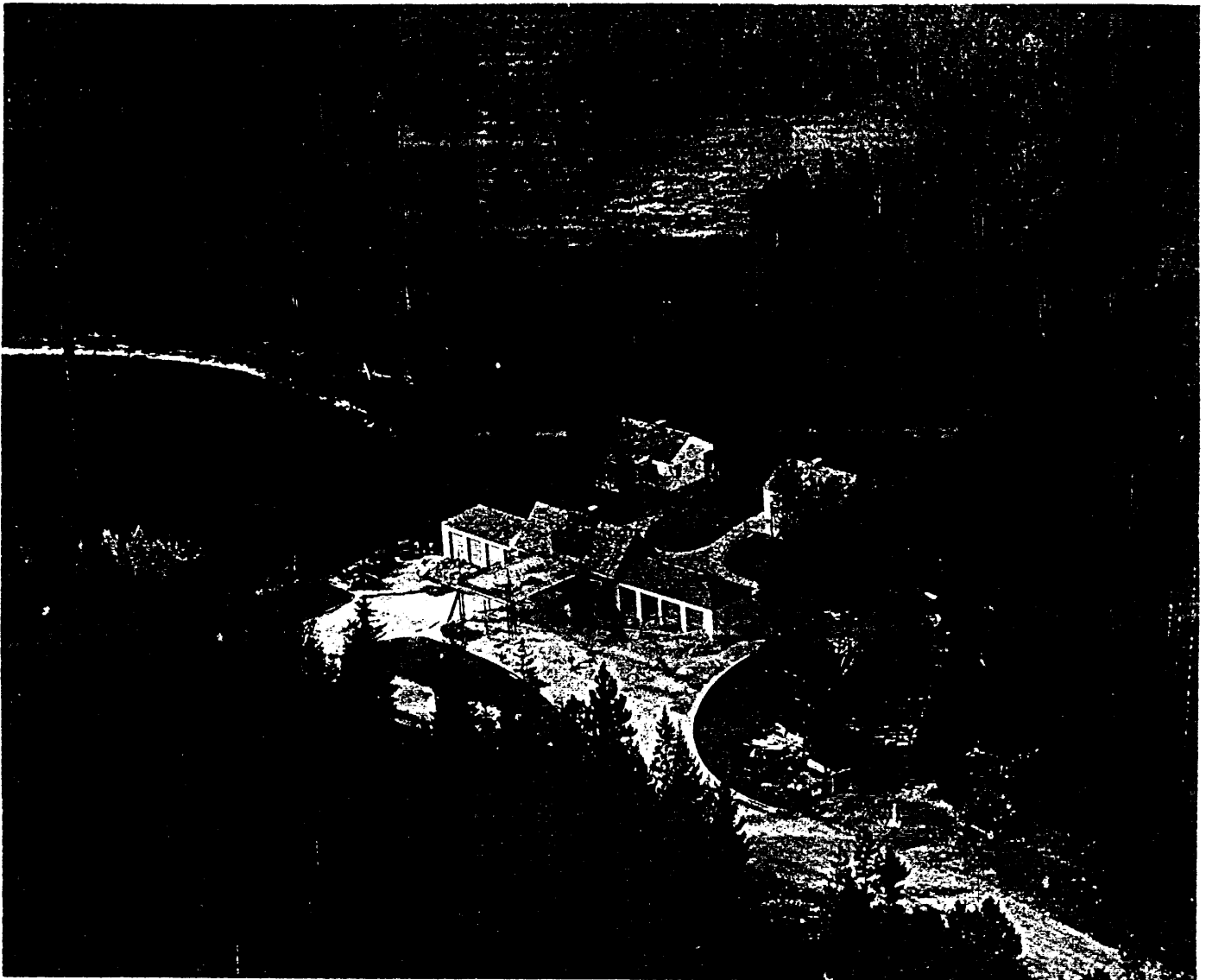


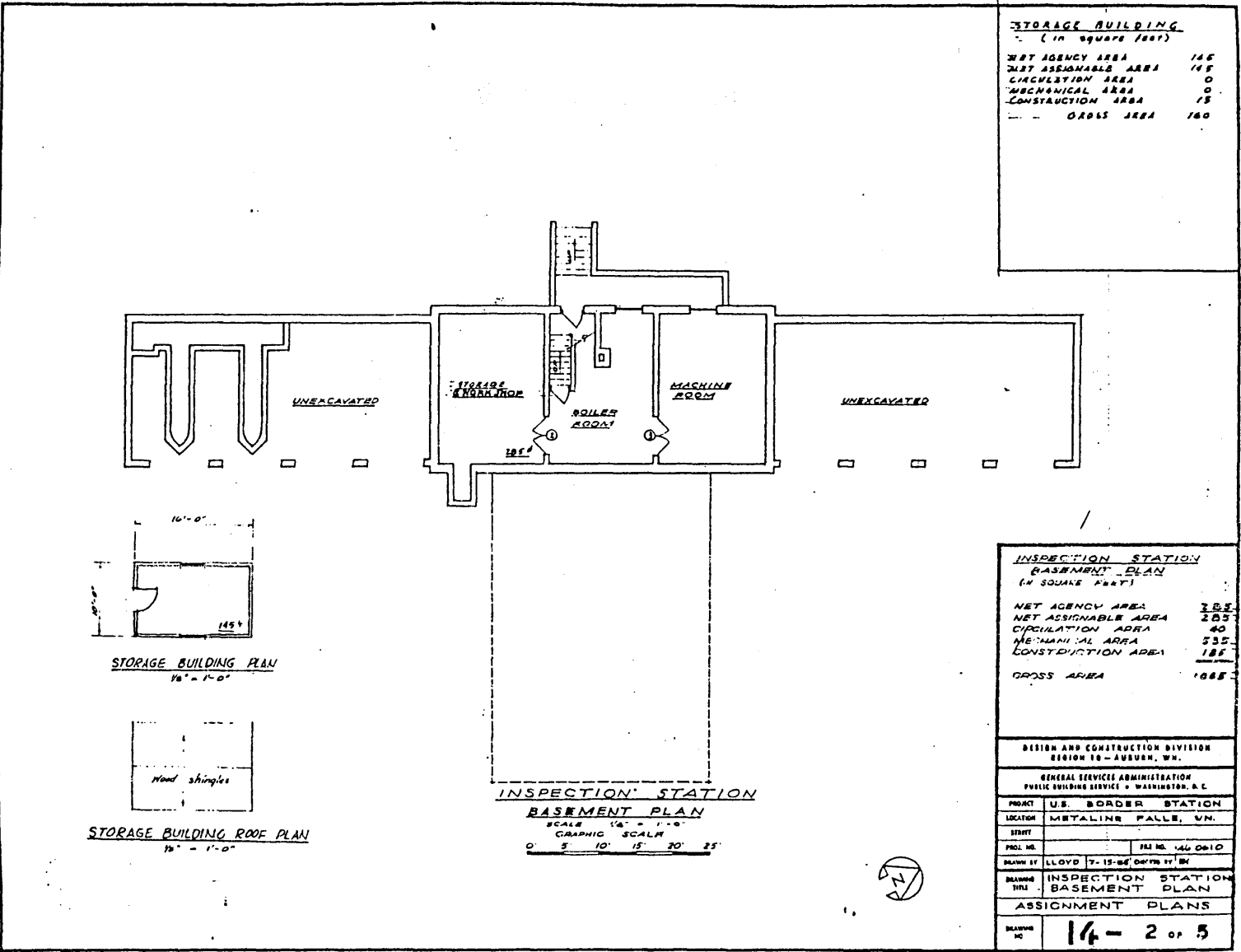
Image No. 6

Historic aerial photograph, December 1932, showing the Metaline Falls Border Station with the Inspection Station with its original canopy in front of the two residences.



METALINE FALLS BORDER STATION
 National Register Nomination
 January 5, 1995

Image No. 7
