



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—Limestone, Maine
Other names/site number Limestone Inspection Station

2. Location

Street & Number State Highway 229 at the Canadian Border Not for Publication N/A
City or Town Limestone Vicinity N/A
State Maine Code ME County Aroostook Code 003
Zip Code 04750

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 X locally. (See continuation sheet for additional comments.)

Signature of certifying official Federal Preservation Officer Date 7/23/14 U.S. General Services Administration

State or Federal Agency or Tribal government

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

Signature of commenting official/Title Date 12/6/11
State or Federal agency and bureau MAINE HISTORIC PRESERVATION COMMISSION

4. National Park Service Certification

I, hereby certify that this property is:
entered in the National Register See continuation sheet. Signature of Keeper Edson W. Beall Date of Action 9.10.14
determined eligible for the National Register
determined not eligible for the National Register
removed from the National Register
other (explain):

8. Statement of Significance

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

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

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

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

Areas of Significance (Enter categories from instructions) <u>Architecture</u> <u>Politics/Government</u>	Significant Person (Complete if Criterion B is marked above) <u>N/A</u>
Period of Significance <u>1933</u>	Cultural Affiliation <u>N/A</u>
Significant Dates <u>1933</u>	Architect/Builder <u>Wetmore, James A.</u> <u>Simon, Louis A.</u>

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

Please see Section 8 Continuation Sheets.

9. Major Bibliographical References

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

Please see Section 9 Continuation Sheets.

Previous documentation on file (NPS)

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

Primary Location of Additional Data

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

Name of repository: National Archives and Records Administration (NARA)

10. Geographical DataAcreage of Property 1.3

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

	Zone	Easting	Northing	Zone	Easting	Northing
1	19	592111	5197495	3		
2				4		

 See continuation sheet.

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

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

11. Form Prepared By

Name/Title	Daniel D. Paul, Architectural Historian and Richard Starzak, Senior Architectural Historian		
Organization	ICF Jones & Stokes	Date	July 2011
Street & Number	811 W. 7 th 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 1	Telephone	(617) 565-8100
Street & Number	10 Causeway St., Room 900		
City or Town	Boston	State	MA Zip Code 02222

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.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

*U.S. Inspection Station—Limestone
Aroostook County, Maine*

Section 7 Page 1

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

U.S. Inspection Station—Limestone, ME: Description

The U.S. Inspection Station--Limestone is a 1-story wood-frame building constructed in an elongated rectangular plan with a one-lane porte-cochere extending from the center of the primary elevation. Its original clapboard exterior cladding was replaced or covered by aluminum siding. The gabled roof is medium in pitch and is clad in asphalt shingle. The inspection station consists of the inspection station building proper (primary building) and two symmetrical, 2-bay garage wings affixed to either side of it. The entire program is done in a vernacular "Cape Cod" translation of the Colonial Revival design system. The building is setback from the north side of Maine State Route 229, which it faces. The Limestone Inspection Station is located a few miles east of the center of Limestone Maine, a former military town with a present population of around 2,000 people. The immediate surroundings of the inspection station are comprised of open fields, cultivated farmland, low rolling hills, forested areas, and to the west called Silver Spring Brook. The Limestone Inspection Station is located immediately west of the international border with New Brunswick, Canada.

The front elevation of the Limestone Inspection Station primary building is of three bays. The station has a centrally located entry with a single-leaf glass door in an aluminum frame topped by a transom window. On either side of the entry is a 1/1 aluminum-frame double hung window with flat wood board framing surrounds. Similar framing is found around numerous windows across the entirety of the program. Affixed to the front elevation immediately east of the entry is a square-plan kiosk addition, also clad in aluminum, which was probably added in the 1970s. The kiosk features an aluminum sliding window at its front elevation, and a fixed picture window at either of its side elevations. Cornerboards are featured along the edges of the front elevation, just as they are across the other corner edges of the rest of the building. Above the front elevation, and across the entirety of the building, are shallow eaves edged with molded gutters and with downspouts at many points.

