

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section _____ Page _____

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SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 06000744

Date Listed: 5/20/2008

Chief Mountain Border Station & Quarters
Property Name

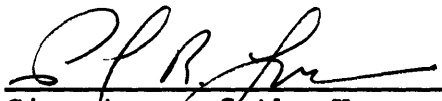
Glacier
County

MT
State

N/A

Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.


Signature of the Keeper

5/20/2008
Date of Action

=====

Amended Items in Nomination:

Significance:

The Areas of Significance are revised to add: *Politics/Government*.
[As a clear reflection of the Federal government's significant efforts to enforce customs and immigration laws in isolated border areas of the country during the early twentieth century, the border station meets Criterion A under this theme.]

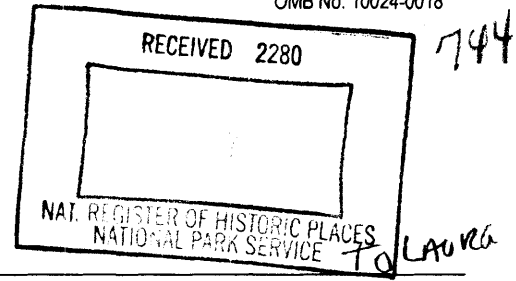
These clarifications were confirmed with the MT SHPO and GSA FPO offices.

DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



1. Name of Property

historic name Chief Mountain Border Station and Quarters

other names/site number N/A

2. Location

street & number State Highway 17 at Canadian Border, Glacier National Park not for publication

city or town Babb vicinity

state Montana code MT county Glacier code 035 zip code 59411

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.

Joe Wallis Date 5/31/06
Signature of certifying official/Title
National Park Service
State or Federal agency and bureau

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.

General Services Administration Date 7-19-06
Signature of certifying official/Title
General Services Administration
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

entered in the National Register
See continuation sheet.

determined eligible for the National Register
See continuation sheet.

determined not eligible for the National Register

removed from the National Register

other (explain):

Signature of the Keeper

[Signature]

Date of Action

5/20/2008

**United States Department of the Interior
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**National Register of Historic Places
Continuation Sheet**

Chief Mountain Border Station & Quarters
Glacier County, MT

Section number 3 Page 1

3. State/Federal Agency Certification

In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally.

Stan Wilson

3/24/06

Signature of certifying official/Title

Date

Montana State Historic Preservation Office
State or Federal agency and bureau

Chief Mountain Border Station & Quarters

Glacier County, MT

Name of Property

County and State

5. Classification

Ownership of Property
(check as many as apply)

Category of Property
(check only one box)

Number of Resources within Property
(Do not include previously listed resources in the count)

- private
- public - local
- public - state
- public - Federal

- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
<u>3</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>1</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>4</u>	<u>0</u>	Total

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

Number of contributing resources previously listed in the National Register:

N/A

N/A

6. Function or Use

Historic Functions
(enter categories from instructions)

Current Functions
(Enter categories from instructions)

GOVERNMENT/Customs House

DOMESTIC/Multiple Dwelling

DOMESTIC/outbuilding

GOVERNMENT/Customs House

DOMESTIC/Multiple Dwelling

DOMESTIC/outbuilding

7. Description

Architectural Classification
(Enter categories from instructions)

Materials
(Enter categories from instructions)

OTHER: National Park Service Rustic

foundation: STONE

walls: METAL/Aluminum; STONE; WOOD

roof: WOOD/Shake

other: METAL/Aluminum; STONE

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

See continuation sheets

Chief Mountain Border Station & Quarters

Glacier County, MT

Name of Property

County and State

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.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION
ARCHITECTURE

Period of Significance

1939 - 1955

Significant Dates

N/A

Criteria Considerations

(Mark "x" in all the boxes that apply)

Property is:

- A owned by a religious institution or used for religious purposes
- B removed from its original location
- C a birthplace or 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

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Brown, A. Paul/
National Park Service
United States Treasury Department

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets)

See continuation sheets

9. Major Bibliographical References

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

Previous documentation on file (NPS):

- preliminary determination of individual listing (36CFR67) 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: Glacier National Park Archives

Chief Mountain Border Station & Quarters

Name of Property

Glacier County, MT

County and State

10. Geographical DataAcreage of Property 1.4 acres**UTM References**

(Place additional UTM references on a continuation sheet)

1	<u>12</u>	<u>305483</u>	<u>5430288</u>	(NAD 27)
	Zone	Easting	Northing	

Verbal Boundary Description

(See continuation sheet)

Boundary Justification

(See continuation sheet)

11. Form Prepared By

name/title Allison Dahlin, Historic Preservation Specialist

organization General Services Administration date September 10, 2004

street & number PO Box 25546, DFC Bldg. 41 telephone (303) 236-8000 x2275

city or town Denver state CO zip code 80225

Additional Documentation

Submit the following items with the completed form:

Continuation sheets

Maps: A USGS map (7.5 or 15 minute series) indicating the property's location.
A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs: Representative black and white photographs of the property.

Property Owner

name United States Government, General Services Administration – Rocky Mountain Region

street & number Denver Federal Center, Bldg. 41 telephone (303) 236-8000 x2275

city or town Denver state CO zip code 80225

name United States Government, US Department of the Interior, National Park Service

street & number Park Headquarters telephone (406) 888-5441

city or town West Glacier state MT zip code 59936

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National Register of Historic Places
Continuation Sheet

Chief Mountain Border Station & Quarters
Glacier County, MT

Section number 7 Page 2

Introduction

The Chief Mountain Border Station and Quarters is a symmetrical one and one-half story building with a detached garage located near the United States and Canada border in Glacier National Park. Built to serve as a border station to inspect traffic traveling, in part, between Glacier National Park and Waterton Lakes National Park, and as a multi-family residence to house inspectors working at this location, this building retains both of its historic functions. The building retains its associated contributing outbuildings – a garage and a pump house, as well as its water tank. Built in the platform frame and post and beam methods of construction, the Chief Mountain Border Station and Quarters fits well into its park setting and has seen few alterations and additions throughout the years. Because of this, the building retains many items of historic integrity and association as set forth by the National Register of Historic Places, and is in excellent overall condition.

Setting

The Chief Mountain Border Station and Quarters is located in a remote area directly south of the United States and Canada border within the boundaries of Glacier National Park. It sits on the southwest side of Montana State Highway 17 where traffic traveling between Canada and the United States is inspected. SH 17 connects travelers to U.S. Highway 89, main thoroughfare running along the east side of Glacier National Park. Babb, Montana, the closest town within the United States, is approximately twenty-six miles to the southeast, and Waterton, Alberta, Canada is approximately thirty miles to the northwest.

The Border Station and Quarters building, together with the associated garage, is located on a somewhat irregular rectangular lot, approximately 162' x 192,' that is leased by the General Services Administration from the National Park Service. The pump house and water tank are located across the highway to the east. The wooded setting retains much of its historic appearance due to its remote location within Glacier National Park; only the maturity of the surrounding trees has changed. The front facade of the building faces east to SH 17, a two-lane paved road, and has no setback from this road. The lot slopes sharply down to the west and contains a detached garage with two driveways, a series of walkways, and several small ornamental plantings. While SH 17 contains no system of curbs or gutters, a curb is located surrounding the small stone retaining wall to the north of the garage. The setting is a strong contributor to the associative characteristics of the property.

General Characteristics

The Chief Mountain Border Station and Quarters is a symmetrical one and one-half story building with a basement. Historically the building was divided functionally in half, one side for customs and one side for immigration, with each side being a near mirror image of the other. While the upper portion of the building is of platform frame construction, the lower portion is of post and beam construction, and rests on a rubble stone foundation. The building has four stone chimneys, two stone terraces, and two stone columns supporting the canopy overhang, all of which are similar in appearance to the field stone used for the foundation. The building was designed by A. Paul Brown of the National Park Service, and was built in 1939 in the National Park Service Rustic architectural style. It is a T-shape building approximately 94' x 64' in size, has several dormer windows, and has a multitude of roof surfaces incorporating side-gable, hip, and shed roof forms. Many of the windows consist of an inner and outer window, with the outer windows being a multi-light window. The building retains its historic functions and currently has five apartments within it. There is a c. 1941 historic-contributing detached garage associated with the building, which is similar in overall appearance. Across the highway, there is a small pump house designed in the same style as the border station. A water tank is located upslope to the east.