 Basement Plan, the Metaline Falls Inspection Station, 7/15/1966.



STORAGE BUILDING
 (in square feet)

| | |
|---------------------|------------|
| NET AGENCY AREA | 145 |
| NET ASSIGNABLE AREA | 145 |
| CIRCULATION AREA | 0 |
| MECHANICAL AREA | 0 |
| CONSTRUCTION AREA | 15 |
| GROSS AREA | 160 |

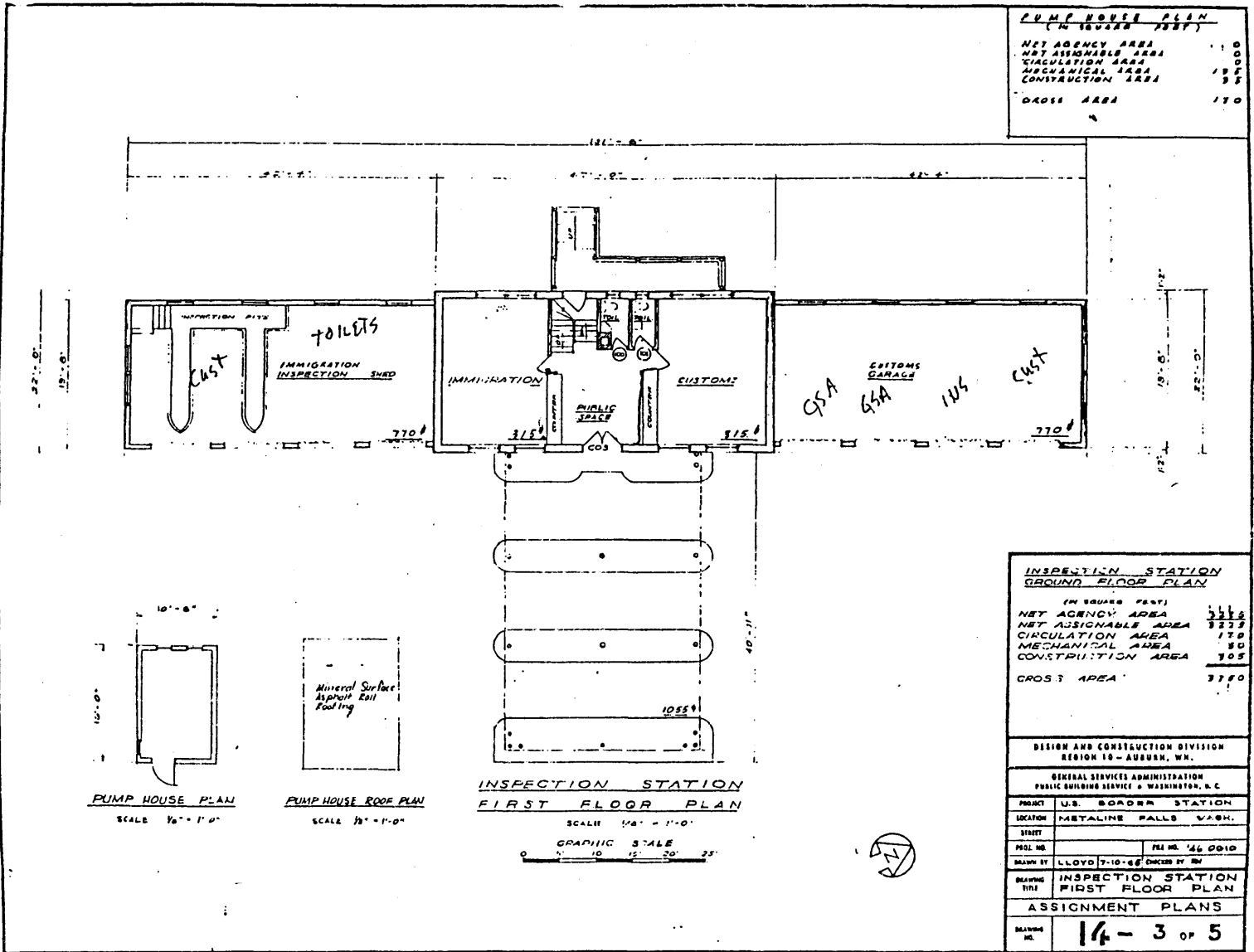
INSPECTION STATION
 BASEMENT PLAN
 (in square feet)