Affixed at either side of the primary building, and slightly recessed from the front of it are two symmetrical 2-bay garage wings. Like the primary building, each of these bays features a side gabled, medium pitch roof clad in asphalt shingle. The front elevation of the eastern wing features a 1/1 metal-frame window at its inner bay, and a recent metal garage door at its outer bay. The front elevation of the west wing, at its inner bay, features an aluminum framed entry program comprising of a modern single-leaf door topped by a transom window and a single two-part sidelight with large upper unit glazing. This wing of the inspection station is currently used as a restroom facility.

The side elevations of each wing are underscored by a high concrete foundation. Centered within the east wing side elevation is a 6/6 wood-frame double hung window with a simple wood sill. Centered within the west wing side elevation is a pair of wood, single panel doors. The side elevations of both wings feature an uninterrupted gable and a pair of gable returns. The same treatment is visible on the ends of the primary building, just above where each wing is joined. A square-shaped milled attic vent is located within the peak at each side of the primary building.

The site slopes slightly up toward the rear of the station building. Protruding from the rear of the primary building is a front gabled rear entry of similar cladding as the rest of the building. This entry features a centered wood door with single unit glazing in the upper panel. A pair of 1/1 metal-frame windows is located immediately east of this entry. A bulkhead is located directly below this pair of windows. To the east of this pairing is a larger scale 1/1 metal-frame window. At the far west bay of the primary building rear elevation is a square-shaped fixed picture window. Protruding from the rear roof side of the primary building is a square-shaped chimney of painted, running course brick

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

*U.S. Inspection Station—Limestone
Aroostook County, Maine*

Section 7 Page 2

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

with a corbelled cap and stepped metal flashing at its base. The rear elevation of the west wing features aluminum siding uninterrupted by window openings. The rear elevation of the east wing contains two window bays. The outer bay contains a 6/6 wood-frame window, and the inner bay contains a 1/1 metal-frame window.

A one-lane porte-cochere that runs nearly the full length of the primary building is affixed along a line running above the top edge of each outer window bay. The porte-cochere has a flat roof and its side is clad in a 4-part running metal fascia across its three sides. Round metal columns that are paired at the porte-cochere's outer corners and single at the inner corners support the roof. All of the columns are attached to concrete islands with rounded corners. Running along the roof edge of the porte-cochere is a balustrade of simple metal balusters and a concave diamond-in-circle motif.

The interior of the Limestone Inspection Station features a quarter turn stair with hardwood treads and landing. The balustrade is of metal "matchstick" style balusters topped with a stained wood rail. Square-columned newel posts with apexed and molded crowns are part of the design.

The Limestone Inspection Station is slightly set back on its property. The property immediately in front of the building is blacktopped, and contains a turn-off that leads beneath the porte-cochere. At each side of the Inspection Station is a blacktopped parking area. A narrow blacktopped driveway wraps immediately behind the inspection station complex. Behind this driveway is a large, grassed rear yard. A windbreak-like row of pine trees is located at the far northern edge of the property.

Alterations

A projecting kiosk was added to the front elevation, probably in the 1970s. Numerous wooden sash windows were replaced with 1/1 metal-frame units. The original wood clapboard has been covered by aluminum siding, but this is very likely a reversible condition. The west garage wing was converted to restrooms. A four-part fascia was added to side of the porte-cochere; obscuring the design of the original finish. All of these alterations appear to have been made in the 1960s or later.

NARA renderings are present for one detached residence for the Customs officer. If this was built, it has since been demolished.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

*U.S. Inspection Station—Limestone
Aroostook County, Maine*

Section 8 Page 3

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

Statement of Significance

Summary

The U.S. Inspection Station—Limestone was included in the Multiple Property Submission for *U.S. Inspection Stations, States Bordering Canada and Mexico* (Border Station MPS). As discussed in the Description section of this registration form, the U.S. Inspection Station—Limestone retains the majority of the seven aspects of integrity, despite some substantial exterior alterations, and meets the registration requirements in the Multiple Property Documentation Form (MPDF) to be eligible for listing in the National Register of Historic Places under Criterion A, at the local level of significance, period of significance 1933. It is one of the few border stations that maintain its original porte-cochere height of 9.25 feet; most were increased from 12 feet to 14.5 feet to accommodate taller vehicles after the construction of the Interstate Highway System began in 1956. It retains important original program elements, and despite numerous alterations, continues to demonstrate the historic characteristics of Border Station MPS Property Type Number 1: 3-bay Inspection Station.