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Chief Mountain Border Station & Quarters
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Exterior Description

The Chief Mountain Border Station and Quarters rests upon a rubble stone foundation that is exposed on nearly all facades. As the lot slopes down towards the back of the building, the foundation becomes increasingly more exposed, allowing the building to be level, and terminates with a walk-out basement. As the exposed stone foundation follows the symmetrical plan of the building, two identical exterior stone terraces with eight quarter-turning stone stairs can be found flanking the north and south facades at the back of the building. Several decorative iron air vents, with a diamond-shape latticed design, are located within the foundation on the north and south facades directly under the building's siding. Historically the Chief Mountain Border Station and Quarters was covered with horizontal wood lap siding, with vertical wood siding found in all of the gable ends, as is still evident on the garage. The building is currently clad with horizontal aluminum siding, however, which mimics lapped wood siding in appearance and texture, and continues into the gable ends. All of the siding is dark brown with trim elements painted white. Wood shakes, historically painted green but currently more natural in appearance due to age and weather, cover all roof surfaces of this multiple-roof form building. Likewise, a variety of security devices can be found on many roof surfaces, as necessary for the proper functioning of this building, as well as several vent caps along the roof's ridges. The building has four stone chimneys, which appear to have been made from the same stone as the foundation and terraces. While a variety of window types exist, nearly all of the exterior windows are multi-light wood casement windows and appear historic to the building. The building does not appear to have a system of gutters and downspouts.

The east elevation is the front of the building and overlooks SH 17; the true directional for this elevation is northeast. This is the location of the canopy overhang for border inspection purposes and has two lanes for traffic; an additional third lane exists for larger vehicles, such as recreational vehicles and commercial trucks, but is located outside of the canopy rather than under it. While the two lanes under the canopy are separated by two simple wood columns resting on thin concrete bases, the end of the canopy overhang is supported by two heavy stone columns, and is similar in appearance to the stone used for the chimneys, terraces, and foundation. There is one doorway on this elevation, with two horizontally-wide concrete steps leading up to it, and is the main entry to the building. The doorway consists of an inner set of doors and an outer set of doors, both of which are hung in pairs, and are wood casement doors. The inner doors are panel doors with three horizontally-oriented windows running the full width of the door above the lock rail. The outer doors are similar to a screen door, and consist of one large window and two horizontally-oriented decorative iron "screens" for ventilation. These screens have wide openings from the spacious weave of the iron, similar in appearance to the foundation vents, and are found on outer doors elsewhere on the building. There are twelve windows located on this elevation, with ten located on the first story and two located on the second story. Two of the windows on the first story are ten-light sidelight windows, and flank either side of the door. Four of the windows are located on either side of the sidelights, and are six-light wood casement windows placed in a double window set. Four more windows are also six-light wood casement windows, also in a double set, and located on the east facade of the cross of the "T" making the T-shaped building. The remaining two windows are shed-roof dormer windows, also located on the cross of the "T", and are nine-light wood casement windows. Both shed-roofs are briefly interrupted as they navigate around two of the stone chimneys.

The west elevation is the back of the building and is the most massive of the elevations. The stone foundation on this elevation incorporates the walk-out basement and adds a story to this side of the building. Four, equally spaced windows can be found in the foundation, and are six-over-six wood single-hung windows; the panes of these windows are vertically-oriented. These windows are interesting in that the top sash's muntins are mirrored in metal between the meeting rail and the sill, creating security bars on the windows without being obvious or intrusive to the building. Additionally, this is the only portion of the building that employs the use of stone sills. Twelve six-light wood casement windows can be found on the first story of this elevation, and make up four triple-window sets. Two of these triple sets

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can be found above the stone terraces at either end of this elevation, and the other two sets can be found above the foundation. Four nine-light wood casement windows can be found on the half-story of this elevation, underneath a shed roof overhang that creates an exterior entry way to two studio apartments, and make up two double-window sets. These windows – similar to other windows found on this building – are in a symmetrical arrangement, and are on either side of the two entry doors leading into the two apartments. These two doors are on either side of a partial continuation of the stone chimney located above, and are flush wood doors with a four-light vision window. Both of these doors have a small exterior light next to them to aid with entry in the dark. Two sets of wood stairs lead up to the two doors under the shed-roof overhang, which serves as both an exterior access to the two studio apartments and as a fire escape. These sets of stairs connect with the two stone terraces below, at the north and south ends of this elevation, and are supported by several wood posts and diagonal bracing.

The north and south elevations of the Chief Mountain Border Station and Quarters are very similar, as these elevations were historically a near mirror image of each other. Both elevations have a small one-story portion coming off the back of the building that makes up the ends of the cross of the “T” of this T-shaped building. Additionally, both elevations’ stone foundations become more exposed as the lot slopes down towards the back, or west, of the building. The north elevation has a total of twenty-nine wood casement windows located throughout its elevation. There are fifteen, six-light windows in the first story, with a continuous row of nine windows near the canopy overhang, three windows located near the wood fire escape, one window located on the one-story offshoot of the building near the stone terrace, and two windows located above the stone terrace. Also located above the stone terrace is a wood batten door, which is fitted with the same type of outer screen door as found on the main entry door to the building on the east elevation; this door leads into one of the first-floor apartments. Five, nine-light casement windows are located on the small second-story portion of this elevation, an area where the roof does not extend as far down as it does on the rest of the building. Two additional six-light casement windows are located between the first and second story windows, and two additional nine-light windows are located between the first story windows and the foundation. These four additional windows are vertically aligned with each other and provide natural light for the interior staircase located behind this wall. A modern vinyl door with a four-light window can be found at the top of the wood fire escape located on this elevation, and has a small non-historic exterior light above it. Four single-light modern wood casement windows are in the shed-roof dormer on this elevation, located above the row of nine windows on the first story, and are set directly next to one another. This elevation has two gable ends, as does the south elevation, towards the back of the building. The western-most of these two gable ends has a nine-light wood casement window in it, and both gable ends of this north elevation have louvered attic vents in the peak of the gables.

The south elevation of the Chief Mountain Border Station and Quarters has the same louvered vents in both the gable ends as does the north elevation. Similarly, the western-most gable end on the south elevation has the same nine-light wood casement window in it. This south elevation has a total of twenty-five wood casement windows that are somewhat different in configuration than the north elevation. There are a total of fifteen six-light windows in the first story, with seven of these near the canopy overhang. These seven windows are arranged into a grouping of five windows and a grouping of two windows, and are divided by a wood batten door with an access ramp leading to it. A row of five windows is found in the first story of the small two-story portion of this elevation, and are similar to those found on two-story portion of the north elevation. Two more of these windows are located above the stone terrace, and has the same wood batten and outer screen door next to them as found on the north elevation. The remaining first-story window on this elevation is found on the one-story offshoot of the building near the stone terrace, similar to the north elevation, but is currently covered by a wood batten shutter. One can presume that the window under the shutter is a six-light casement window, as this is the type of window typical to the first story of this building. Also similar to the north elevation are the single-light modern wood casement windows found in the shed-roof dormer on the south elevation, but are grouped into

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two double-windows sets and are spaced several feet from one another instead of being grouped together. Five nine-light casement windows are found in the small second story portion of this elevation, and are similar in appearance to those found in the second story portion on the north elevation. In addition to the batten door located between the two groupings of windows near the canopy overhang, a second wood batten door, fitted with the same outer screen door as found elsewhere on the building, is located on the south elevation. This door is located on the small two-story portion of this elevation and has three stone stairs leading up to it.

Interior Description

Corresponding to the generally symmetrical exterior appearance of the of the building, the interior plan of the Chief Mountain Border Station and Quarters is also rather symmetrical and was historically divided into two spaces – one half for custom purposes, one half for immigration purposes – that were a mirror image of each other. These two spaces are still currently a near mirror image of each other, as the interior of the building has seen only a few alterations other than mechanical and electrical upgrades, and retain much of their historic fabric. The building maintains many of its original public and private spaces and historically had four apartments within it. Currently, however, there are five apartments inside the Chief Mountain Border Station and Quarters.