| | |
|---------------------|-------------|
| NET AGENCY AREA | 205 |
| NET ASSIGNABLE AREA | 205 |
| CIRCULATION AREA | 40 |
| MECHANICAL AREA | 535 |
| CONSTRUCTION AREA | 185 |
| GROSS AREA | 1065 |

| | |
|---|-------------------------------------|
| DESIGN AND CONSTRUCTION DIVISION REGION 18 - ASHURN, VA. | |
| GENERAL SERVICES ADMINISTRATION PUBLIC BUILDING SERVICE - WASHINGTON, D.C. | |
| PROJECT | U.S. BORDER STATION |
| LOCATION | METALINE FALLS, VA. |
| SHEET | |
| PROJ. NO. | 121 HQ 144 0010 |
| DESIGNED BY | LLOYD T. 12-66 DWT/ST/EM |
| DRAWING TITLE | INSPECTION STATION BASEMENT PLAN |
| ASSIGNMENT PLANS | |
| DRAWING NO. | 14 - 2 OF 5 |

METALINE FALLS BORDER STATION
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January 5, 1995

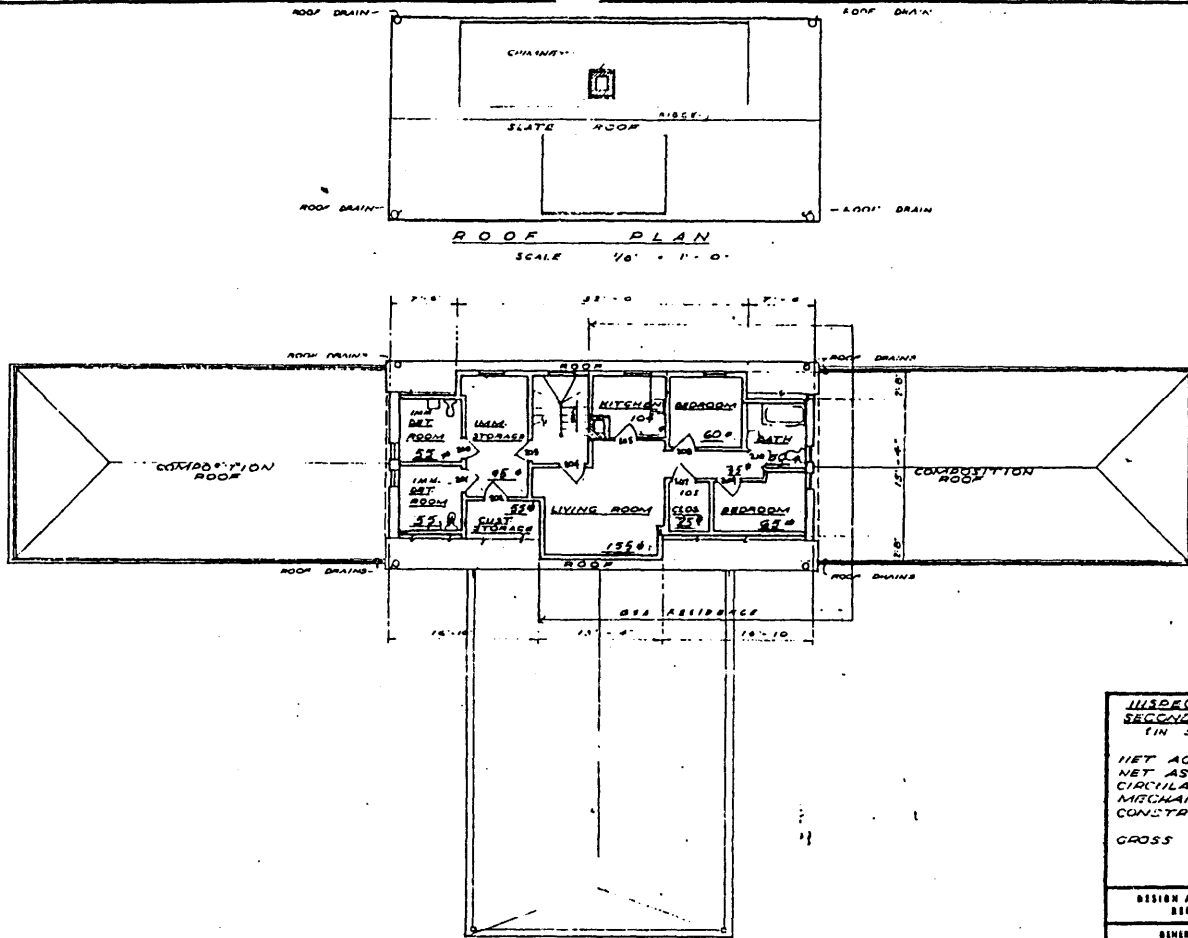
Image No. 8
First Floor Plan, the Metaline Falls Inspection Station, 7/10/1966.



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Image No. 9

Roof Plan and Second Floor Plan, the Metaline Falls Inspection Station, 7/27/1965.



