



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—Moors, New York
Other names/site number Moors Border Station; Moors Inspection Station

2. Location

Street & Number State Highway 22 Not for Publication N/A
City or Town Moors Vicinity N/A
State New York Code NY County Clinton Code 023
Zip Code 12958

3. State/Federal Agency Certification

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

[Signature]
Signature of certifying official Federal Preservation Officer Date 7/23/14
[Signature]
Date 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.)
[Signature] DSTPO
Signature of commenting official/Title NYSHPO Date 12/19/11
State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:
 entered in the National Register [Signature] Edson H. Ball 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>3</u>	<u>0</u> building(s)
<input type="checkbox"/> public-local	<input type="checkbox"/> district	_____	_____ sites
<input type="checkbox"/> public-state	<input type="checkbox"/> site	_____	_____ structures
<input checked="" type="checkbox"/> public-federal	<input type="checkbox"/> structure	_____	_____ objects
	<input type="checkbox"/> object	<u>3</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> <u>Government</u> <u>Domestic</u> _____	Sub: <u>Custom House</u> <u>Government Office</u> <u>Single Dwelling</u> _____
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Current Functions (Enter categories from instructions)

Cat: <u>Government</u> <u>Government</u> <u>Domestic</u> _____	Sub: <u>Custom House</u> <u>Government Office</u> <u>Single Dwelling</u> _____
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7. Description

Architectural Classification (Enter categories from instructions)

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

Materials (Enter categories from instructions)

foundation Concrete
 roof asphalt shingle
 walls brick
 walls wood clapboard (wings and residences)
 other wood (windows and doors)
glass (windows and doors)

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

10. Geographical Data

Acreage of Property 3.5

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

	Zone	Easting	Northing	Zone	Easting	Northing
1	18	621908	4984986	3		
2				4		

X 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. 7th 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, Region 2 Telephone (212) 264-1575

Street & Number 26 Federal Plaza, Room 1609

City or Town New York State NY Zip Code 10278

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—Mooers Clinton County,
New York*

Section 7 Page 1

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

Description

Location and Setting

The U.S. Inspection Station--Mooers is located on the southwestern side of State Highway 22, which itself runs at an angle into Canada. The Inspection is flanked by two standalone residences located about 50 feet northwest and southwest of the inspection station. The property consists of 3.5 acres and is surrounded by a mixture of open fields and woodlands and swamp, which is located to the west and south of the property. Six evergreen trees run across the lawn covered side and rear yard. Colorado Spruce trees, part of an original landscape plan, are also present, as are maple trees. The inspection station is located immediately south of the Canadian Border, north of the town of Mooers, New York.

Inspection Station

The U.S. Inspection Station--Mooers is a rectangular plan, 1 ½ - story, side gabled inspection station designed in the Colonial Revival Style. The building has a concrete slab foundation and basement, and is wood frame construction clad in painted, flush-joint American bond brickwork. The roof is covered with asphalt shingle. The front elevation features two symmetrical end bays and one centrally located entry bay. Each end bay features a pair of 12/12 wood frame double hung windows each underscored, like the rest of the windows across the building, with concrete sills. All of the windows are topped by gauge brick jack arching and keystones. Above the centered entry is a transom window program. At each side elevation of the inspection station are gable ends with molded gable returns and a pair, at each end, of 4-pane fixed windows in a square arrangement. The rear of the Inspection station features two pairs of 9/9 wood frame double hung windows in a symmetrical composition. Within the roof are two, three-bay shed dormers placed to the front and rear of the ridgeline. Each of these dormers features three window bays with 8/8 woodframe double hung windows. Each dormer is clad in wood clapboard. A centered, brick chimney is also located on the roof behind the ridgeline.