The first floor of the Chief Mountain Border Station and Quarters contains two one-bedroom apartments and building's public space. The public space is accessed through the building's main doors on the east facade and a door with an access ramp on the south facade. The public space is divided into three areas, with immigrations in the northern half, customs in the southern half, and lobby space in the middle. Both customs and immigrations have their own workspace counters and office areas located on their designated sides, with the sides further designated by wood beams on the ceiling and squared pilasters against the walls. The plaster walls are all painted white, with doors and window frames being of natural wood, and the floors are carpeted with a low pile carpet. The ceiling appears to be its original height, but all historic light fixtures have been replaced with fluorescent fixtures. A field-stone faced fireplace is located towards the back of the room, and is near the hallway that leads to the public restrooms. The two public restrooms – one for men and one for women – are located across the hall from one another, continuing the symmetrical plan of the building. These are small restrooms, each having two toilets and a sink, and are presently closed to the public due to an increase in national security. To the west of the restrooms is door that leads to the private spaces of the building. Beyond this door is an entryway where the main staircase and two one-bedroom apartments are located; this entryway is also accessed by an exterior door on the south facade of the building. The quarter-turning winding stairway leads both to the basement and the second floor and employs the use of several flat wood panels that follow the staircase, rather than any system of railing, as a barrier. This staircase appears original as it is from the same type of wood found on other trim elements throughout the building. The two one-bedroom apartments on the first floor are essentially identical and are mirror images of each other. The interior door of each apartment opens up into the kitchen, which appears mid-1960s in its stylistic treatments. Both kitchens have a series of wood cupboards and cabinets, which are from the same wood as the staircase and other trim elements, and have vinyl composite tile on their floors. Each has three windows consisting of an outer and inner window, with the inner window being an inward-swing screen casement window with a fixed transom above, and is the typical inner window throughout this building. To the west of each kitchen is the apartment's living room, which also has vinyl composite flooring. Each living room has five windows, whose trim has been painted, and a fireplace that is flush against the wall; all fireplaces in the building appear to be in working order. Both living rooms open out to a stone terrace through an exterior door that is found on the north and south facades of the building. A hallway is located near the kitchen that leads to the apartment's bedroom and bathroom. On the east side of this hallway in each apartment is a linen closet and a bathroom with two windows. On the west side of the hallway is a row of four closets, each with its own door, which runs the length of the hallway. At the end of the hallway is the bedroom, which is currently carpeted. Each

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bedroom has four windows and an additional closet; three of the windows in each bedroom overlook the stone terrace. Each room in these two one-bedroom apartments has a non-historic ceiling light and wide baseboard trim.

An additional three apartments are located on the second floor of the building – two studio apartments and a one bedroom apartment – with the two studio apartments being historic to the building and a mirror image of each other. The two studio apartments are located to the west of the interior staircase, towards the back half of the building, down a long hallway. The front door of each apartment enters into the main living space, and doubles as a bedroom and living room. Both of these rooms have three windows, whose trim has been painted, a modern ceiling fixture, and vinyl composite tile flooring. Also in this main living space is a flush fireplace, two closets, and an exterior door that leads to the fire escape on the west side of the building. Each apartment has its own small bathroom located across from the main entry door that has one east-facing dormer window. Additionally, each apartment has its own kitchen that is similar in stylistic appearance and number of windows to the kitchens found on the first floor. The remaining apartment on the second floor is a one bedroom apartment that is not original to the building. Because it is not original to the building, little historic fabric is found in this apartment. Previously utilized as a storage space, this apartment is located to the east of the main stairway and above the public spaces on the first floor. Upon entry to the apartment, a living room is located to the north and a kitchen is located to the south. The kitchen has two single-pane modern wood casement windows, and the living room consists of four of these modern casement windows set in a row. A door located on the western wall in the living room leads to an exterior stairway that acts as a fire escape. A bedroom is located to the east of the kitchen and has an additional two modern casement windows. A bathroom is located to the west of the kitchen, and is behind the wall opposite of the stairway. A door located in the bedroom leads into the space above the building's canopy overhang and is presently used for storage.

The basement of the Chief Mountain Border Station and Quarters is accessed from both the interior staircase and an exterior door on the west facade of the building. This walk-out basement contains its historic spatial arrangements, including holding cells and storage areas. The floors are concrete and the walls are rubble stone painted white. The basement's post and beam construction is visible, which has a menagerie of electrical wiring and pipes running through its ceiling. Most of the historic mechanical features previously located in the basement have been removed, as the basement's primary use is now a laundry room. The main room of the basement has five windows and an exterior door. The exterior door is a wood batten door and is flanked by two of the windows, which are six-over-six wood single-hung windows, with unobtrusive metal bars on the outside to provide security. The other three windows are opposite the exterior door and appear to be six-light hopper windows. These windows historically allowed natural light into the basement by way of a light well, but this light well has since been covered up. To the north of this main room is a hallway that leads to the two holding cells and a storage room. This storage room has an additional three of the six-light hopper windows, also in a former light well that has been covered up.

Alterations and Additions

The Chief Mountain Border Station and Quarters has seen several alterations throughout its history, although most of these are not outwardly apparent and the exact dates are unknown. Perhaps the earliest addition to the setting was the construction of the building's detached garage in 1941. The two large shed-dormers on the north and south facades of the building were added at some point before 1968, and were added when the fifth apartment was added to the building. Two exterior doors leading into the public restrooms were removed between 1973 and 1982, and are now only accessible from the interior of the building. The access ramp on the south facade was added to the building between 1973 and 1982, and two windows on this facade were replaced with a wood batten door at the top of the ramp. Furthermore, the fire escapes on the north and west facades were added to the building between 1973 and 1982, and doors needed to access these were installed. A new doorway was constructed to access the northern fire escape from the one bedroom apartment on the

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second floor, the apartment that is not original to the building. A window in each of the studio apartments was converted into a doorway, which gave access to the western fire escape. At an unknown date the light wells providing natural light into the basement were covered up with cement caps, perhaps due to an increase in security needed at the border station. Additionally at an unknown date were the mechanical and electrical upgrades to the building. In the early 1990s, however, the building and garage were resided with aluminum siding that mimics wood lap siding in appearance and texture. Because of this new siding, many of the changes that have occurred to exterior of the building are not readily apparent.

Outbuildings

There are two outbuildings associated with the Chief Mountain Border Station and Quarters, and are historic contributing resources. The detached garage is similar in appearance to the main border station building and is approximately 31' x 19.' The garage was built in 1941, shortly after the construction of the border station, and follows the slope of the lot. It is a one-story, three-bay garage, with an open three-bay pit area on its west facade to accommodate the lot's sharp slope. The garage has three wood rolling garage doors and consists of eleven, six-light casement windows, with three double sets found on the west facade, and one triple set on both the north and south facades of the building. It is covered with wood shakes on its gable-end roof and clad with the same horizontal aluminum siding as found on the main border station building, but retains its vertical siding in the gable end. There is a small stone retaining wall to the north of the garage, which separates two driveway areas. This detached garage deviates from the standard plan of border stations from this era, as the standard plan called for two attached garage wings off of the north and south elevations of the border station building. It is not clear why the Chief Mountain Border Station and Quarters varies from this standard plan, but is perhaps due to the slope of the lot and its location within a national park.

The pump house was designed to hold mechanical equipment. It is similar in style to the other two buildings. It has a concrete foundation in a rectangular plan. It is a single room structure covered with wood shakes on gable-end, steeply pitched roof. It is also clad with the same horizontal aluminum siding.

Water Tank

A large, wood and metal water tank is located approximately 200' east of the main border station, up the slope from the pump house. The 10,000-gallon tank rests on a squared concrete foundation, and is further supported by a low two-by-four frame. Vertical wood planks cover the exterior of the tank, and wire wrapped at regular intervals on the exterior provides additional support. Wood planks covered with rolled asphalt roofing comprise the conical roof. A small circular vent tops the roof structure. A four-inch aluminum overflow pipe protrudes from high on the downslope (west) side of the tank.

Landscape Description

The landscape surrounding the Chief Mountain Border Station and Quarters is very natural and rustic. Since the building is within a protected park area, it is surrounded by an undisturbed conifer forest. The area immediately surrounding the border station has an informal arrangement, consisting of several small lawn spaces and ornamental shrubs close to the building. The back yard, or west elevation, is overgrown with grass, weeds, and shrubs. A clothes line and two gasoline storage tanks are located in this back yard area, with the storage tanks being fenced off by chain link and razor wire fencing. The north elevation contains a flag pole, a tall highway-type light, and a small roughly paved walkway leading to the back of the building. The south elevation contains an access ramp, a satellite dish mounted on a metal pole, and another tall highway-type light past the garage. This setting contributes to the building's significance due to its pristine condition, expansive vistas, and natural and rustic surroundings that help define the style of the border station complex and sense of place.

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Integrity

The Chief Mountain Border Station and Quarters is an architecturally significant and historically important building that retains much of its historic integrity. While undergoing several changes throughout the years, the building nevertheless preserves much of its original appearance and setting and has no criteria consideration as set forth by the National Register. Its integrity of location, setting, feeling, and association is intact, as is the overall design. The materials and workmanship have been compromised by aluminum siding and additions to the non-primary elevations, but the building and its associated features retain sufficient integrity to convey their important historic and architectural associations.