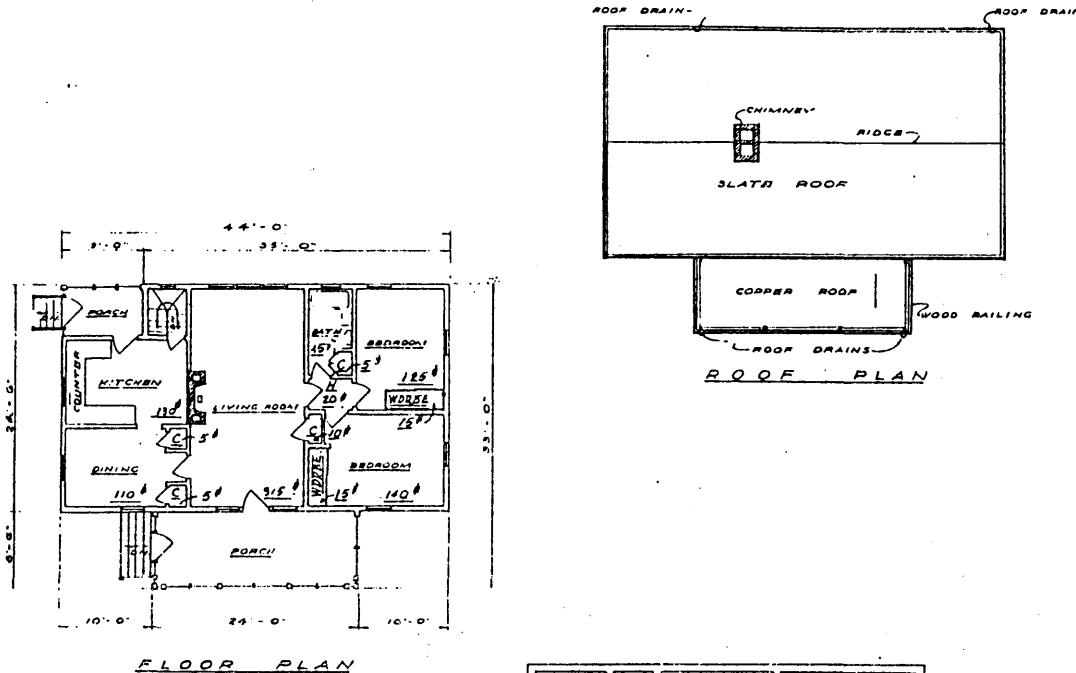
INSPECTION STATION
 SECOND FLOOR PLAN
 SCALE 1/8" = 1'-0"
 GRAPHIC SCALE
 0' 3' 6' 9' 12' 15' 18' 21' 24' 27'

| | |
|---|---|
| INSPECTION STATION SECOND FLOOR PLAN (IN SQUARE FEET) | |
| NET AGENCY AREA | 705 |
| NET ASSIGNABLE AREA | 705 |
| CIRCULATION AREA | 60 |
| MECHANICAL AREA | 5 |
| CONSTRUCTION AREA | 105 |
| GROSS AREA | 875 |
| DESIGN AND CONSTRUCTION DIVISION REGION 10 - AUBURN, W.N. | |
| GENERAL SERVICES ADMINISTRATION PUBLIC BUILDING SERVICE - WASHINGTON, D.C. | |
| PROJECT | U.S. BORDER STATION |
| LOCATION | METALINE FALLS W.N. |
| STREET | |
| PROJ. NO. | FILE NO. 146 0610 |
| DRAWN BY | LOYD 7-27-65 CHECKED BY SP |
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| ASSIGNMENT PLANS | |
| DRAWING NO. | 14-4 OF 5 |

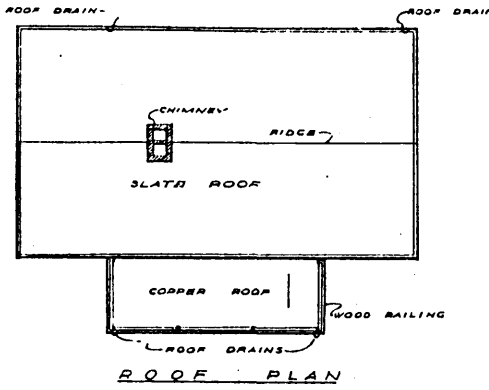


METALINE FALLS BORDER STATION
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Image No. 10
Floor Plans, Residence for Customs Inspector, Metaline Falls, 7/16/1965.

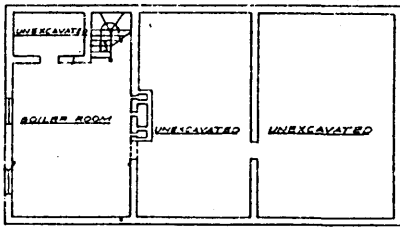


FLOOR PLAN



ROOF PLAN

NOTE:
CUSTOMS INSPECTORS
RESIDENCE SHOWN
IMMIGRATION INSPECTORS
RESIDENCE SIMILAR
BUT REVERSED.