Under Criterion A, the U.S. Inspection Station—Limestone 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 1933, it was sited alongside a border highway, State Route 229, 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.

On September 9, 2008, the Maine SHPO concurred with the finding that the U.S. Inspection Station—Limestone meets Criterion A.

U.S. Inspection Station—Limestone, ME: 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—Limestone:

The quarters here consist of a small rented building containing one office room and storage space, with garage attached. One all year customs officer, who also acts for the Immigration Service, one customs inspector appointed for seven months, and two customs patrol officers are stationed at this point.

The building is located at the foot of a hill at the junction of two roads from Canada, but is on the wrong side of the street and farthest removed from the road which carries the heaviest traffic. It is recommended that the standard office building (Type No.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

***U.S. Inspection Station—Limestone
Aroostook County, Maine***

Section 8 Page 4

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

1) be erected on the right side of the road coming from Canada, below the junction of the two roads, so that both may be adequately covered.¹

The Benner & Hughes report estimated the cost of the U.S. Inspection Station--Limestone to be \$55,000 to construct the building and \$1,000 to acquire the site.²

The Limestone Inspection Station adequately expresses the aspects of design, location, setting, feeling, and associational integrity that convey the resource as a Public Works Administration (PWA)-era Colonial Revival Inspection Station of the type commonly used in semi-isolated places.

The vast majority of the U.S. Inspection Stations designed and built in the 1930s are of the Colonial Revival design system. The Colonial Revival design system was one associated, by citizens and the government, with the values and identity of the United States of America. Such had been the case since the U.S. Centennial celebration in 1876 that triggered a desire for the understanding of American architectural lineage. The style was seen as the symbolically appropriate one for the gateway and often first building seen by immigrants, foreign tourists, and returning residents entering the country. The Limestone Inspection Station expresses the Colonial Revival style through the combination of: strong bilateral symmetry of the overall composition and massing; a taller, centered primary building to which are attached two identical lower wings; symmetrically placed window bays around a centered entrance; a side gabled primary building; multi-glazed double-hung windows (where still extant); a central chimney, cornices beneath the roofline that form gable returns at the gable ends; and a decorative balustrade centered in front of the entrance. Unlike most of the PWA-era Inspection Stations cited in this MPS, the Limestone Inspection Station presents traits of the "New England Cape Cod" variation of the Colonial Revival style, of the type often seen on the residences associated with these buildings. The Cape Cod features of the design include: clapboard siding, minimal eaves, central chimney, and central entry with transom. The renderings for the Limestone Inspection Station can still be found at the National Archives and Records Administration (NARA). Although some additions and substantial alterations have occurred, the inspection station as currently extant is true to the form of the original front elevation rendering.³

The renderings for the Limestone Inspection Station date from 1932, when Judge James Wetmore was the Supervising Architect of the Treasury. Wetmore however, had no formal architectural training, and effectively directing Wetmore's office during this period was Louis A. Simon, who had worked with the Treasury continually since 1896.⁴ Most likely, it was Simon who developed the designs for the Limestone 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

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: 18.

² *Ibid.*, page 54.

³ U.S. Department of the Treasury. Cabinet Sketch No. 12, *United States Inspection Station: Limestone, Maine*, in Records Group 36, at the National Archives and Record Administration in College Park, Maryland.