Affixed to the front of the Inspection station is a flat roofed porte-cochere that covers one single lane and is supported by paired, thin metal columns with classical-inspired crowns. The porte cochere was expanded slightly in 1972. Symmetrically affixed to either end of the inspection station are two, four-bay garage wings. Each of the wings is of rectangular plan, is clad in wood clapboard and topped with eaveless, hipped roofs. The southern wing is an inspection wing. Within the southern wing, the bay closest to the inspection station has been converted into a pair of pedestrian entrances covered by a pent porch roof. The garage door in the bay next to this has also been fitted with a pedestrian access door. On the width end of the southern bay is another garage door. On the width end of the northern bay is a pair of 12/12 wood frame double hung windows. This wing was used to garage government vehicles. The base of the inspection station and its two garages is underscored by a concrete water table that is visible at its rear and a side elevation as the property descends in grade.

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Section 7 Page 2

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

The renderings for the Mooers Inspection Station are found at the National Archives and Records Administration (NARA).¹ Based on a comparison with the original renderings, the Mooers Inspection station has undergone relatively few exterior alterations. The alterations present upon the inspection station include: two garage bays converted into doorways; a new use for the south garage wing; front entry replacement in 1953, recent garage doors, and an expansion of the porte-cochere roof in 1972.²

Two Identical Residences:

Located to the north and south of, and directly behind this program, are two standalone residential buildings: one for a Customs Inspector (North) and one for an Immigration Inspector (South). Both are designed in a New England Cape Cod translation of the Colonial Revival. These structures are of a modified rectangular plan with concrete foundations and side gabled roofs clad in asphalt shingle. Placed off-center upon the roof ridgeline of each is a brick chimney.

The elevations of both residences are wood clapboard clad terminated with cornerboards. The gable ends of each residence feature molded gable returns, between which are molded, semi-circular lunette window wells containing attic vents. Many of the windows across the elevation of both residences are boarded up, as neither is currently occupied (as of 2006). Affixed behind each residence is a rectangular protruding unit. The rear units each feature a centered, rear entrance with a door of glass upper panel and x-batten lower panel. Six-pane woodframe projected windows are symmetrically placed at either side of these rear entrances and upon its side elevations. The protruding unit of each is topped by a patterned wood baluster. Located at the corner side of each residence is an off-center entry. Like the rear entry, the front elevation for each is elevated off the ground, above a running concrete basement that traverses all sides of the building. The entry is part of a composition that is paired with silled, 8-unit fixed vertical window surrounds. Above the main entry to each residence is a simple architrave molding which is topped by a plain transom panel. The entire entry program of each is topped by architrave molding and framed by two square shaped, engaged classically detailed columns.

¹ U.S. Department of the Treasury. Cabinet Sketch No. 6, United States Inspection Station— Mooers, New York. In Records Group 36, at the National Archives and Record Administration in College Park, Maryland.

² US General Services Administration, Historic Building Preservation Program: Inspection (Mooers) dated 27 Apr 1994: 4.

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*U.S. Inspection Station—Mooers Clinton County,
New York*

Section 8 Page 3

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

Statement of Significance

Summary

The U.S. Inspection Station--Mooers 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--Mooers retains all aspects of integrity and meets the registration requirements in the Inspection Station MPS 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. It was determined eligible for the National Register by GSA on 7/20/2004.

Under Criterion A, the U.S. Inspection Station—Mooers 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—Mooers retains adequate integrity to convey the design, plan, and program from the time it was constructed by the Treasury Department. It consists of a main station building with garage and inspection wings designed in the Colonial Revival style and two detached residences designed in the Cape Cod style. 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, and multi-light double-hung sash windows. The buildings retain a high degree of integrity and are distinguished, both in their exterior and interior features and materials, as an excellent example of the Colonial Revival style, particularly for their associative values as a record of the self-image of Federal government buildings during the 1930s.

The U.S. Inspection Station--Mooers is the last in the State of New York to retain both of its original freestanding dwelling units. It was determined eligible for the National Register by GSA on 7/20/2004.