BASEMENT PLAN

| RESIDENCE BASEMENT PLAN (IN SQUARE FEET) | |
|---|-------------|
| NET AGENCY AREA | 0 |
| NET ASSIGNABLE AREA | 0 |
| CIRCULATION AREA | 15 |
| MECHANICAL AREA | 290 |
| CONSTRUCTION AREA | 160 |
| CROSS AREA | 415 |
| RESIDENCE FIRST FLOOR PLAN (IN SQUARE FEET) | |
| NET AGENCY AREA | 940 |
| NET ASSIGNABLE AREA | 940 |
| CIRCULATION AREA | 280 |
| MECHANICAL AREA | 0 |
| CONSTRUCTION AREA | 115 |
| CROSS AREA | 1655 |

RESIDENCE FOR CUSTOMS INSPECTOR

SCALE 3/8" = 1'-0"
GRAPHIC SCALE
1" = 10' 20' 30'



| | |
|--|-----------------------------|
| DESIGN AND CONSTRUCTION DIVISION REGION 10 - AUBURN, WA. | |
| GENERAL SERVICES ADMINISTRATION PUBLIC BUILDING SERVICE - WASHINGTON, D. C. | |
| PROJECT | U.S. BORDER STATION |
| LOCATION | METALINE FALLS, WA. |
| STREET | |
| PROJ. NO. | 121 NO. 46 0610 |
| DRAWN BY | LLOYD T-16-68 CHECKED BY SM |
| DRAWING TITLE | RESIDENCE PLANS |
| | ASSIGNMENT PLANS |
| DRAWING NO. | 14 - 5 OF 5 |

METALINE FALLS BORDER STATION
National Register Nomination
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Image No. 11

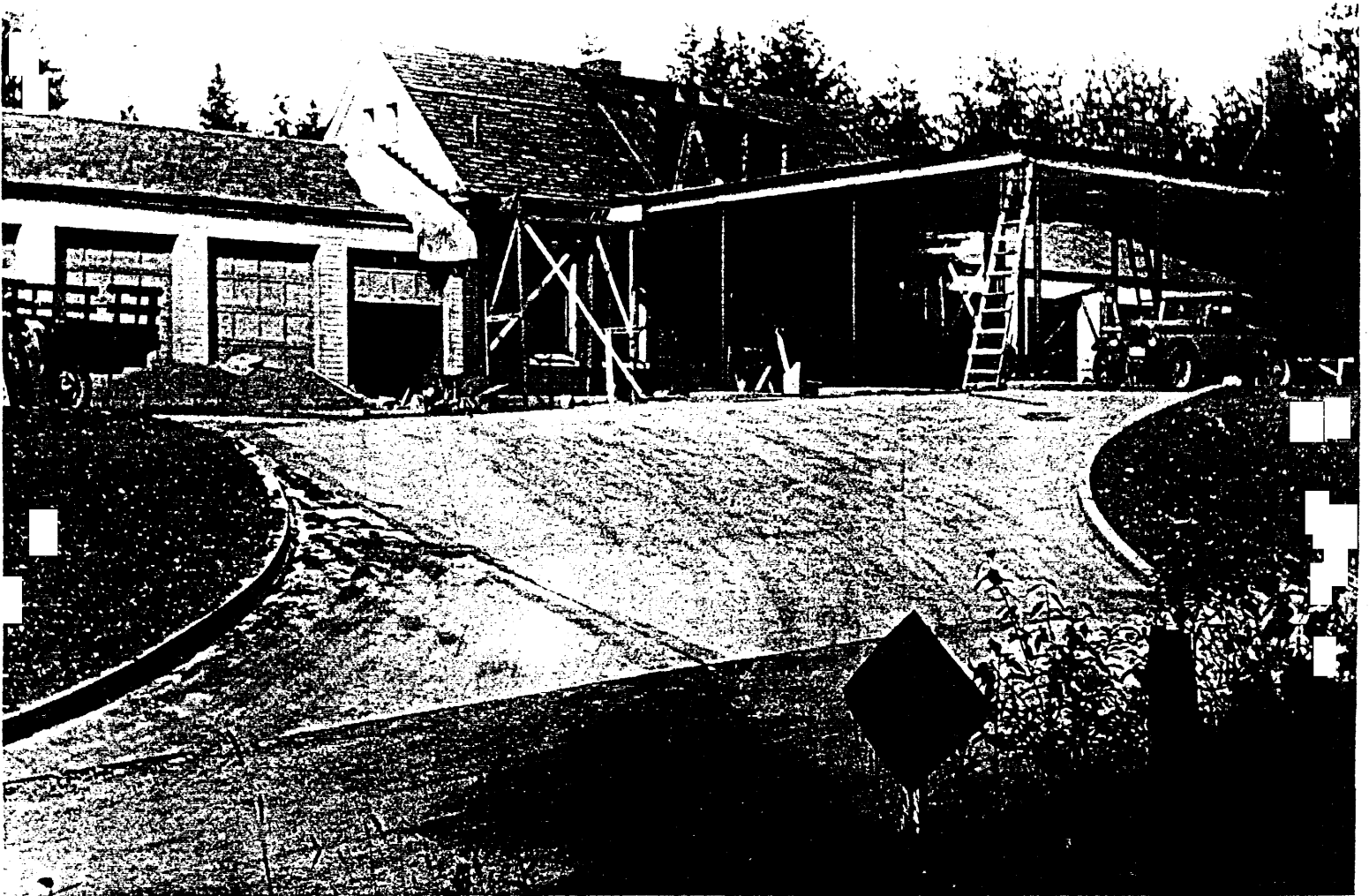
Historic photograph, construction of the Metaline Falls Inspection Station, view from the northeast of the north garage wing, 7/2/1932.