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.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

*U.S. Inspection Station—Limestone
Aroostook County, Maine*

Section 8 Page 5

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

of what he considered a “conservative-progressive” approach to design in which he saw “art, beauty, symmetry, harmony and rhythm.”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 million dollars worth of various Post Offices, Border Checkpoints, Custom Houses, and other Federal buildings. The construction of United States border stations, inspection stations, and customs and immigration inspection stations was approved by Legislation under the Act of June 25, 1910. The spate of PWA-era of construction, and the construction of this particular 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 Limestone Inspection Station 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 1930. Contributing also to the need for an increase in Inspection Stations by 1919 was the imposition of head taxes and literacy tests on Canadian immigrants beginning in 1917 that had resulted in a sharp increase of illegal entry attempts into the United States.

The Limestone Inspection Station has retained a fair amount of Colonial Revival design features and still successfully projects its intended association of American architecture at the international border. The inspection station retains its original location in a northern, pastoral, open, and semi-isolated setting that is relatively unchanged from its period of significance. In feeling, the Limestone Inspection Station successfully conveys its intended set of values and images, which are now historically associated with PWA-era Federal architecture as a whole.

Significance within the related Multiple Property Submission

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

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

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

*U.S. Inspection Station—Limestone
Aroostook County, Maine*

Section 8 Page 6

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

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—Limestone was planned, designed and constructed by the U.S. Government between 1928 and 1943 for use as a customs and immigration station at a land border crossing. It was designed in 1932 by the Supervising Architect of the U.S. Treasury, and built in 1933 along State Route 229 near the international border with Canada. It was sited at one of the locations recommended by Benner and Hughes in their 1928 report, as follows: "It is recommended that the standard office building (Type No. 1) be erected on the right side of the road coming from Canada, below the junction of the two roads, so that both may be adequately covered."⁶ Federal authority is symbolized by the signage along the side of the porte-cochere which proclaims: UNITED STATES CUSTOM AND IMMIGRATION. 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—Limestone retains **integrity of location** because it is still in its original location along State Route 229 near the international border with Canada. In their 1928 report, Benner and Hughes recommended this location because: "The [then existing] building is located at the foot of a hill at the junction of two roads from Canada, but is on the wrong side of the street and farthest removed from the road which carries the heaviest traffic. It is recommended that the standard office building (Type No. 1) be erected on the right side of the road coming from Canada, below the junction of the two roads, so that both may be adequately covered."⁷

⁶ Benner, H.A. and J.L. Hughes, Report on Standard Type of Customs-Immigration Inspection Buildings for Border Highways. Congressional report to the Commissioner General of Immigration. Washington D.C., May 13, 1928: 18.

⁷ *Ibid.*, page 18.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

*U.S. Inspection Station—Limestone
Aroostook County, Maine*

Section 8 Page 7

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

Proper facilities: To represent the proper facilities for a border inspection station, a property must convey the protection of officers, motorists, and goods from the elements. In their 1928 report, Benner and Hughes recommended proper facilities be constructed at Limestone in part because the rented facilities were inadequate for the officers. “The quarters here consist of a small rented building containing one office room and storage space, with garage attached. One all year customs officer, who also acts for the Immigration Service, one customs inspector appointed for seven months, and two customs patrol officers are stationed at this point.”⁸

At Limestone, protection from inclement weather was provided by a porte-cochere, garage wings, inspection pits and the efficient placement of combined functions within the office building. It is one of the few border stations that maintain its original porte-cochere height at 9.25 feet; most were increased from 12 feet to 14.5 feet to accommodate taller vehicles. It is one of the smallest border stations, with only four garage bays and one porte-cochere lane. Despite the infill of three of the four garage bays, the overall property retains overall integrity of *design and materials*, and continues to convey the notion 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—Limestone has not been significantly changed, and it retains much of its original appearance, including the original porte-cochere height and single lane capacity. Its regionally appropriate Colonial Revival architecture has been maintained despite the noted alterations, it continues to be used as an inspection station, and therefore it retains integrity of *feeling and association*.

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

Decent living quarters for officers: To represent the government’s responsibility to retain quality officers, a property may have separate living quarters downstairs, upstairs, or in detached residences. The Benner and Hughes report of 1928 recognized that the need for living quarters was flexible and could be changed to accommodate the needs of a particular station over time. Therefore, because of the changing needs of Customs and Immigration over time, alteration of the living quarters for another use or removal of detached residences would not disqualify a property for listing. Early NARA renderings are extant for a residence for the Customs officer at this site, but it is inconclusive at this time if this residence was ever constructed or if officers’ quarters were provided upstairs.

