



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—Ferry, Washington
Other names/site number Curlw Border Inspection Station, Curlw-Ferry Inspection Station

2. Location

Street & Number 3559 T.B.C. Road (Toroda Bridge Customs Road) Not for Publication N/A
City or Town Curlw Vicinity N/A
State Washington Code WA County Ferry Code 019
Zip Code 99118

3. State/Federal Agency Certification

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

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

State or Federal Agency or Tribal government
In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)
Signature of commenting official/Title [Signature] Date 11-24-13
WASHINGTON STATE HISTORIC PRESERVATION OFFICE

4. National Park Service Certification

I, hereby certify that this property is:
 entered in the National Register [Signature] Signature of Keeper Edson W. Beall Date of Action 9-10-14
 See continuation sheet.
 determined eligible for the National Register
 See continuation sheet.
 determined not eligible for the National Register
 removed from the National Register
 other (explain):

5. Classification

Ownership of Property (Check as many boxes as apply)	Category of Property (Check only one box)	Number of Resources within Property	
		Contributing	Noncontributing
<input type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	<u>2</u>	<u>2</u> building(s)
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u> </u>	<u>1</u> sites
<input type="checkbox"/> public-state	<input type="checkbox"/> site	<u> </u>	<u> </u> structures
<input checked="" type="checkbox"/> public-federal	<input type="checkbox"/> structure	<u> </u>	<u>1</u> objects
	<input type="checkbox"/> object	<u>2</u>	<u>4</u> total

Number of contributing resources previously listed in the National Register 0

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

6. Function or Use

Historic Functions (Enter categories from instructions)

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

Current Functions (Enter categories from instructions)

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

7. Description

Architectural Classification (Enter categories from instructions)

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

Materials (Enter categories from instructions)

foundation	<u>Concrete</u>
roof	<u>Metal (standing seam)</u>
walls	<u>Wood (frame)</u>
walls	<u>Brick (veneer)</u>
other	<u>Wood (windows and doors)</u>
	<u>Glass (windows and doors)</u>
	<u> </u>

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

Please see Section 7 Continuation Sheets.

8. Statement of Significance

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

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

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

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

Areas of Significance (Enter categories from instructions)

Architecture
Politics/Government

Significant Person (Complete if Criterion B is marked above)

N/A

Period of Significance

1937

Cultural Affiliation

N/A

Significant Dates

1936–1937

Architect/Builder

Simon, Louis A

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

Please see Section 8 Continuation Sheets.

9. Major Bibliographical References

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

Please see Section 9 Continuation Sheets.

Previous documentation on file (NPS)

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

Primary Location of Additional Data

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

Name of repository: U.S. General Services Administration

10. Geographical DataAcreage of Property 1.03

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

	Zone	Easting	Northing	Zone	Easting	Northing
1	11 U	371156.38	5428897.53	3		
2				4		

 See continuation sheet.

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

U.S. Government owned property associated with 3559 T.B.C. Road (Toroda Bridge Customs Road).

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

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

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, Northwest/Arctic Region	Telephone (253) 931-7912
Street & Number	400 15 th Street, SW	
City or Town	Auburn	State WA Zip Code 98001

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

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

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National Register of Historic Places Continuation Sheet

*U.S. Inspection Station—Curlew
Ferry County, Washington*

Section 7 Page 1

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

DESCRIPTION

Location and Setting

The U.S. Inspection Station—Ferry (also called “Curlew”), Washington is in a remote location, 14 miles north of Curlew, Washington, a town of 220 people (as of 1995), itself approximately 150 miles northwest of Spokane, WA. The Border Station is located on a parcel 150 feet x 300 in size, bounded on the north by the Canadian International Border and on the east by the Toroda Bridge Customs Road. The western border is the east fork of the Kettle River. The southern border is 300 feet south of the international border. The Inspection Station and its associated buildings are located on the west side of Toroda Bridge Customs Road in a north south axis parallel to the road. As is common with many border inspection stations, the building is set back to allow for an auxiliary thruway that cuts under the porte-cochere for inspection purposes. “The site slopes approximately 12’ to the west where the east fork of the Kettle River runs along its western property line. Surrounding lands include fenced pastureland and wetlands. The lot is residential in character and includes the station, restroom facility, garage, storage building, a monument and a small, fenced rose garden on the northern half which was planted by a former Customs Service agent in the 1960s.”¹