METALINE FALLS BORDER STATION
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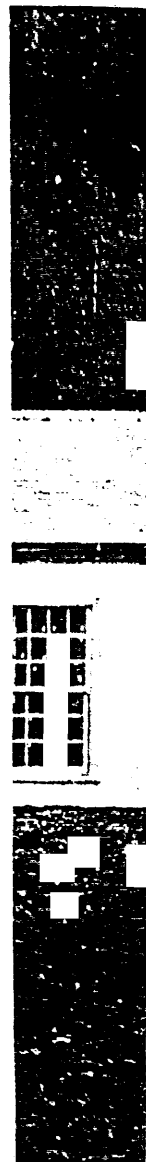
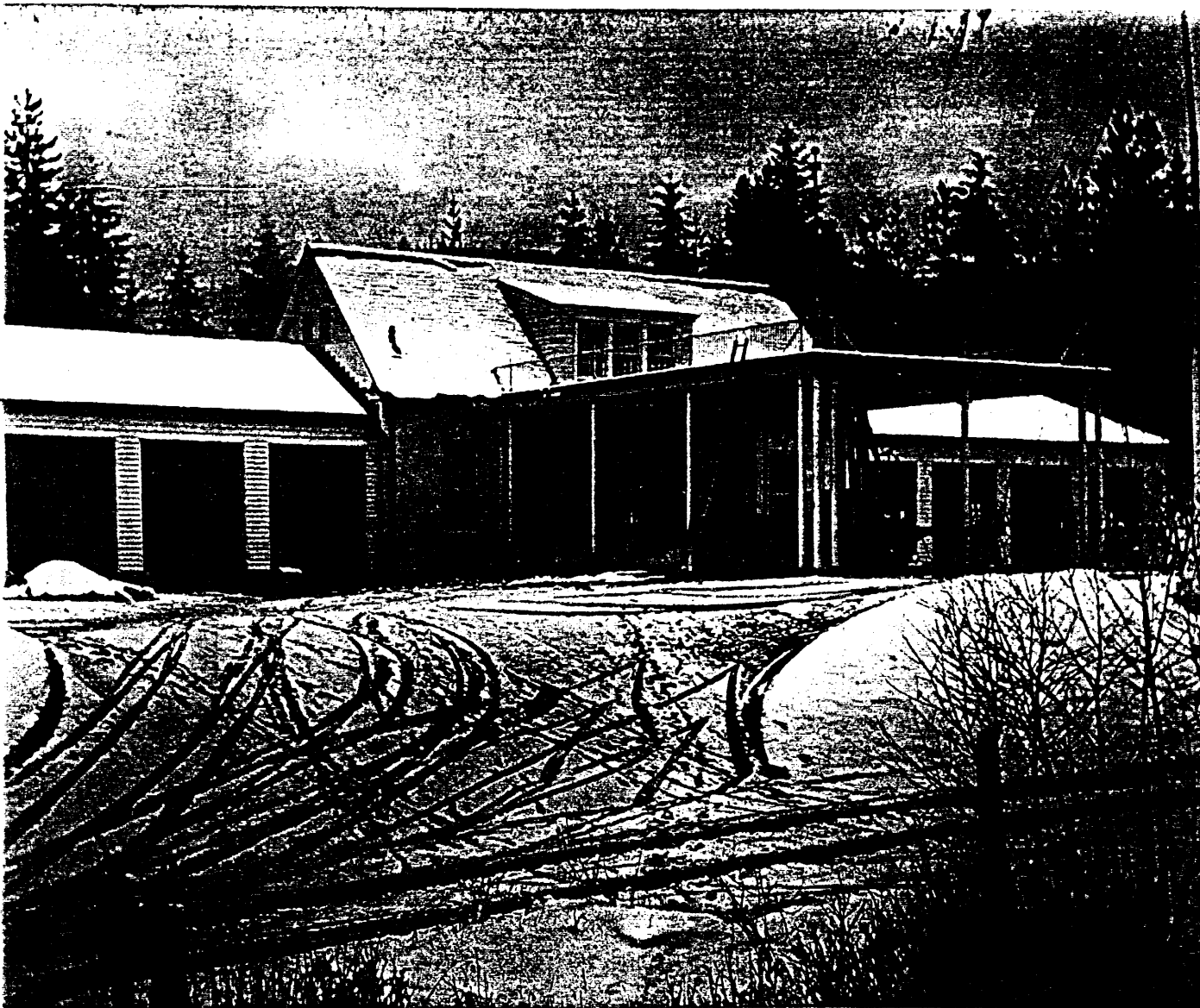
Image No. 12

Historic photograph, construction of the Metaline Falls Inspection Station, view from the east of the canopy and south garage wing, 10/1/1932.