U.S. Inspection Station—Mooers, New York: 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—Mooers:

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

The office here in rented quarters is improperly located, and a standard office building (Type No. 1) should be erected on the other side of the cross roads close to the border.¹

The Benner & Hughes report estimated the cost of the U.S. Inspection Station – Mooers to be \$55,000 to construct the building and \$500 to acquire the site.²

The various elements of the U.S. Inspection Station--Mooers program, including the primary building, the porte-cochere, the two attached garage wings, and the two stand alone residences, are original and were constructed in 1932. The inspection station building is an intact example of the Colonial Revival design system as expressed on Inspection Station designs of the Federal PWA period of the 1930s. 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; odd-numbered ranking across the front elevation of paired and small-pane multi-glazed wood frame double hung windows; a centered entry program with Georgian inspired clerestory glazing of small rectangular panes above the main entry; ogee style cornice and gable molding with gable returns at the gable ends; shed dormers; and gauged brick jack arch molding with keystone above windows and main entry.

The U.S. Inspection Station--Mooers is the last in the state of New York to possess both of its original freestanding residences: one for Customs Officer and one for Immigration Officer. Though these residences are currently unoccupied, like the inspection station itself they have retained their integrity as a specific Colonial Revival residential design once prevalent with “type 2” inspection stations. The Colonial Revival features upon the twin residences are of a vernacular level. These features include: roof balustrades; engaged, classically stylized columns; gable returns, gable end lunettes; cornice molding; plus architrave and frieze work. The combination of the rarity of these residences and their very good integrity place these resources, and the entire property, at a statewide level of National Register significance.

The Mooers Inspection Station design, as a brick-clad, side gabled 1 ½ story primary unit with symmetrical multi-bay garage wings is highly similar in design to numerous other inspection stations, including: Ambrose, ND; St. John, ND; Fort Covington, NY; Chateaugay, NY; Champlain, NY; Canaan, VT; Norton, VT; Troy, VT; Richford, VT; West Berkshire, VT; Morses Line, VT; Laurier, WA, and Metaline Falls, WA. Because many of these Inspection stations were located in isolated areas, they too were designed with standalone living units. The Mooers Inspection Station design and the above mentioned examples are all of a type that have been written of as “Northern Style” inspection stations for their ubiquity in the northern inspection states. The Northern Style inspection stations shared general features such as brick walls and sharply pitched gable roofs that buffer from the affects of cold climates, rain, and snow.³

¹ 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: 28.

² Ibid., page 54.

³ Boyle • Wagoneer Architects, U.S. Border Stations: Metaline Falls, Laurier and Curlew (Ferry), Washington. (Seattle: Boyle • Wagoneer Architects, 1996) 2. Despite their ubiquity in the north, one station of this type was constructed in Sasabe Arizona in 1937.

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

The Mooers Inspection Station is earlier than most of the Inspection Stations cited in this Multiple Property Submission. At the time of its completion in 1932, the Supervising Architect of the Treasury was Judge James Wetmore, who held the position from 1915 to 1933. 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 1896.⁴ It is Louis Simon who most likely developed the design of the Mooers Inspection station. "Simon, trained in architecture at MIT, was instrumental in the image of government projected by its public buildings, an image derived from classical western architecture, filtered perhaps through the English Georgian style or given a regional gloss, but one which continues to operate in the collective public vision of Government. Simon was unwavering in his defense of what he considered a "conservative-progressive" approach to design in which he saw "art, beauty, symmetry, harmony and rhythm" [American Architect and Architecture, August, 1937, vol. 151, p. 51]."⁵

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 \$700,000 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--Mooers 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--Mooers projects an iconographic image of American architecture at the international border. It features the Colonial Revival design system often used for Governmental buildings during this time; one that was consciously associated to 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 Related Multiple Property Submission

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

⁴ 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.

⁵ US General Services Administration, Historic Building Preservation Program: Inspection (Mooers) dated 04/27/94: 3.