Exterior

The Ferry Inspection Station is a modified T-plan, wood frame building with a medium pitch side gabled roof with standing seam metal roofing and painted fascia boards. The building is 1½ stories tall, and has a basement. The Ferry Inspection Station is of the Colonial Revival design system. The features associating it with this style include multi-light double-hung windows in an odd numbered ranking, boxed at the gable ends, symmetry, brick-framed lunette attic vents with sill underscoring at the gable ends, and a triplicate entry with a main door framed by multi-glazed sidelights. The inspection station is clad in running bond brickwork with a painted, concrete clad plinth course at the side and rear elevations where the property lowers in grade approximately 12 feet. 6/6 wood frame, marble-silled, double hung windows are present at all elevations and both levels. A large, flat roofed porte-cochere, which replaced the original in 1973, is affixed to the middle of three bays at the front elevation. The two side bays of the front elevation are identical, and feature a program of 6/6 wood-frame, double-hung windows with a decorative brickwork panel in the wall above each window. The center bay protrudes outward underneath the canopy, becoming three-sided against the front elevation and enclosing an office space behind its centered entry door. The entry door is of three panels, two of which are glass, and is framed on either side by vertical, fixed, multi-unit glazed sidelights each underscored by paneling. On the side walls of the protruding first level center bay are 6/6 wood-frame double-hung windows.

The north-side elevation of the building features two courses of 6/6 wood-frame double-hung windows in a symmetrical pattern and 3-light horizontal basement windows in the plinth course. A side door covered with a gabled walkway leads to a shiplap wood-sided, front-gabled restroom building that was constructed in 1973. This building, like the inspection station itself, is sited parallel in a north-south relationship to the road itself. The restroom facility is not considered a contributing resource. The south-side elevation of the Ferry Inspection Station building features a centered, protruding, shed-roofed storage space that is clad in wood clapboard and painted white. Above it are one course of two 6/6 wood-framed double hung-windows underscored by sills as previously mentioned.

¹ Boyle • Wagoner Architects, *U.S. Border Stations: Metaline Falls, Laurier and Curlew (Ferry), Washington*. Seattle: Boyle * Wagoner Architects, 1996: 58.

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Section 7 Page 2

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

Affixed behind the structure is a centered brick fireplace mass and chimney, which further delineates the biaxial symmetry of both the exterior, as well as the original interior scheme. On either side of the chimney are a smaller set of 6/6 wood-frame double-hung windows, with a standard size set located at the end bays of the rear elevation first level. At either side of the chimney, on the second level, are 2/2 wood-frame double-hung windows underscored by marble sills. A multi-light basement level door is located at the southern portion of the rear elevation.

Interior

The original layout of the interior, which has since been remodeled, featured two living units in biaxial symmetry to one another. Elements of the Ferry Inspection Station interior that were modified in the late 1950s include: the office space, battleship linoleum flooring, and the addition of new gypsum walls that altered the original first level floor plan. The plan of the second level, with four bedrooms, a single bath, and storage room is unaltered. The second floor contains four bedrooms, a single bath, and storage room. Two sets of stairs are located directly in the center of the interior.

Associated Resources

An original wood frame, two-car garage with clapboard siding and gabled roof is located south of the inspection station on the property. The garage also features a 6/6-woodframe double-hung window similar to those found on the inspection station. The garage underwent modifications in 1958 that extended its front by 7'. In 1973 the garage foundation was raised 6" to 12" to allow for poured concrete foundation walls. Because of these modifications, the garage is not considered to be a contributing resource.

A front gabled, storage shed clad in a narrow cut wood shiplap is present behind the garage at the southwest corner of the property. A brick chimney is present at the western wall of the structure, and 4/4 wood-frame double-hung windows are part of the design. Though its exact building date is unknown, it is believed to have been constructed in 1936 and used as a temporary station until the subject Ferry Inspection Station was completed the following year.² Furthermore, the shed is finished on the inside, which gives more credence to the supposition that it served as the original station building. This structure appears to have retained its integrity and is a contributing resource.