⁸ Ibid., page 17-18.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

*U.S. Inspection Station—Limestone
Aroostook County, Maine*

Section 8 Page 8

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

Significance – Conclusion

The U.S. Inspection Station—Limestone 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—Limestone retains most 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 Criterion A, at the local level of significance, period of significance 1933. Designed in 1932 and constructed in 1933, 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. Despite some substantial alterations, the building is a good example of the Colonial Revival style, particularly for its associative values as a record of the self-image of federal government buildings during the 1930s as interpreted by the Supervising Architect of the Treasury. It well demonstrates the historic characteristics of MPS Property Type Number 1: 3-bay Inspection Station.

In a letter dated September 9, 2008, the Maine State Historic Preservation Officer (SHPO) stated: “We concur with GSA’s findings that the buildings and grounds associated with the following border stations meet one or more of the criteria for listing in the National Register of Historic Places: Ferry Point, Calais; Coburn Gore; Fort Fairfield; Limestone; and Orient.”⁹

In the same letter, the SHPO made the recommendation that because of alterations, the U.S. Inspection Station—Limestone would only be eligible for the National Register under Criterion A.

⁹ Earle G. Shettleworth, Jr., State Historic Preservation Officer (Maine). Letter to Ms. Claire C. Hosker, Assoc. AIA, Center for Historic Buildings, Office of the Chief Architect, US. General Services Administration, September 9, 2008.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

*U.S. Inspection Station—Limestone
Aroostook County, Maine*

Section 9 Page 9

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

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

Barba + Wheelock Architecture, Preservation + Design, and OEST Associates. Maine Border Stations, Historic Preservation review: Observations and Recommendations. Portland, ME: self published, May 11, 2004.

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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.

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

Shettleworth, Earle G., Jr., State Historic Preservation Officer (Maine). Letter to Ms. Claire C. Hosker, Assoc. AIA, Center for Historic Buildings, Office of the Chief Architect, US. General Services Administration, September 9, 2008.

U.S. Department of the Treasury. Cabinet Sketch No. 12. United States Inspection Station: Limestone, Maine. 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). dated 04/27/94.

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.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

*U.S. Inspection Station—Limestone
Aroostook County, Maine*

Section 10 Page 10

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

Geographical Data

Boundary Description

Parcel One:

A certain lot or parcel of land located in the town of limestone, in the County of Aroostook and the state of Maine, bounded and described as follows:

Beginning at a point on the assumed northerly sideline of grand falls road, so-called and also on the international boundary line between the United States of America and Canada, said point being n 00° 49' 44" w, a distance of eighteen and 70/100 (18.70) feet from a concrete monument numbered 97b on said international boundary ;

Thence south 65°48'16" west by said northerly sideline of grand falls road, a distance of two hundred forty-eight and 73/100 (248.73) feet to a concrete monument at a corner of land now or formerly of Robert V. Edgecomb and Frederick A. Edgecomb, as described in a deed recorded in the Aroostook County Registry of Deeds in book 1446, page 137;

Thence north 00°49'44" west by said land of Edgecomb, a distance of two hundred fifty and 00/100 (250.00) feet to a point;

Thence north 65°48'16" east by said land of Edgecomb, a distance of two hundred forty-eight and 73/100 (248.73) feet to a 5/8" capped iron rod on said international boundary;

Thence south 00°49'44" east by said international boundary, a distance of two hundred fifty and 00/100 (250.00) feet to the point of beginning, containing 1.31 acres, more or less.