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Summary Statement of Significance

The Chief Mountain Border Station and Quarters is a significant resource relating to the history and changing lifestyle trends in the United States during the first half of the twentieth century. Located within Glacier National Park on State Highway 17 nearly abutting the United States and Canada border, the building represents a time when favored modes of transportation were shifting, leading to the ultimate domination of the private automobile. Built in part as a response to the growing popularity and subsequent automobile traffic to Glacier National Park and nearby Waterton Lakes National Park in Alberta, Canada, the Chief Mountain Border Station and Quarters was designed by National Park Service architect A. Paul Brown and is a fine example of National Park Service Rustic architecture with the concept of harmonious design within nature. As such, its setting is an important contributor to its importance in place. Completed in 1939, the Chief Mountain Border Station and Quarters is eligible for listing in the National Register of Historic Places under Criterion A and C for its role in transportation and tourism developments and its significant architectural design.

Historic Context

The area encompassing Glacier National Park was long inhabited and used by the Native American tribes of the region. The first non-Indian documented glimpse of the area was provided by the Hudson Bay Company in early 1790.¹ Visited only by a handful of Euro Americans in the first half of the nineteenth century due to its location in remote northern Montana and the reputed territoriality of the Blackfoot Indians, the area that would become Glacier National Park was inaccessible to much of the American population. Beginning in the mid 1850s, however, war and smallpox epidemics weakened the Blackfoot's grip on the region, and numerous surveys began to take place for potential railroad routes to the area. Still, it would not be until 1874 when Lt. John Van Orsdale was in the area for government surveys that the potential of the region was realized. Appreciating its natural beauty, Orsdale became sufficiently impressed with the scenery to write a letter suggesting that the area be made a national park.² With Yellowstone National Park founded only two years earlier in 1872, Orsdale believed he found another national treasure warranting park status. While the popular attitude of giving government protection to unique, scenic, or otherwise valuable land was gaining momentum, more than two decades would pass before Glacier National Park was established.³

Orsdale's accounts of the area were further validated in the early 1880s when George Bird Grinnell came to the region to publicize the destitute conditions of the Blackfoot Indians. As editor of *Forest and Stream* magazine, Grinnell was influential as well as politically knowledgeable.⁴ Grinnell was ultimately drawn to explore Glacier's vast mountains in chase of big game hunting. Returning to the area over a number of years, Grinnell wrote of his encounters in fourteen essays for his magazine. Offering accounts of Glacier's grand scenery and unexcelled fishing and hunting, Grinnell gave the nation the first real publicized glimpse into the seemingly limitless natural abundance of the area.

While George Bird Grinnell was writing of his experiences, James J. Hill's Great Northern Railroad was stretching further across the new state of Montana with each ensuing track. Reaching what would be the southern boundary of Glacier National Park by the late 1880s, the railroad opened up the area not only to homesteaders and various settlements, but brought affluent early travelers to the region as well.⁵ Knowing the scenery could be a profitable resource, the area's settlers began to cater to these railroad travelers by providing food and small cabins, as well as boat rides in nearby Lake McDonald. As the settlers were profiting from their new ventures, Great Northern began realizing the great potential to

¹ Curt W. Buchholtz, *Glacier County: Montana's Glacier National Park* (Helena, MT: Montana Magazine, Inc., 1983), 28.

² *Ibid.*, 30.

³ _____, *Man in Glacier* (West Glacier, MT: Glacier Natural History Association, Inc., 1976), 44.

⁴ Buchholtz, *Glacier County*, 30.

⁵ Buchholtz, *Man in Glacier*, 45.

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be had from their passengers and soon took full advantage of the area as a tourist destination. Understanding the potential economic gain from the region, James J. Hill began to be a champion for the establishment of the Glacier area as a park. While not a "typical" supporter for the preservation of open land, Hill's Great Northern was under constant competition with other railroads, particularly from the Northern Pacific Railroad who grandly advertised their accessibility of the Yellowstone region.⁶ A bill to establish the creation of Glacier National Park was introduced in December 1907 and eventually was passed by President William Howard Taft in May 1910. While some homesteaders feared losing their land, the argument for the preservation of Glacier's scenery and wildlife seemed clear as requiring park status, despite the Great Northern Railroad's backing of the bill for their own profits. As soon as the park bill was signed Great Northern Railroad began immediate construction projects and started the advertising campaign of "See America First." Under the command of Louis W. Hill, James J. Hill's son, See America First brought thousands of people to the West at a time when increasing unrest before World War I reduced the enthusiasm for European travel.⁷ Understanding that the affluent travelers coming to Glacier on his railroad required comfortable and attractive lodging, Hill invested \$1.5 million into constructing several chalet-type lodges between 1911 and 1917, which are still a commanding presence within the park today.⁸ Throughout the next two decades Hill's railroad would remain an important aspect of bringing people to Glacier National Park, but would soon take second seat to the growing popularity of the private automobile.

The railroad provided the principal means of access to Glacier National Park during the first two decades of the park's history, with visitors traveling by foot, horseback, passenger boat, or bus once inside its boundaries. But even as early as 1910 when the park was established, the curiosity and subsequent popularity of the automobile was already taking shape. With the introduction of the assembly line and the resulting drop in price after World War I, automobiles became more widely accessible and the demand for roads leading directly to Glacier National Park was increasing with every passing year. In 1930 U.S. Highway 2 opened along the southern boundary of the park, bringing visitors to the area from the east and west. Pleas continued to mount on the National Park Service, however, and over \$7 million was allocated for the building and improvement of new and existing roads in the park between 1932 and 1938.⁹ From this expenditure the Going to the Sun Road, the pinnacle of Glacier's road building endeavors, opened in July 1933 and was intended for the great masses of the people.¹⁰ This road cut through the heart of the park and began to alter the way visitors explored the park. Instead of spending a week or month in the park as the affluent visitors had before, now visitors of average income could experience the park in a day, seeing Glacier's highlights on this single road. It became an overnight success and was soon estimated that ninety-five percent of the park's visitors centered their visit along this road and confined their entire park stay to the two to four hour drive in and out of the park.¹¹ Visitation to Glacier increased with the completion of the Going-to-the-Sun Road, with 40,000 visitors in 1925 when construction on the road started, to 210,000 visitors in 1936, three years after its completion.¹² With the opening of these two roads, Glacier National Park became a new and attractive objective for transcontinental automobile travel.¹³

⁶ Ibid.

⁷ Mary Jane Massey Rust, *Historic Hotels of the Rocky Mountains* (Niwot, CO: Roberts Rinehart Publishers, 1997), 78.

⁸ Bill McMillon, *Old Lodges and Hotels of Our National Parks* (South Bend, IN: Icarus Press, 1983), 18.

⁹ Alan S Newell, David Walter, and James R. McDonald, *Historic Resources Study: Glacier National Park, Montana* (Denver: National Park Service, 1980), 141.

¹⁰ Buchholtz, *Glacier County*, 36.

¹¹ Buchholtz, *Man in Glacier*, 59.

¹² Ibid.

¹³ Ibid.

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Further increasing the popularity of Glacier National Park was its inception into the Waterton-Glacier International Peace Park formed with Waterton Lakes National Park in Alberta, Canada in 1931. The scenery of Waterton Park is, in essence, a continuation of Glacier Park and was not off limits to the building projects of Louis W. Hill's Great Northern Railroad. After building several grand lodges on the American side of the park, Hill set his sights to a promontory location on Waterton Lake in Alberta, Canada for another great lodge. He chose this site that overlooked the lake and the peaks of the Continental Divide in 1913, but it took him until 1926 to convince the Canadian government to let him lease the land and build on the site.¹⁴ Work began on the project soon after permission was granted but proved to be slow going from the start, as there were no improved roads into Waterton and the nearest railhead was thirty miles away in Cardston, Alberta, Canada. After several problems and skyrocketing construction costs, the Prince of Wales Hotel opened in July 1927. Offering visitors staggering views of Waterton Lake and the surrounding peaks, the Prince of Wales Hotel became a fashionable spot for visitors of the park. For those travelers not focusing their trip solely to the Going-to-the-Sun Road, reaching the lodge and the Canadian park was a problem, however – as Lewis W. Hill experienced – as there was no direct route to Waterton from Glacier National Park. Instead, visitors had to drive miles out of the way through Cardston, Alberta, Canada on U.S. Highway 89 and Canadian Highways 2 and 5 to reach the lodge and the Canadian half of the International Peace Park. A more direct route was needed and work began on State Highway 17 in 1935, the “Chief Mountain International Highway.” This route, completed in 1936 and running partially through the International Peace Park, provided a cutoff between Babb, Montana and Waterton, Alberta, Canada, and shaved sixty miles and an abundance of time off of the round trip.