A small pyramidal shaped monument made of colored flagstone and mortar completed c. 1968 is located on the property and honors former Customs Agent Leonard Trones (1900-1967), who planted the Rose garden at the northern section of the property. The monument and garden are not contributing resources. A mast style flagpole with crossbar and bronze sphere finial is also located directly north and in front of the border station itself.

Alterations

In 1973, the original porte-cochere was removed, the duplex quarters were converted to single family, the garage was expanded, and a restroom and storage were added.

² According to Customs Service Staff. See Boyle • Wagoner Architects, 1996: 60.

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*U.S. Inspection Station—Curlew
Ferry County, Washington*

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

Statement of Significance

Summary

The U.S. Inspection Station—Curlew was included in the Multiple Property Submission for *U.S. Border Inspection Stations, States Bordering Canada and Mexico* (Border Station MPS). As demonstrated in this registration form, the U.S. Inspection Station—Curlew retains most aspects of integrity 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 Criteria A and C, at the local level of significance, period of significance 1937. It retains all of its original program elements, despite the alterations to the garage, and well demonstrates the historic characteristics of Border Station MPS Property Type Number 1: 3-bay Inspection Station. The garage was enlarged and raised on its foundation. Although it was an original structure, the alterations have diminished its integrity and it is a non-contributing element. The restroom facility was constructed outside the period of significance, as were the monument and rose garden, and thus are non-contributing elements.

Under Criterion A, the U.S. Inspection Station—Curlew 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 1937, it was sited alongside a border highway at one of the locations noted in 1928 by H.A. Benner of the Bureau of Customs and J.L. Hughes of the Bureau of Immigration Benner and Hughes. Its construction was, therefore, in direct response to a chain of events including the imposition of head taxes and country quotas on immigration in 1917 and 1921, smuggling arising from the prohibition of alcohol in 1919, and the increase in usage of the automobile and improved roads in the 1920s.

Under Criterion C, the U.S. Inspection Station—Curlew retains adequate integrity to convey the design, plan, and program from the time it was constructed by the Treasury Department. While the design by the Treasury Department was intended for seven identical stations, it appears only two are still extant, Curlew and Alburg Springs, Vermont. The exterior and interior of the Ferry Inspection Station's buildings still convey the historical design, workmanship, and materials of the facility's original construction. The Colonial Revival design system was employed throughout the facility through a combination of: brick-clad elevations, brick framed semi-circular lunette windows with marble sill underscoring at each gable end, boxed eaves, ranked and multi-glazed wood frame double hung windows, a glass panel door with Adam style sidelights, and an overall strong sense of exterior symmetry. The buildings retain a high degree of integrity and are distinguished, both in their exterior and interior features and materials, as an excellent example of the Colonial Revival style, particularly for their associative values as a record of the self-image of federal government buildings during the 1930s.

U.S. Inspection Station—Curlew, Washington: 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 an analysis for the proposed site of the U.S. Inspection Station—Curlew, but did not recommend its construction at that time:

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

There are two customs officers stationed at Ferry and one at Chesaw, who put in part of their time patrolling the roads. The highway traffic at these points is almost negligible and the circumstances do not justify the erection of Government inspection quarters.³

The inspection station building is an intact example of the Colonial Revival design system as expressed in Border Station designs of the Federal Public Works Administration (PWA) period of the 1930s. This Colonial Revival detailing makes itself present through the combination of: brick-clad elevations, brick-framed semi-circular lunette windows with marble sill underscoring at each gable end, boxed eaves, ranked and multi-glazed wood frame double-hung windows, a glass panel door with Adam style sidelights, and an overall strong sense of exterior symmetry.