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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—Mooers 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. "Mooers was a part of the so-called Rum Trail which made Route 9 the chief path of entry for bootlegged liquor in upstate New York. Bootleggers ran liquor across the border at Mooers and followed Route 22 through West Chazy into Plattsburgh. At the time Prohibition was repealed, the Mooers inspection station had just been completed. However, the end of prohibition did not mean the end of smuggling, as the public had developed a taste for Canadian liquor and its bootleggers had discovered the money that could be made smuggling raw alcohol into Canada where prices for it were considerably higher. Mooers continued to operate to interdict this activity."⁶

The U.S. Inspection Station—Mooers was designed in 1932 by the Supervising Architect of the U.S. Treasury and sited along State Route 22 near the International Border with Canada. 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 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—Mooers retains **integrity of location** because it is still in its original location along State Route 22 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:

⁶ U.S. GSA, *Inspection (Mooers)*: 2.

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“The office here in rented quarters is improperly located, and a standard office building (Type No. 1) should be erected on the other side of the cross roads close to the border.”⁷

Proper facilities: To represent the proper facilities for a border inspection station, a property must convey the protection of officers, motorists, and goods from the elements. At Mooers, protection from inclement weather was provided by a porte cochere, garage wings, inspection pits; a pair of detached residential buildings for the officers, and the efficient placement of combined functions within the office building. The U.S. Inspection Station--Mooers retains a high degree of integrity of the elements that convey proper facilities, including the original garage doors, a relatively unaltered porte cochere, and interior furnishings. It is the last inspection station in New York that retains its detached residences. As a result, the station buildings and property retain a high degree of integrity *of design and materials*, and they continue to convey its original range of proper facilities.

Dignified and attractive surroundings: To represent the government’s efforts to create an environment to raise morale and convey an impression of federal authority, a property must be well sited and retain elements such as flagpoles and landscaped areas. To be eligible for listing, it must retain *integrity of setting, feeling, and association*. The setting of the U.S. Inspection Station--Mooers has not been significantly changed, and in addition to the detached residences, it retains 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 Mooers, adequate service to the public is demonstrated by the original design of the porte cochere to accommodate three lanes of traffic (now reduced to one), 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.

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. At Mooers, two detached residences were provided for quarters for the officers. Properties that do retain *integrity of design and materials* of the living quarters that were in effect on the property before or until 1943 may be considered exceptionally important relative to the other stations, and this is the case at Mooers.

⁷ 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: 28.

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

Evaluation under Criterion C

The U.S. Inspection Station—Mooers 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—Mooers 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 New York but also in Vermont, North Dakota, Maine, and once in California, where it is done in the Spanish Colonial Revival style. Most of the type-2 designs were done 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.⁸

The U.S. Inspection Station--Mooers exemplifies the regional designs, standardized plans and program developed by the Supervising Architect of the Treasury to make land border customs and immigration inspections more efficient and secure, demonstrate federal authority and presence, provide protection and privacy to automobile travelers and their goods, and provide better working and living conditions for officers. Stylistic variation within border stations is quite limited according to the region and climate, and like many other inspection stations along the northern United States border, the U.S. Inspection Station--Mooers exhibits the Colonial Revival design system. 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 and keystones in flat arches. The period of significance of the U.S. Inspection Station--Mooers is 1932, the year the facility was constructed, which falls within the period of significance for the Inspection Station MPS.

⁸ Boyle • Wagoneer Architects, *U.S. Border Stations: Metaline Falls, Laurier and Curlew (Ferry), Washington*. Seattle: Boyle • Wagoneer Architects, 1996: 2. Despite their ubiquity in the north, one station of this type was constructed in Sasabe Arizona in 1937.

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National Register of Historic Places Continuation Sheet

*U.S. Inspection Station—Mooers Clinton County,
New York*

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

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 state 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 MPS, 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 *setting* of the U.S. Inspection Station--Mooers in a semi-isolated portion of open space that includes woodlands, open field, and evergreen landscaping, is unaltered.⁹ It has not been significantly changed from the historic period, as evidenced by the retention of the flagpole, detached residences, and relationship of the porte cochere to the highway.