Because of the attractiveness of the lodge's setting and the park's beauty, travelers now were crossing the international boundary at an increased pace, and a border station was needed to inspect this traffic. The site for the Chief Mountain Border Station and Quarters was chosen on the southwest side of the Chief Mountain International Highway, just south of the international boundary within Glacier National Park. The border station was designed by A. Paul Brown of the National Park Service in the National Park Service Rustic architectural style, an influential movement in American architecture lasting between 1916 and 1942.¹⁵ The National Park Service Rustic style can take many forms, from a pioneer log cabin to an Indian Pueblo to a New England Salt Box, but whatever its form, it has an obviously intensive use of hand labor and a clear rejection of the regularity and symmetry of the industrial world.¹⁶ This rustic style was rooted in the 19th century English gardening traditions popularized by the writings of Andrew Jackson Downing, including his widely distributed *Cottage Residences* where he had publicized his ideas on “picturesque” landscapes and the importance of nature in architectural design, and the urban park designs of Fredrick Law Olmsted.¹⁷ The early collaboration between Olmsted and Henry Hobson Richardson in the 1880s forged a rustic style of architecture for park structures that drew from rugged proportions, a natural site, and the use of native or rusticated stone and timbers, and was adopted for a multitude of park structures on a variety of scales.¹⁸ Mary Elizabeth Jane Coulter's work in the early 1900s in Grand Canyon National Park can be seen as a forerunner of the National Park Service Rustic style, as her designs emphasized the natural and cultural beauty of their surroundings by using local stone and Native American themes. Additionally, the designs of Frank Lloyd Wright, who used natural materials in his building designs where the building forms responded to

¹⁴ McMillon, 36.

¹⁵ William C. Tweed, Laura E. Soulliere, and Henry G. Law, *National Park Service Rustic Architecture: 1916-1942* (San Francisco: National Park Service, 1977), 10.

¹⁶ *Ibid.*, i.

¹⁷ Linda Flint McClelland, *Building the National Parks: Historic Landscape Design and Construction* (Baltimore: The Johns Hopkins University Press, 1998), 3.

¹⁸ *Ibid.*

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their sites, and several California architects, such as Bernard Maybeck, who coordinated buildings to harmonize with the landscape, contributed to this movement.

Designed by Brown and built in 1939, the Chief Mountain Border Station and Quarters is a good representative example of the National Park Service Rustic architectural style. The one and one-half story building was financed by the United States Treasury Department and fits well into its rural park setting. Despite its ties with the United States Government and the National Park Service, it appears none of President Franklin Delano Roosevelt's work relief programs took part in the building's construction. There is documentation that the Civilian Conservation Corps (CCC) played a major role in construction at Glacier National Park from 1934 to 1942, but no evidence has been found that they were involved with the Chief Mountain Border Station and Quarters.¹⁹ As a conservation army who performed simple manual labor, the CCC was not a major builder of rustic buildings in its early phase, as it was though the skills required in rustic construction were too complex for efficient execution by the young and generally unskilled enrollees.²⁰ Park staff began to experiment with the use of CCC crews on building projects in the mid 1930s, yet no evidence has been found that they participated on the Chief Mountain Border Station and Quarters project. Additionally, no evidence has been found that the Works Progress Administration or the Public Works Administration contributed on this undertaking.

Despite its location within the popular Glacier National Park, the Chief Mountain Border Station and Quarters was just one of forty eight border stations built in the 1930s along the entire United States-Canada border from Vermont to Washington, and at selected locations along the Mexican border.²¹ Before the construction of these facilities border and customs procedures took place in other federal buildings, such as post offices and court houses, as the majority of federal funding for border facilities went to major seaport cities. It was not until 1920 when border stations away from bodies of water were seen as necessary, partly due to new Congressional legislation, but more so due to the profound impact to transportation by the private automobile. The need for the enforcement of laws along the border grew as cross-border mobility for bootleggers, alien-smugglers, tourists, and the rest of the population was greatly affected by the automobile and federal and state programs to improve roads.²² To improve the physical circumstances under which customs and immigration laws were enforced along the borders, over \$700,000,000 was appropriated for the construction of new public buildings during the 1930s, including border stations, under control of the Treasury Department.²³

These new border stations had a prototypical architectural style and site layout, making use of a symmetrical building with a canopy extending over the main elevation where traffic would stop. The interior of the building was divided equally between custom and immigration purposes, with long counters separating general space at the entrance of the building upon which paperwork was processed. The rear portion and any upper floors of the building were used for living quarters of the customs and immigration inspector's families, and basements generally contained storage areas and detention cells, with the necessary system equipment of the building. The border stations were provided with garage space, generally consisting of two separate wings, for storage of the inspector's own vehicles on the northern wing and secondary inspections of traveler's automobiles in the southern wing. Commonly consisting of several bays, the floor of at least one of the bays on the southern wing would contain a long and narrow pit from which an inspector could examine the underside of a vehicle.²⁴ The exteriors of these buildings were constructed primarily in brick in a simplified Georgian

¹⁹ Ibid., 91.

²⁰ Tweed, 76.

²¹ *U.S. Border Stations, Vermont: Historic Preservation Plan* (East Orange, NJ: Louis Berger & Associates, 1994), 1.

²² Ibid., 5.

²³ Ibid.

²⁴ Ibid., 7.

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Colonial Revival style, a popular style in both the private and public sectors the United States society at the time.²⁵ There were a few locations where the standard plans were somewhat modified to reflect their cultural or physical surroundings, however, including the Chief Mountain Border Station and Quarters. Due to its location within Glacier National Park and design assistance from the National Park Service, the building housing the facilities at Chief Mountain incorporates the standard plan of border stations, but uses a more rusticated building style to be further in harmony with the surrounding area. While employing overall symmetry in its plan, the Chief Mountain Border Station and Quarters varies from the standard plan of border stations. Instead of incorporating the two standard garage wings as found on other border stations, the Chief Mountain Border Station and Quarters has a single detached three-bay garage directly to the south of the building. This is due perhaps to the somewhat steep slope of the surrounding land, making two garage wings on either side of the building difficult to build and access. Additionally deviating from the standard plan is the building's use of its canopy. Rather than having a canopy extend from its main elevation, Chief Mountain's canopy is incorporated to the overall mass of the building, as one heavy gable-end roof covers both the building and the canopy in one form. A third, smaller, building is located on the property, known as the "pump house." This structure is similar in style to the main border station, and houses mechanical equipment.

Conclusion

The Chief Mountain Border Station and Quarters has been in continuous use since the completion of its construction in 1939, and has retained its original use throughout the years. Serving as both a border station to inspect traffic traveling between both sides of the Waterton-Glacier International Peace Park and as a multiple unit residence for the inspectors patrolling the international border, this noteworthy building has seen few alterations over the years and has no criteria considerations as set forth by the National Register. The building retains much of its historic integrity, is in good condition, and illustrates one variation of the border station design from the 1930s. Under National Register Criterion A, the building exemplifies the many changing trends in American lifestyles and the proliferation of the automobile during the first half of the twentieth century. It represents the emergence of land borders as the principle gateway into the United States, an improvement in road numbers and quality, and an increase in personal mobility and tourism. Under Criterion C, the Chief Mountain Border Station and Quarters represents a new form of building erected in response to the changes in American way of life, and a new interpretation of this building type with the emergence of the National Park Service Rustic architectural style in response to its natural surroundings. For these reasons, the Chief Mountain Border Station and Quarters is eligible for listing in the National Register of Historic Places.

²⁵ Ibid., 8.

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Verbal Boundary Description

The property boundary is defined by a quadrangle, 303 feet by 203 feet, that extends fifty feet from the rear of the main station and quarters building west to the tree line and twenty feet north from the northernmost extension of the building's north elevation. The quadrangle extends across the road to encompass the pump house and water tank. The UTM reference point is centered on the main building at Zone 12, 305483 E, 5430288 N (NAD27). See attached boundary map.

Boundary Justification

The boundary is drawn to include the man-made and natural features, including the designed landscape, indigenous vegetation and geography, which contribute to the property's historic setting and associations.