METALINE FALLS BORDER STATION
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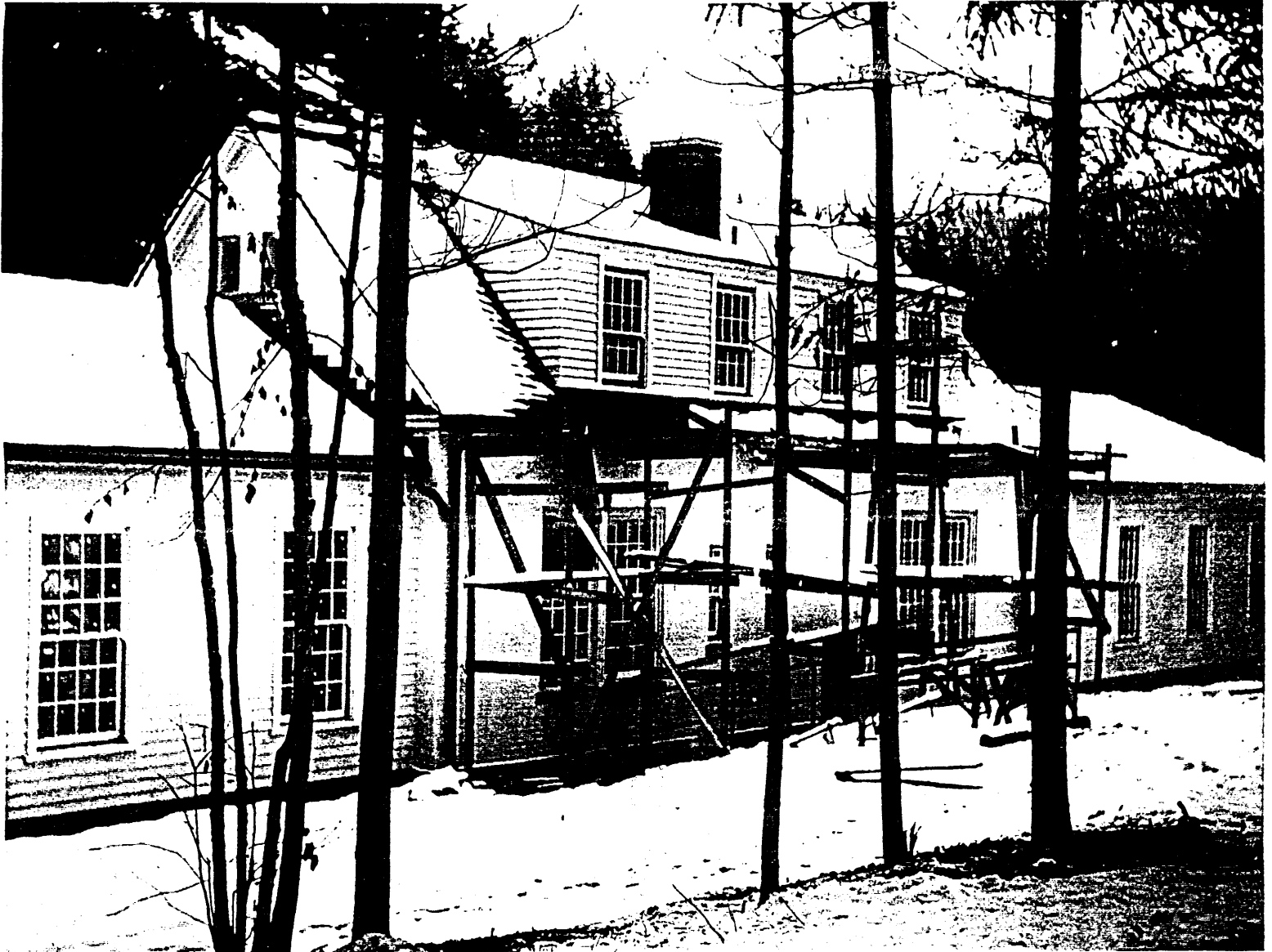
Image No. 13
Historic photograph, similar view as Image No. 12, 11/1/1932.



METALINE FALLS BORDER STATION
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Image No. 15

Historic photograph, construction of the Metaline Falls Inspection Station, view from the northeast of the north garage, 10/1/1932.



METALINE FALLS BORDER STATION
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Image No. 16

Historic photograph, construction of the Metaline Falls Inspection Station, view of the back of the building, 8/3/1932.



METALINE FALLS BORDER STATION
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Image No. 17

Historic photograph, construction of the two residences, Metaline Falls Inspection Station,
view from the northeast, 11/1/1932.



METALINE FALLS BORDER STATION
National Register Nomination
January 5, 1995

Image No. 18

Historic photograph, construction of the back of the Customs Service Residence, Metaline Falls,
10/1/1932.