The architectural *design* of the original U.S. Inspection Station--Mooers buildings, including the station building with porte cochere and garage/inspection wings, and detached residences, continues to have integrity of design, interior as well as exterior. The buildings continue to retain various design features that indicate that the structures have a Colonial Revival design aesthetic.

The *feeling* of the U.S. Inspection Station--Mooers property and buildings constructed on the property during the period of significance is reinforced by its close proximity to the border and State highway 22, its Colonial Revival design system, and the aesthetic and character of the facility, which reads as a small outpost in a northern environment. The integrity of feeling as a WPA era inspection station with standalone residences in an open setting is likewise unaltered.

The *materials* of the U.S. Inspection Station--Mooers appear to be original. These include brick (later painted) and clapboard exterior walls and wooden sash windows. Much of the interior features such as wood window trim, wooden stairwells, and wooden service counters are also original and contribute to the integrity of the materials.

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 and detached residences.

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

⁹ Mangi Environmental Group Inc, [New York Inspection Stations], Historic Building Preservation Plan, (New York: Mangi Environmental Group, 2001) 11.

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*U.S. Inspection Station—Mooers Clinton County,
New York*

Section 8 Page 10

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

Integrity Considerations

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

- Alterations conforming to the Secretary of the Interior's Standards for Rehabilitation.¹⁰
- Raising the porte-cochere height from 12 feet to 14.5 feet in response to the 1956 minimum vertical clearance design standard of the Interstate Highway System¹¹ or otherwise altering it to accommodate larger vehicles.
- Alteration or removal of detached garages or residences, in cases where the main building retains integrity.
- Interior modifications that reflect the intended flexibility of program.
- Filling in of the inspection pit(s).
- Minor or reversible exterior alterations.

At Mooers, the alterations include: two garage bays converted into doorways; a new use for the south garage wing; front entry replacement in 1953, recent garage doors, and an expansion of the porte-cochere roof in 1972.¹² The alteration to the porte cochere reduced its capacity from three lanes to one, but the redesign was similar in scale and design to the original. The height also reflected the change in response to the 1956 minimum vertical clearance requirement of the Interstate Highway System. Changes to the front entry and garage openings do not detract from the overall design integrity of the station, and are offset by the large scale of the building and its retention of many original features, such as the two detached residences, wooden windows and exterior brick wall surface (later painted).

¹⁰ The Secretary of Interior's Standards for Rehabilitation: 1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment. 2. The historic character of a property shall be retained and preserved. 3. Each property shall be recognized as a physical record of its time, place, and use. 4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved. 5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved. 6. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence. 7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. 8. Significant archeological resources affected by a project shall be protected and preserved. 9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. 10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

¹¹ "When the American Association of State Highway Officials (AASHO) issued design standards for the Interstate System, the minimum design value of 14 feet was included for vertical clearance (that is, the distance from the Interstate pavement to the bottom of overpasses)." The minimum value of 14 feet was approved on July 17, 1956. In 1960, the minimum value was increased to 16 feet. U.S. Department of Transportation-Federal Highway Administration website entitled Highway History: Right of Passage: The Controversy Over Vertical Clearance on the Interstate System, <http://www.fhwa.dot.gov/infrastructure/50vertical.cfm>, 2/19/2006.

¹² US General Services Administration, Historic Building Preservation Program: Inspection (Mooers) dated 27 Apr 1994: 4.

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*U.S. Inspection Station—Mooers Clinton County,
New York*

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

Significance – Conclusion

The U.S. Inspection Station—Mooers 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—Mooers retains all aspects of integrity at a very high degree and meets the registration requirements in the Inspection Station MPS 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 exterior and interior, as an excellent example of the Colonial Revival style, particularly for its associative values as a record of the self-image of Federal government buildings during the 1930s as interpreted by the Supervising Architect of the Treasury. It retains all of its original program elements including two detached residences, and well demonstrates the historic characteristics of MPS Property Type Number 2: 5-bay Inspection Station.