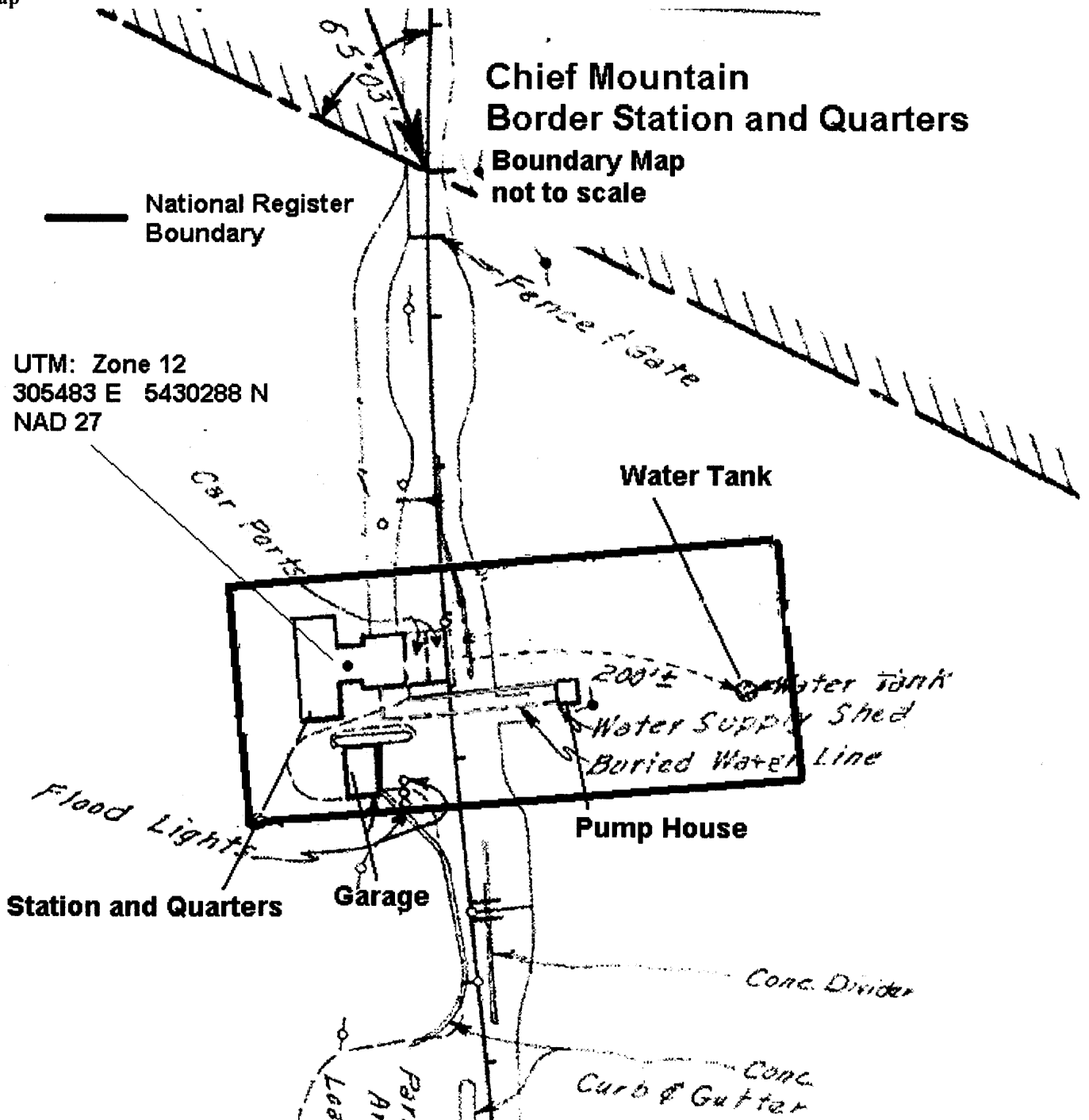
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Site Map



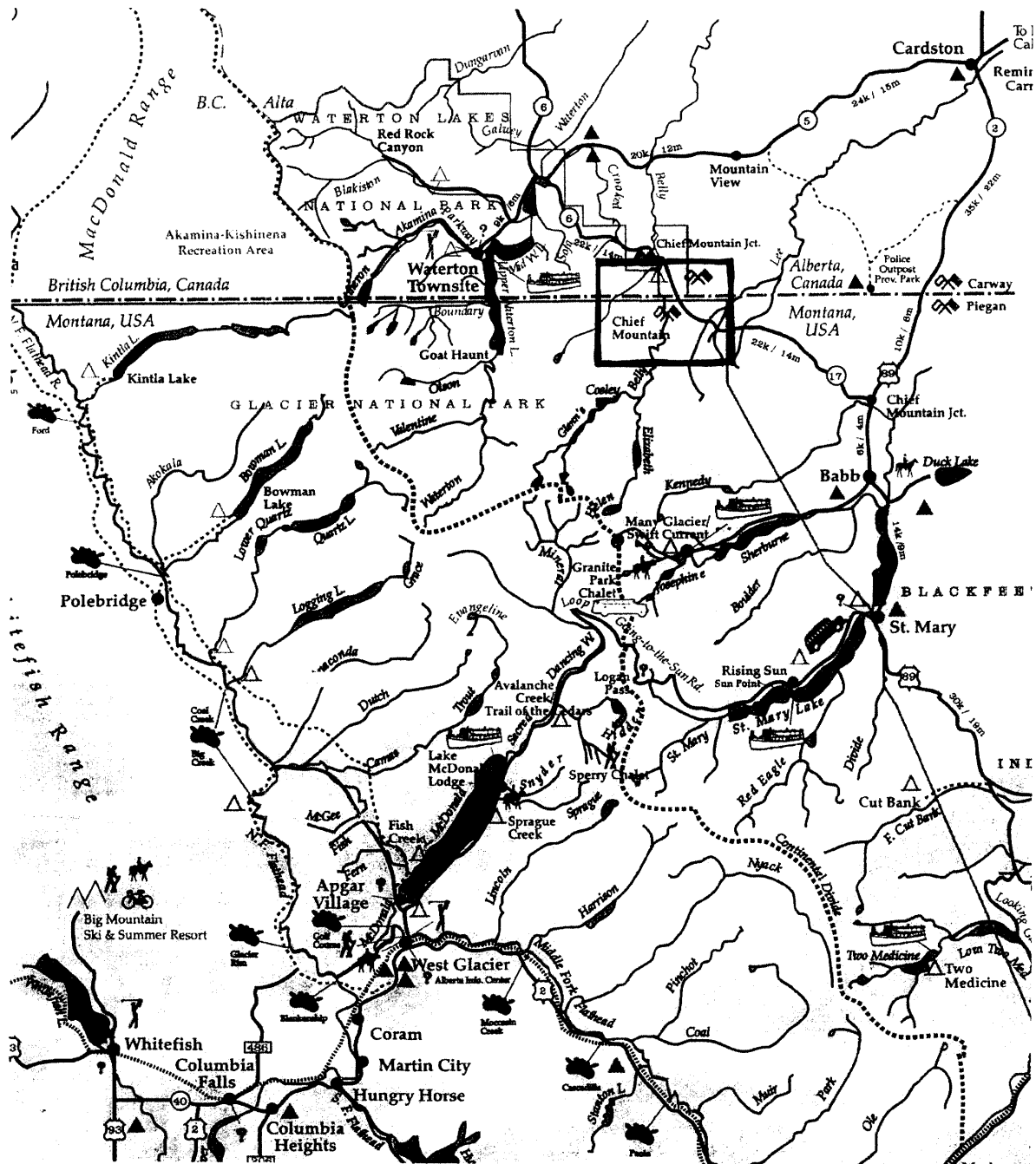
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Vicinity Map