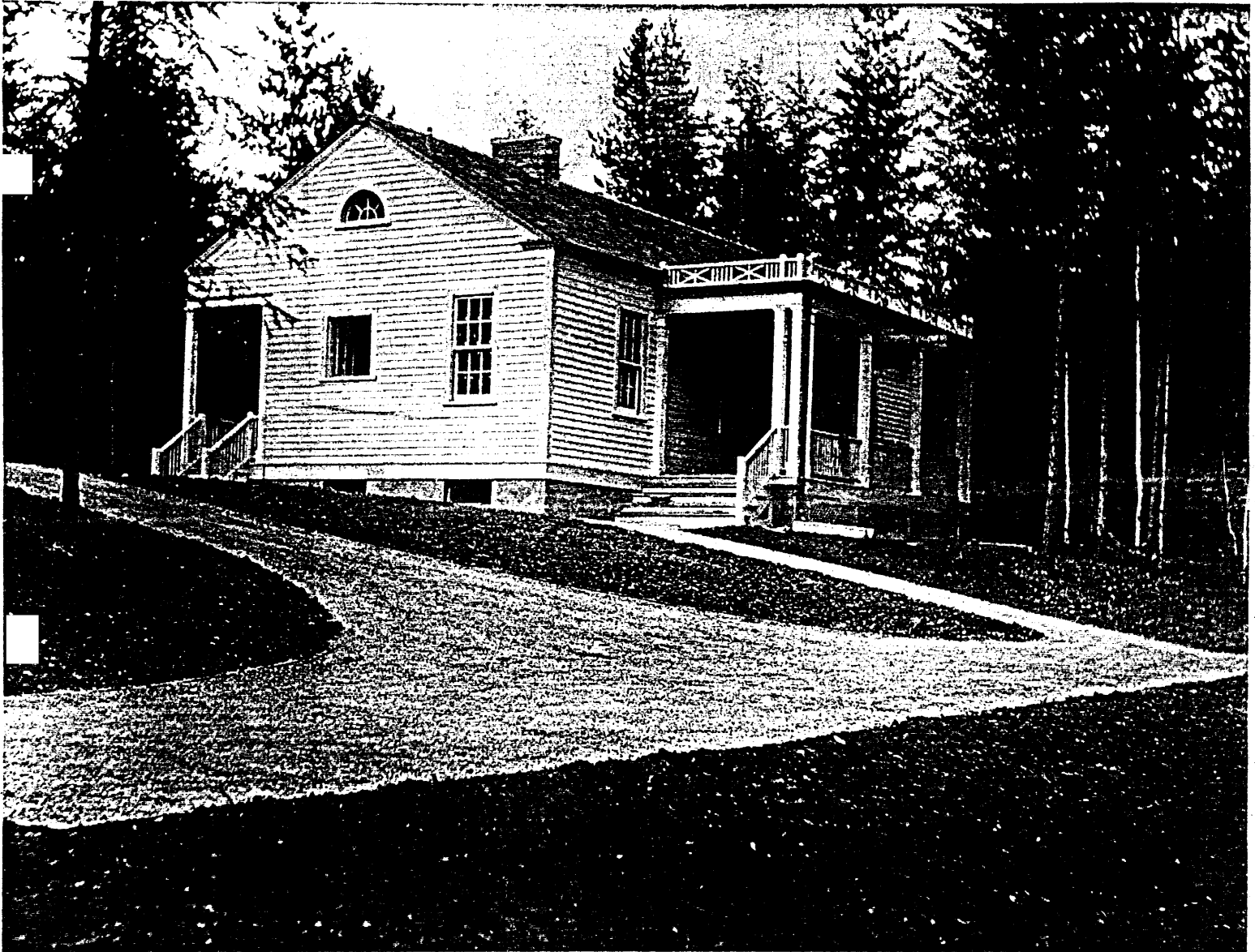
METALINE FALLS BORDER STATION

National Register Nomination

January 5, 1995

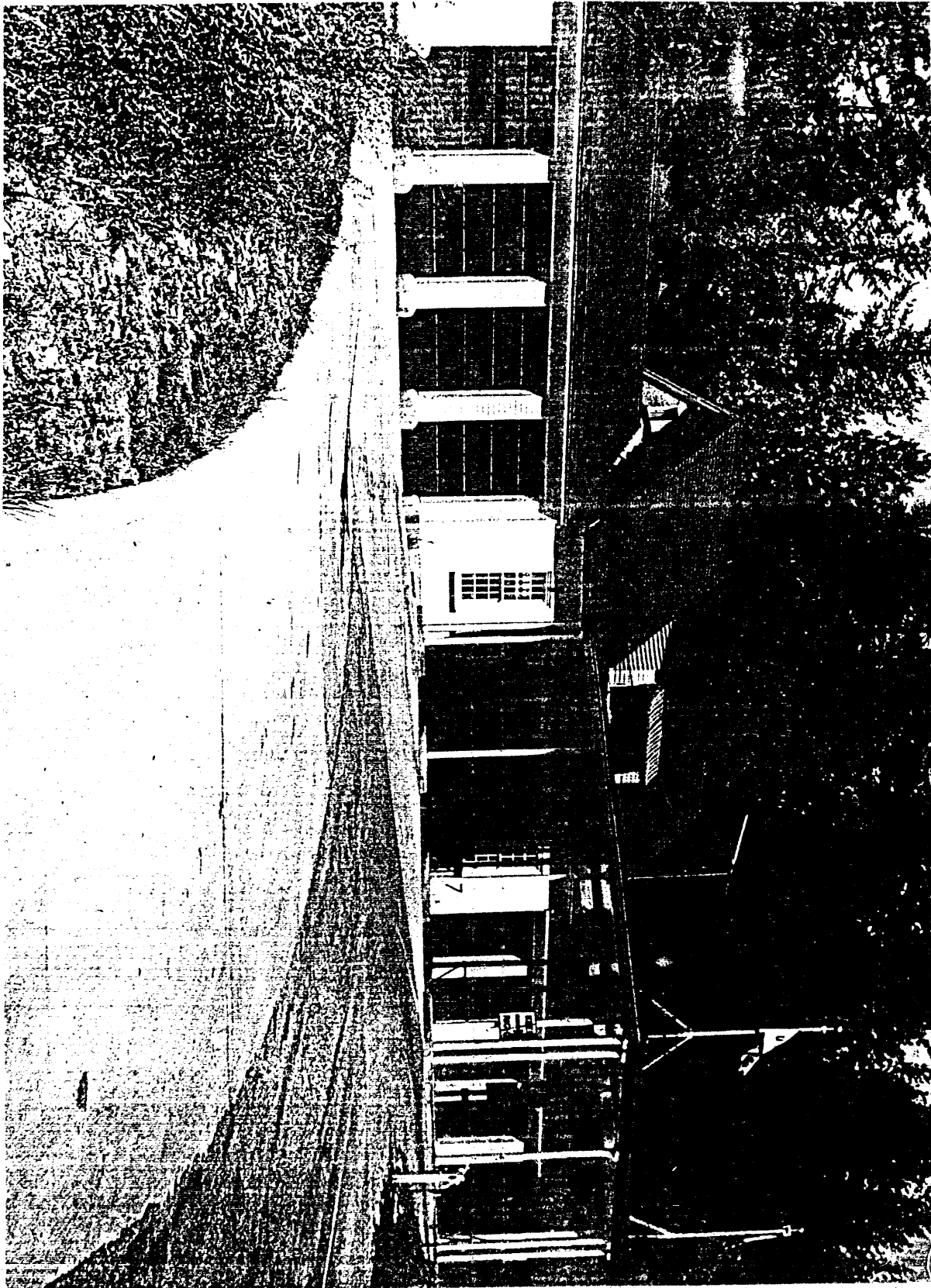
Image No. 19

Historic photograph, construction of the Customs Inspector's Cottage, Metaline Falls, 12/1/1932. A comparison of this photo with Image No. 17 shows the similarity between the two residences.



METALINE FALLS BORDER STATION
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Image No. 20
Photograph of the Metaline Falls Inspection Station, ca. 1960s, showing the flat canopy roof and balustrade.



METALINE FALLS BORDER STATION

National Register Nomination

January 5, 1995

Image No. 21

Photograph of the Immigrations Inspector's Residence, view from the southeast, 9/1/1982 showing the flat-roofed sun porch.