The U.S. Inspection Station--Mooers is the last in the State of New York to retain both of its original freestanding dwelling units. It was determined eligible for the National Register by GSA on 7/20/2004.

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*U.S. Inspection Station—Mooers Clinton County,
New York*

Section 9 Page 12

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

Bibliographic References

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.

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.

GSA and Mangi Environmental Group. Letter and attachments from the GSA to the New York State Historic Preservation Officer, dated July 20, 2004, which supported the findings of National Register eligibility of seven border stations in New York.

ICF Jones & Stokes on behalf of U.S. GSA. *U.S. Border Inspection Stations, States Bordering Canada and Mexico*. Multiple Property Submission Historic Context Statement. Los Angeles: ICF Jones & Stokes, 10/14/2008.

Mangi Environmental Group, Inc. [*New York Inspection Stations*]. Historic Building Preservation Plan. New York: Mangi Environmental Group, 2001.

U.S. Department of the Treasury. Cabinet Sketch No. 6. *United States Inspection Station—Mooers, New York*. in Records Group 36, at the National Archives and Record Administration in College Park, Maryland.

U.S. General Services Administration. *Historic Building Preservation Program: Inspection (Mooers)*. 27 Apr 1994.

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

Geographical Data

Boundary Description

1. The bearings on this survey are based upon the concrete monuments (found) on the southwest corner and the westernmost corner of subject property as recorded in book 169/ page 176, with (r) indicating record bearing / distance and (m) indicating this survey measured bearing / distance.
2. The New York state plane, east zone, nad83, U.S. foot coordinate for the monument (found) at the southwest property corner mentioned in the bearing basis in general note 1 above has a northing = 2249189.556, easting = 724474.276 and navd88 elevation = 311.66.
3. A utility locate was called in to New York's underground facility protection organization. (ticket # 6284028051) on 06/28/04 and the following utilities were requested to respond: Clinton County Highway, Champlain Telephone, Time Warner Cable, and Verizon. All field marked utilities and field observed utilities were subsequently field located and are shown as normal weight lines on this plan.
4. Unconfirmed utilities shown on this drawing as screened back lines are approximate only and were transferred from various best available government and utility sources. Any future development or construction must be aware of certain unknown or underground lines that may exist and follow all appropriate construction and utility notifications. This survey is not responsible for the complete resolution of all buried or obscure utility lines.
5. The boundary field traverse error of closure = s 14° 11' 41.1" w -- 0.0071 feet and the precision = 1: 835025.62.
6. The subject parcel shown as tax map id # 015-1-6 on the Clinton County assessor's tax map.
7. This survey represents the compilation of all available records and information provided from the various government agencies or researched by the surveyor or from the referenced title report. Certain Land Ports of Entry (LPOE) sites can have a wide variance in the amount and details of past records, lease areas, fee ownerships, previous surveys, utilities, etc. Certain remote LPOEs may have never had any clearly defined boundary limits prior to this survey effort. All such findings or boundary determinations will be duly noted.
8. Title description error of closure for said parcel is 0.075 feet.

Boundary Justification

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

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National Register of Historic Places Continuation Sheet—Additional Documentation