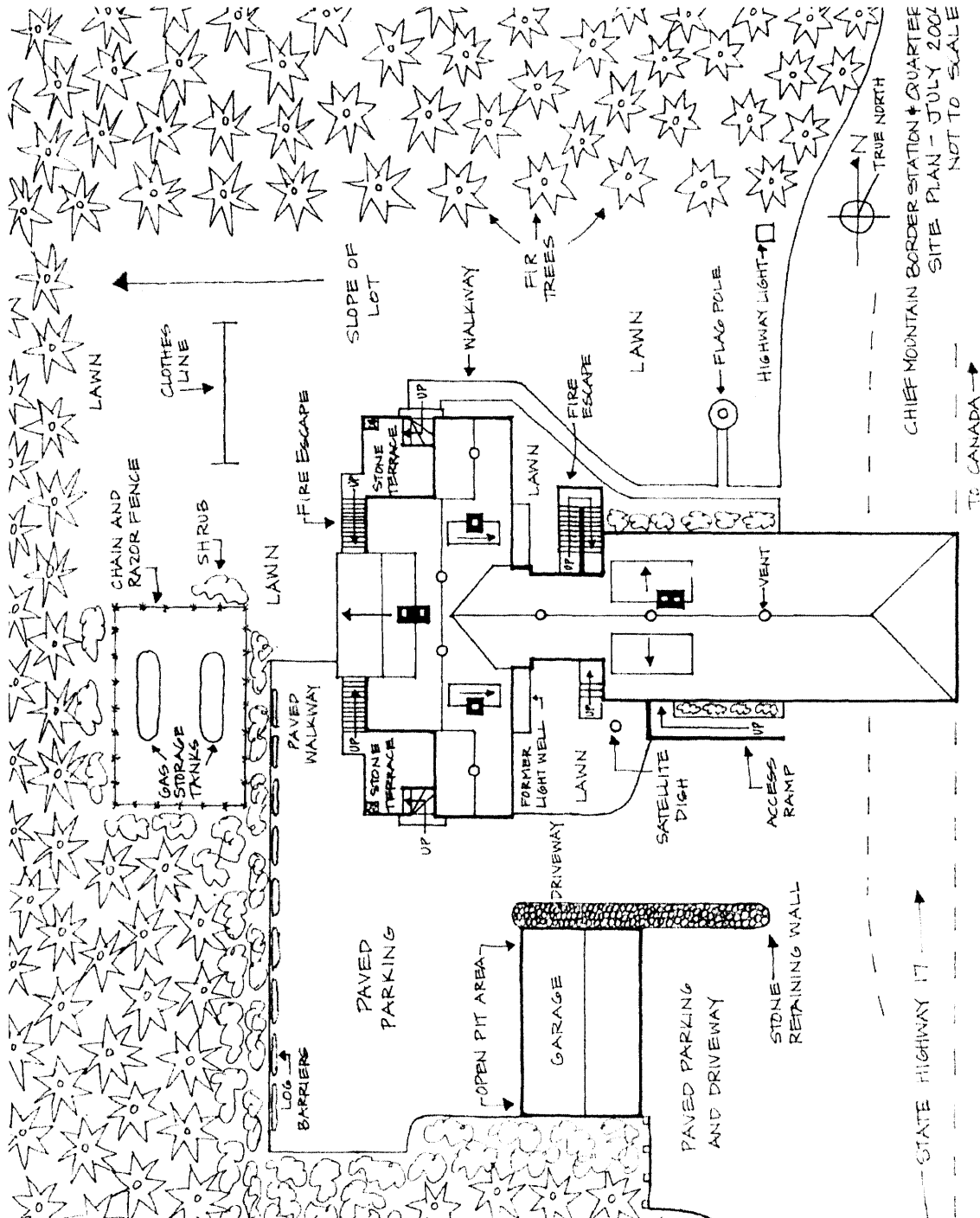
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Station and Quarters site plan, including Garage



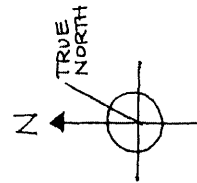
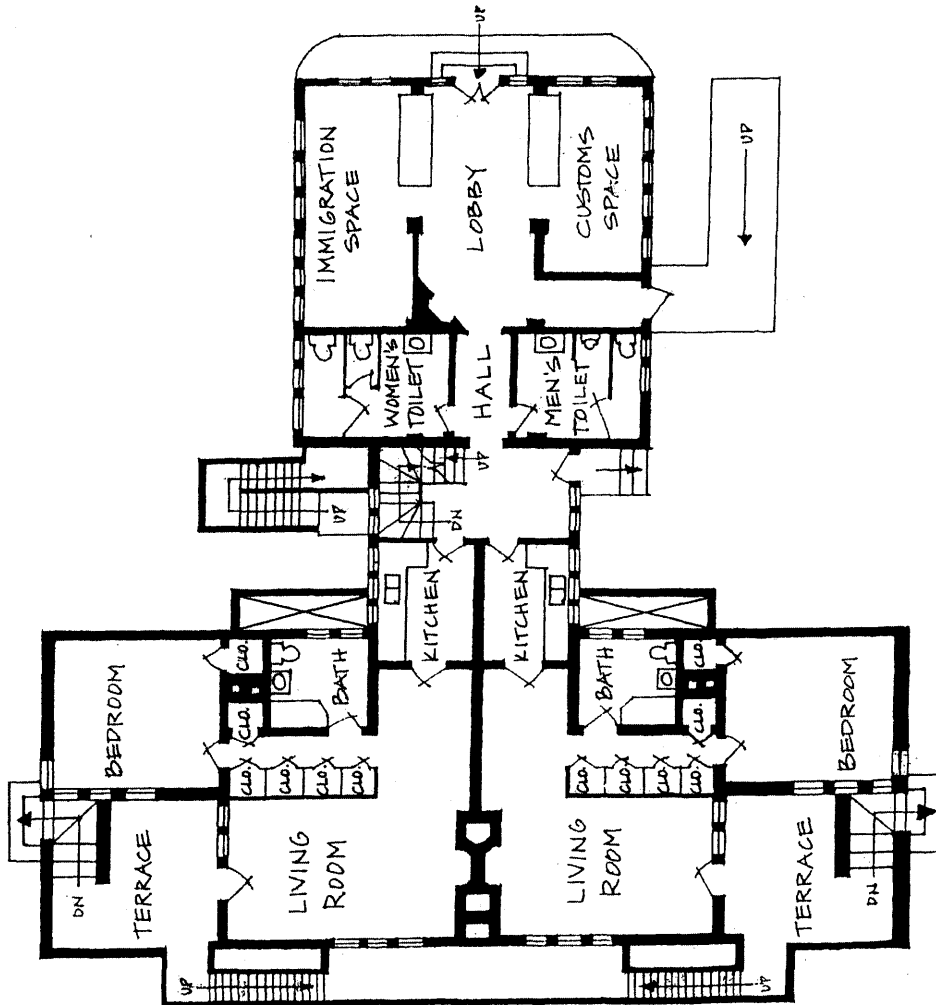
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First Floor Plan, Station and Quarters



CHIEF MOUNTAIN BORDER STATION & QUARTERS
FIRST FLOOR PLAN
REDRAWN 2004 FROM 1968 PLAN
NOT TO SCALE

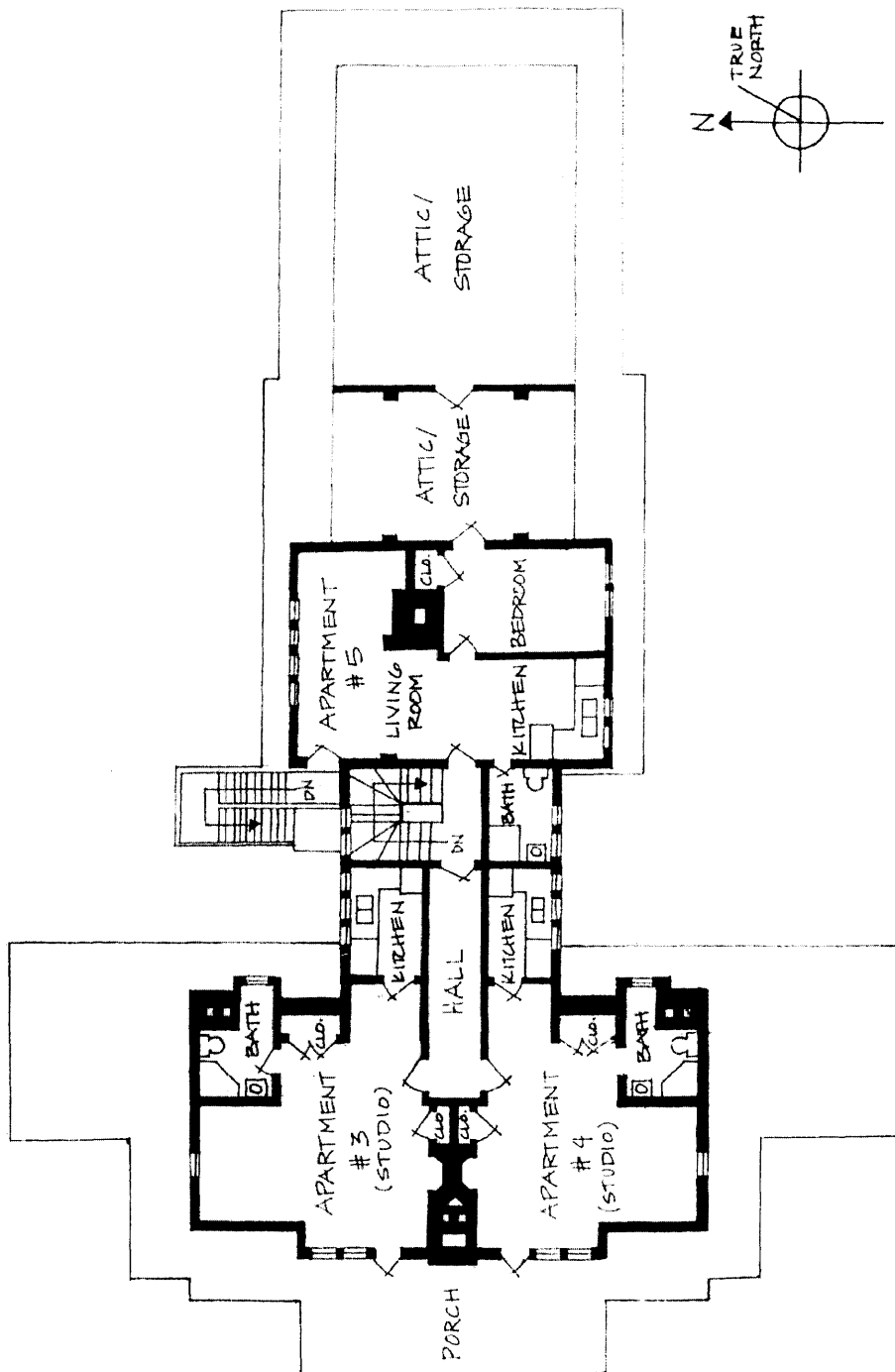
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Second Floor Plan, Station and Quarters