Parcel Two:

A certain lot or parcel of land located in the town of Limestone, in the County of Aroostook and the state of Maine, bounded and described as follows:

Beginning at a point on the assumed southerly sideline of grand falls road, so-called and also on the International Boundary Line between the United States of America and Canada, said point being S 00° 49' 44" E, a distance of fifty three and 20/100 (53.20) feet from a concrete monument numbered 97B on said International Boundary ;

Thence south 65°48'16" west by said southerly sideline of grand falls road, a distance of one hundred and fifty and 00/100 (150.00) feet to a 5/8" capped iron rod at a corner of land now or formerly of Florent R. Beaulieu and Georgette Beaulieu, as described in a deed recorded in the Aroostook County Registry of Deeds in book 920, page 274;

Thence south 00°49'44" east by said land of Beaulieu, a distance of one hundred and 00/100 (100.00) feet to a 5/8" capped iron rod;

Thence north 65°48'16" east by said land of Beaulieu, a distance of one hundred and fifty and 00/100 (150.00) feet to a concrete monument on said international boundary;

Thence north 00°49'44" west by said international boundary, a distance of one hundred and 00/100 (100.00) feet to the point of beginning, containing 0.32 acres, more or less.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

*U.S. Inspection Station—Limestone
Aroostook County, Maine*

Section 10 Page 11

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

1. The bearings on this survey are based upon the Maine state plane coordinate system, east zone, NAD 83, as determined by Global Positioning System (GPS) observations.
2. The Maine state plane, west zone, NAD83, U.S. foot coordinate for the concrete monument #97B found on the International Boundary between the United States of America and Canada has a northing =1,188,636.478 , easting = 1,161,756.424, and NAVD88 elevation = 734.17.
3. On-target locating service was contacted to locate utilities and the following utilities were observed: electric (Maine Public Service Co.), sewer (on -site septic), water (on-site well) and telephone (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 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 =1: 21134.
6. 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.
7. Per the feasibility study furnished as part of this survey, the Maine Dept. of Transportation does not have a defined right of way for route 229 in this area, and maintains the road from center of ditch to center of ditch

Boundary Justification

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

The Limestone LPOE is located on Route 229, east of Limestone, Maine. The site consists of partially developed property and is divided into two parcels that are bisected by Route 229. The north parcel contains the Main Building, non-commercial primary canopy, and vehicle parking areas; while the south parcel is utilized for the drain field for the septic system. Approximately thirteen percent of the site is paved for vehicle maneuvering, site circulation, and parking.

The site is surrounded by agricultural land to the north, a private residence, the Canadian Port of Entry, and the Canadian province of New Brunswick to the east; Route 229 and agricultural land to the south, and agricultural land to the west.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Limestone
Aroostook County, Maine*