U.S. Inspection Station—Moers Clinton
County, New York

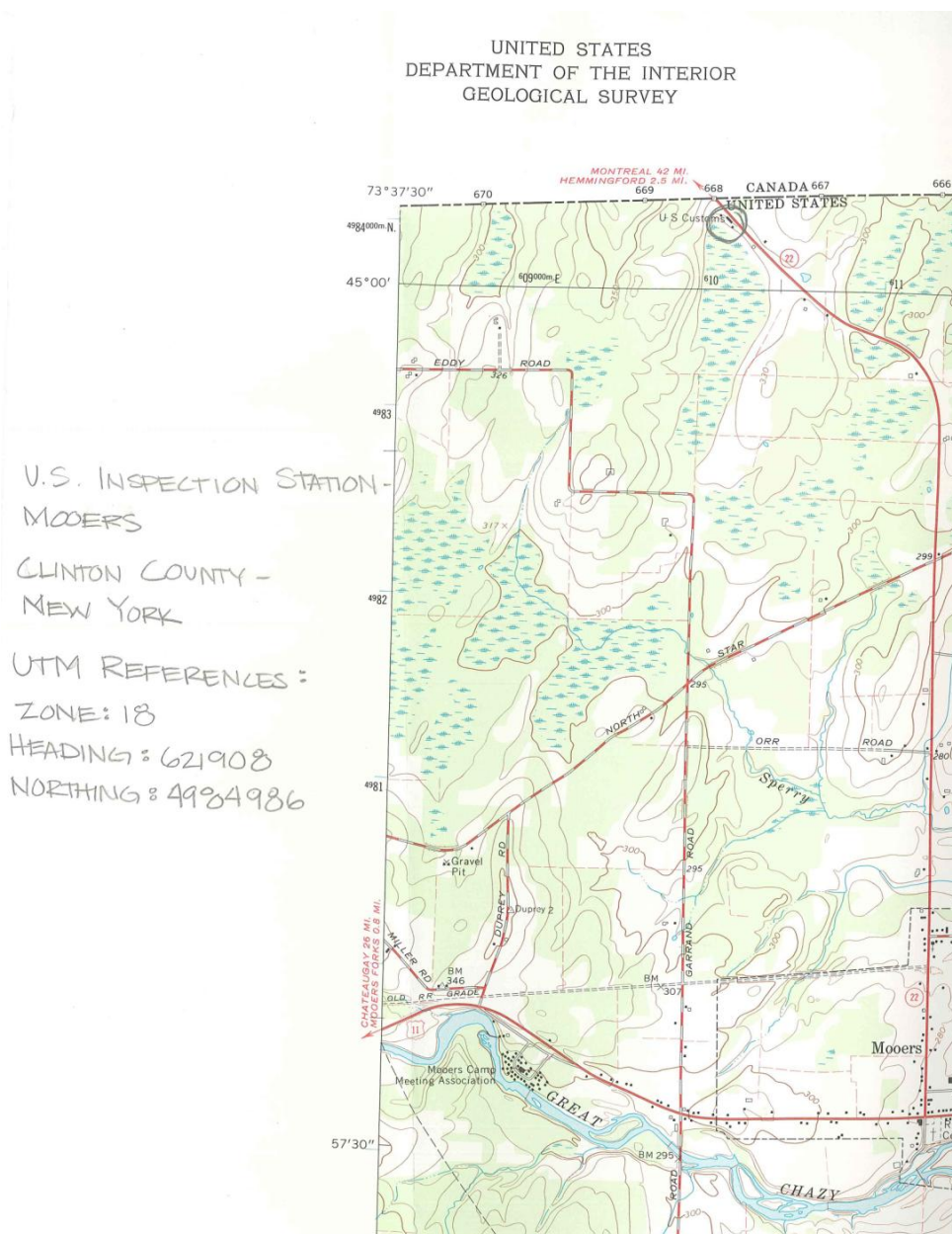
Section Map Page 14

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

USGS Map

Copy of map also included as supplemental information.

UTM References:
Zone: 18
Easting: 621908
Northing: 4984986



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National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Mooers Clinton County,
New York*

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

U.S. Inspection Station – Mooers

Clinton County, New York

Photographer: David Anthonie, GSA

Date of photograph: 2006

Negative: GSA

Description of view: front elevation and approach, view: northwest

Photo number: NY_ClintonCounty_MooersBorderStation1.tiff



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National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Mooers Clinton County,
New York*

Section _____ Photos _____ Page 16

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

U.S. Inspection Station – Mooers

Clinton County, New York

Photographer: David Anthonie, GSA

Date of photograph: 2006

Negative: GSA

Description of view: front elevation and approach, view: southwest

Photo number: NY_ClintonCounty_MooersBorderStation2.tiff



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*U.S. Inspection Station—Mooers Clinton County,
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Section _____ Photos _____ Page 17