CHIEF MOUNTAIN BORDER STATION & QUARTERS
SECOND FLOOR PLAN
REDRAWN 2004 FROM 1968 PLAN
NOT TO SCALE

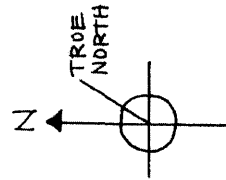
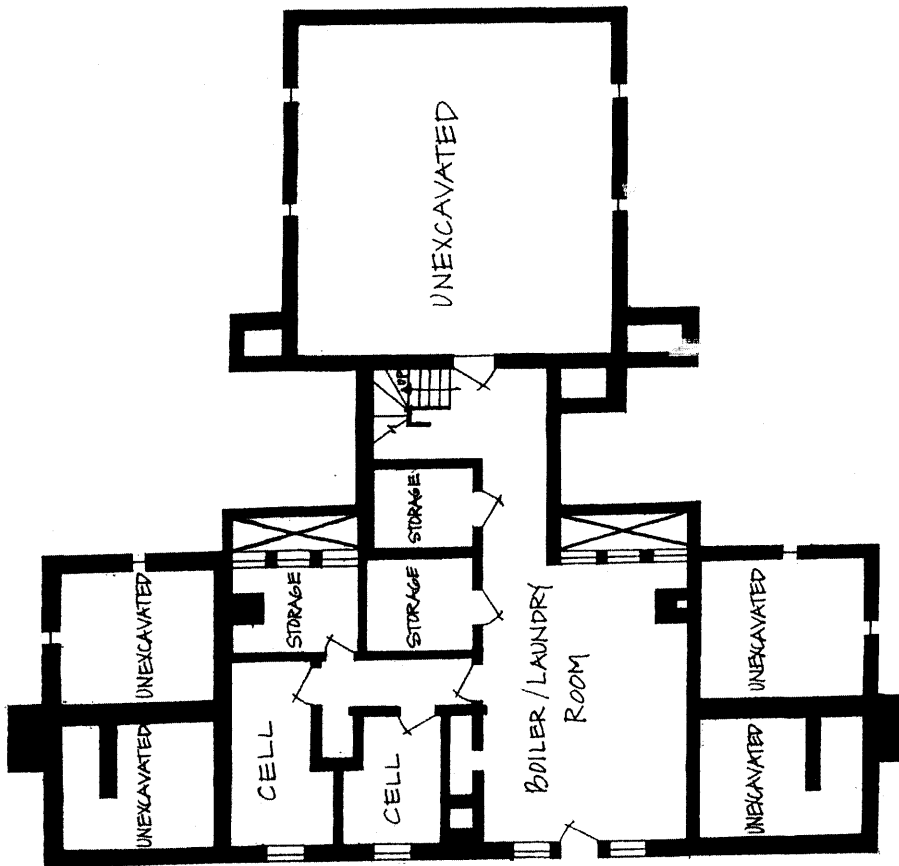
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Basement Floor Plan, Station and Quarters



CHIEF MOUNTAIN BORDER STATION & QUARTERS
BASEMENT FLOOR PLAN
REDRAWN 2004 FROM 1968 PLAN
NOT TO SCALE

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Photographs Page 22

Black and White Photograph Information:

All black and white photographs were taken by Allison Dahlin, GSA, in July 2004. GSA Region 8, Denver CO retains the original negatives.

Photo #1

Chief Mountain Border Station and Quarters,
north elevation
Glacier National Park
Glacier County, MT
Photographer: Allison Dahlin
Date: July 2004
Location of Original Negatives:
GSA, Region 8, Denver, CO
View to: South

Photo #2

Chief Mountain Border Station and Quarters,
east elevation
Glacier National Park
Glacier County, MT
Photographer: Allison Dahlin
Date: July 2004
Location of Original Negatives:
GSA, Region 8, Denver, CO
View to: West

Photo #3

Chief Mountain Border Station and Quarters,
south elevation
Glacier National Park
Glacier County, MT
Photographer: Allison Dahlin
Date: July 2004
Location of Original Negatives: GSA,
Region 8, Denver, CO
View to: Northwest

Photo #4

Chief Mountain Border Station and Quarters,
south elevation
Glacier National Park
Glacier County, MT
Photographer: Allison Dahlin
Date: July 2004
Location of Original Negatives: GSA,
Region 8, Denver, CO
View to: North

Photo #5

Chief Mountain Border Station and Quarters,
west elevation
Glacier National Park
Glacier County, MT
Photographer: Allison Dahlin
Date: July 2004
Location of Original Negatives: GSA,
Region 8, Denver, CO
View to: East

Photo #6

Chief Mountain Border Station and Quarters,
Garage - east elevation
Glacier National Park
Glacier County, MT
Photographer: Allison Dahlin
Date: July 2004
Location of Original Negatives: GSA,
Region 8, Denver, CO
View to: West

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Photo #7
Chief Mountain Border Station and Quarters,
Garage - west elevation
Glacier National Park
Glacier County, MT
Photographer: Allison Dahlin
Date: July 2004
Location of Original Negatives: GSA,
Region 8, Denver, CO
View to: East

Photo #8
Chief Mountain Border Station and Quarters,
south and east elevations
Glacier National Park
Glacier County, MT
Photographer: Allison Dahlin
Date: July 2004
Location of Original Negatives: GSA,
Region 8, Denver, CO
View to: Northwest

Photo #9
Chief Mountain Border Station and Quarters,
north elevation
Glacier National Park
Glacier County, MT
Photographer: Allison Dahlin
Date: July 2004
Location of Original Negatives: GSA,
Region 8, Denver, CO
View to: South

Photo #10
Chief Mountain Border Station and Quarters,
north elevation
Glacier National Park
Glacier County, MT
Photographer: Allison Dahlin
Date: July 2004
Location of Original Negatives: GSA,
Region 8, Denver, CO
View to: Southwest

Photo #11
Chief Mountain Border Station and Quarters,
Pump House- south and west elevations
Glacier National Park
Glacier County, MT
Photographer: Allison Dahlin
Date: July 2004
Location of Original Negatives: GSA,
Region 8, Denver, CO
View to: North

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Digital Photograph Information:

Photo # 12 is a digital photograph taken by Lon Johnson, Cultural Resources Manager at Glacier National Park, in January 2006. In accordance with the March 2005 Photo Policy expansion, the photo is printed on HP Premium Plus Photo Paper, using the Hewlett Packard 100 gray photo cartridge. This combination of paper and inks is included on the NR's list of "Acceptable Ink and Paper Combinations for Digital Images." The image is also recorded on a CD at 1200x1800 pixels, 300 dpi in "true color" 24-bit format.

Photo #12
Chief Mountain Border Station and Quarters
 Water Tank
Glacier National Park
Glacier County, MT
Photographer: Lon Johnson
 Cultural Resources Manager, GLAC
Date: January 2006
View to: East