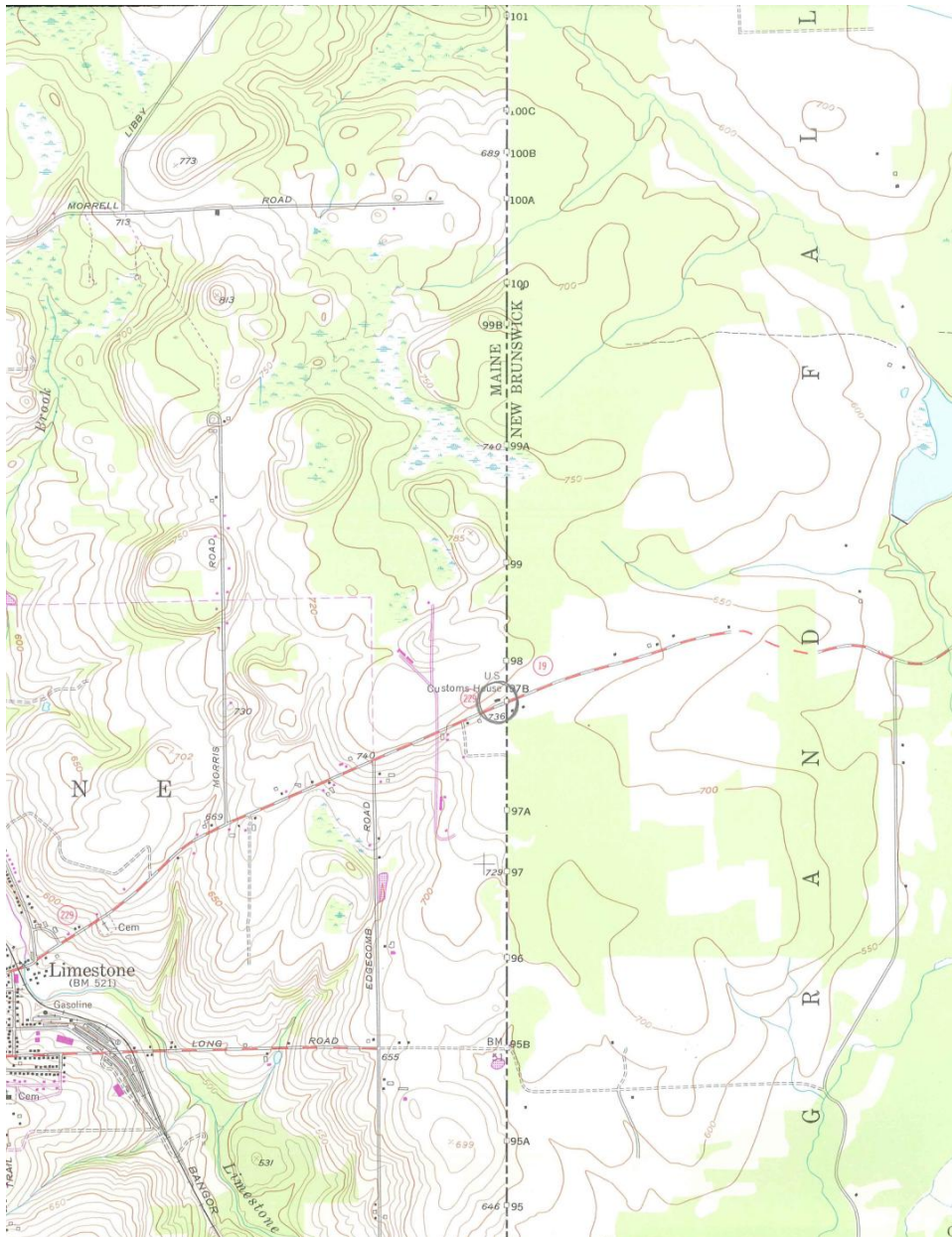
Section Map Page 12

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

USGS Map

Copy of map also included as supplemental information.

UTM References:
Zone: 19
Easting: 592111
Northing: 5197495



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Limestone
Aroostook County, Maine*

Section Photos Page 13

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

U.S. Inspection Station – Limestone

Aroostook County, Maine

Photographer: David Greenwood, Jones & Stokes

Date of photograph: October 2006

Negative: GSA

Description of view: front elevation, view: northwest

Photo number: ME_AroostookCounty_LimestoneBorderStation1.tiff



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Limestone
Aroostook County, Maine*

Section Photos Page 14

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

U.S. Inspection Station – Limestone

Aroostook County, Maine

Photographer: David Greenwood, Jones & Stokes

Date of photograph: October 2006

Negative: GSA

Description of view: front elevation, view: north

Photo number: ME_AroostookCounty_LimestoneBorderStation2.tiff



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Limestone
Aroostook County, Maine*

Section Photos Page 15

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

U.S. Inspection Station – Limestone
Aroostook County, Maine

Photographer: David Greenwood, Jones & Stokes

Date of photograph: October 2006

Negative: GSA

Description of view: through the porte-cochere, view: west

Photo number: ME_AroostookCounty_LimestoneBorderStation3.tiff



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Limestone
Aroostook County, Maine*

Section Photos Page 16

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

U.S. Inspection Station – Limestone

Aroostook County, Maine

Photographer: David Greenwood, Jones & Stokes

Date of photograph: October 2006

Negative: GSA

Description of view: side elevation, view: west

Photo number: ME_AroostookCounty_LimestoneBorderStation4.tiff



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Limestone
Aroostook County, Maine*

Section Photos Page 17

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

U.S. Inspection Station – Limestone

Aroostook County, Maine

Photographer: David Greenwood, Jones & Stokes

Date of photograph: October 2006

Negative: GSA

Description of view: rear elevation, view: southwest

Photo number: ME_AroostookCounty_LimestoneBorderStation5.tiff



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Limestone
Aroostook County, Maine*