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

U.S. Inspection Station – Mooers

Clinton County, New York

Photographer: David Anthonie, GSA

Date of photograph: 2006

Negative: GSA

Description of view: State Highway 22 with Canadian station in distance, view: north/northwest

Photo number: NY_ClintonCounty_MooersBorderStation3.tiff



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*U.S. Inspection Station—Mooers Clinton County,
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Section _____ Photos _____ Page 18

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

U.S. Inspection Station – Mooers

Clinton County, New York

Photographer: David Anthon, GSA

Date of photograph: 2006

Negative: GSA

Description of view: rear elevation, view: northeast

Photo number: NY_ClintonCounty_MooersBorderStation4.tiff



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Mooers Clinton County,
New York*

Section _____ Photos _____ Page 19

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

U.S. Inspection Station – Mooers

Clinton County, New York

Photographer: David Anthon, GSA

Date of photograph: 2006

Negative: GSA

Description of view: Residence 1, view: south

Photo number: NY_ClintonCounty_MooersBorderStation5.tiff



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

*U.S. Inspection Station—Mooers Clinton County,
New York*

Section _____ Photos _____ Page 20

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

U.S. Inspection Station – Mooers
Clinton County, New York

Photographer: David Anthonie, GSA

Date of photograph: 2006

Negative: GSA

Description of view: residence, view: northeast

Photo number: NY_ClintonCounty_MooersBorderStation6.tiff



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National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Mooers Clinton County,
New York*

Section Supplemental Page 21
Information

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

U.S. Inspection Station – Mooers
Clinton County, New York

Courtesy: National Archives and Records Administration (NARA)

Date: 1932

Description of view: front elevation



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

*U.S. Inspection Station—Mooers Clinton County,
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Section Supplemental Page 22
Information

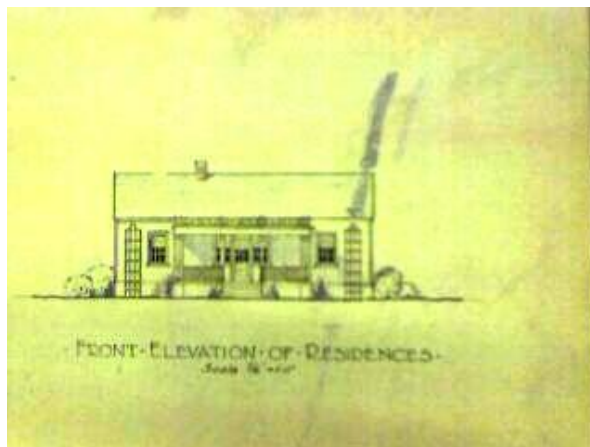
*MPS: U.S. Border Inspection Stations, States Bordering Canada and
Mexico*

U.S. Inspection Station – Mooers
Clinton County, New York

Courtesy: National Archives and Records Administration (NARA)

Date: 1932

Description of view: standard residence, front elevation















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--Mooers, New York
NAME:

MULTIPLE U.S. Border Inspection Stations MPS
NAME:

STATE & COUNTY: NEW YORK, Clinton

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: 14000572

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 Building Service

RECEIVED 2280

JUL 25 2014

NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

November 15, 2011

Rose Harvey
State Historic Preservation Officer
Commissioner Office of Parks, Recreation and Historic Preservation
Empire State Plaza
Albany, NY 12238

Dear Ms. Harvey:

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 New York:

- U.S. Inspection Station – Chateaugay, New York
- U.S. Inspection Station – Fort Covington, New York
- U.S. Inspection Station – Mooers, New York
- U.S. Inspection Station – Rouses Point (Overton Corners)
- U.S. Inspection Station – Rouses Point (St. John's Highway), New York
- U.S. Inspection Station – Trout River, New York

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.

U.S. General Services Administration
1800 F Street, NW
Washington, DC 20405-0002
www.gsa.gov

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.

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 six 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 line extending to the right.

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

Enclosures