Section Photos Page 18

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

U.S. Inspection Station – Limestone
Aroostook County, Maine

Photographer: David Greenwood, Jones & Stokes

Date of photograph: October 2006

Negative: GSA

Description of view: rear elevation detail, view: west/northwest

Photo number: ME_AroostookCounty_LimestoneBorderStation6.tiff



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Limestone
Aroostook County, Maine*

Section Photos Page 19

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

U.S. Inspection Station – Limestone
Aroostook County, Maine

Photographer: David Greenwood, Jones & Stokes

Date of photograph: October 2006

Negative: GSA

Description of view: interior stairwell, view: north

Photo number: ME_AroostookCounty_LimestoneBorderStation7.tiff



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Limestone
Aroostook County, Maine*

Section Photos Page 20

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

U.S. Inspection Station – Limestone
Aroostook County, Maine

Photographer: David Greenwood, Jones & Stokes

Date of photograph: October 2006

Negative: GSA

Description of view: interior balustrade detail, view: north

Photo number: ME_AroostookCounty_LimestoneBorderStation8.tiff



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Limestone
Aroostook County, Maine*

Section Supplemental Page 21

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

U.S. Inspection Station – Limestone
Aroostook County, Maine

Courtesy: National Archives and Records Administration¹⁰

Date of photograph: c. 1932

Description of view: front elevation



¹⁰ U.S. Department of the Treasury. Cabinet Sketch No. 15. United States Inspection Station: Limestone, North Dakota. in Records Group 36, at the National Archives and Record Administration in College Park, Maryland.



LIMESTONE, W.V.

RESTAURANT
Coca-Cola

STOP

IS CHECK
IN PROGRESS
PLEASE HAVE
READY

STOP HERE
SPECIAL

ALL AMERICAN
RESTAURANT
Coca-Cola



LIMESTONE, ME

UNITED STATES CUSTOMS AND IMMIGRATION

CLEARANCE 9'-3"

TRUCKS



ENTERING
EASTERN
TIME ZONE



STOP

I.D. CHECK
IN PROGRESS
PLEASE HAVE
READY

STOP HERE
DO NOT PROCEED
UNTIL DIRECTED

ARRÊT
NE PROCÉDEZ
JUSQU'À ORDRE

ALL VEHICLES BEYOND
THIS POINT ARE SUBJECT
TO INSPECTION

TOUS LES VÉHICULES AU
DELÀ DE CE POINT SONT
SUJETS À L'INSPECTION

NE, ME
STATES CUS



ALL WORK BEING
DONE FOR THE
BANKRUPTCY
ESTATE OF
THE STATE OF
NEW YORK
AND
THE COUNTY OF
SARATOGA







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--Limestone, Maine
NAME:

MULTIPLE U.S. Border Inspection Stations MPS
NAME:

STATE & COUNTY: MAINE, Aroostook

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: 14000556

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

ACCEPT RETURN REJECT 9.10.14 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

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

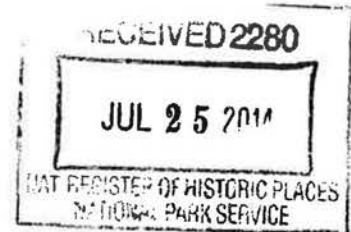
If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



GSA Public Buildings Service

November 14, 2011

Earle G. Shettleworth, Jr.
State Historic Preservation Officer
Office of the State Historian
55 Capitol Street
Augusta, Maine 04333



Dear Mr. Shettleworth:

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 Maine:

U.S. Inspection Station – Calais (Ferry Point), Maine
U.S. Inspection Station – Calais (Milltown), Maine
U.S. Inspection Station – Coburn Gore, Maine
U.S. Inspection Station – Fort Fairfield, Maine
U.S. Inspection Station – Limestone, Maine
U.S. Inspection Station – Orient, Maine

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 flourish extending to the right.

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

Enclosures