The renderings for the U.S. Inspection Station—Ferry are found at the National Archives and Records Administration (NARA), where it shares the identical plans with six other Inspection Stations: Alburg Springs, VT; Noonan, ND; Raymond, ND; Scobey, MT; Sherwood, ND; and Westhope, ND.⁴ Like Ferry, these other stations were located in isolated areas and because of this; all were originally designed as duplex living quarters as well. The design of the Ferry Inspection Station at Curlew is highly similar in form and materials to other inspection stations constructed in the late 1930s that have been called “Northern Style” border stations for their ubiquity in the northern Border States. The “Northern Style” border stations share general features such as brick walls and sharply pitched gable roofs that buffer from the affects of cold climates, rain, and snow.⁵

The U.S. Inspection Station—Ferry continues to possess many features originally depicted in the front elevation rendering. These include the wood-frame multi-glazed double-hung windows each topped by a decorative brickwork panel, a strong symmetrical composition reaffirmed by a centered chimney, and a glass panel door with Adam style vertical sidelights. Its proportion, scale and massing also appear to be in keeping and unchanged from the original rendering.

Louis A. Simon is listed as the Supervising Architect of the building, and signed off on the set of plans that included the Curlew Station on June 4, 1936. Simon was the Supervising Architect of the Treasury from 1933-1939 and during Simon’s tenure; the Department of the Treasury was the largest architectural office in the United States. During that period, the Department constructed 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 border station, initially resulted from the Public Buildings Act of 1926, a Congressional enabling act that doubled the number of U.S Federal buildings in existence.

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

³ 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: 44.

⁴ U.S. Department of the Treasury. Cabinet Sketch No. 45, United States Inspection Station—Alburg Springs Vermont; Ferry, Washington; Noonan, North Dakota; Westhope, North Dakota; Raymond, North Dakota; Scobey, Montana; Sherwood, North Dakota. In Records Group 36, at the National Archives and Record Administration in College Park, Maryland. Of these, only the Ferry-Curlew Station itself and the Alburg Springs Vermont Station appear to have survived.

⁵ Boyle • Wagoner Architects, U.S. Border Stations: Metaline Falls, Laurier and Curlew (Ferry), Washington. Seattle: Boyle • Wagoner Architects, 1996: 2. Despite their ubiquity in the north, one station of this type was constructed in Sasabe Arizona in 1937.

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

The U.S. Inspection Station—Ferry has retained its original location along the Toroda Bridge Customs Road. Though a building has been added close by and is affixed to the station, this has not altered the feeling or setting of the property as a PWA-era, northern style inspection station located in a rural setting that includes pasture lands, wetlands, and the east fork of Kettle River that directly behind the property.

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.

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—Ferry 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 1936 by the Supervising Architect of the U.S. Treasury, built in 1937, and sited along the Toroda Bridge Customs Road near the international border with Canada. It was sited at one of the locations noted, but not recommended by Benner and Hughes in their 1928 report, because: "The highway traffic at this port

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does not justify the erection of Government quarters at the present time.”⁶ By the time the station was designed in 1936, traffic must have increased, and as indicated by the name of the highway itself “Toroda Bridge Customs Road” a primary purpose of the road was for U.S. Customs inspections. Federal authority is symbolized by the prominent flagpole on the property. 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—Ferry retains **integrity of location** because it is still in its original location along Toroda Bridge Customs Road near the international border with Canada.

Proper facilities: To represent the proper facilities for a border inspection station, a property must convey the protection of officers, motorists, and goods from the elements. At Curlew, protection from inclement weather was provided by a porte-cochere, garage, storage shed, upstairs quarters for the officers, and the efficient placement of combined functions within the office building. While the porte-cochere was replaced in 1973, and the garage substantially altered, the integrity of the station and storage building remain high. As a result, the property retains overall integrity of **design and materials**, and continues to convey its original range of proper facilities.

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

Fair and adequate service to the public: To represent the government’s responsibility to the treatment of the public, a property must have features or spaces to protect goods against dust and the elements, provide privacy from onlookers, and have adequate capacity to serve the increasing volume of motor vehicle traffic. Generally, a property meeting the requirements for proper facilities would also represent this associative attribute. However, private detention areas and porte-cocheres for additional lanes are also important to represent this attribute. At Curlew, adequate service to the public is demonstrated by the provision of ample office space in the 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. At Curlew, two residential units were provided as quarters for the officers, and although these units were re-configured to a single unit in 1973, they continue to retain adequate integrity of **design and materials** to convey the nature of the living quarters during the period of significance.

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: 44.

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

Evaluation under Criterion C

The U.S. Inspection Station—Ferry is included in the Inspection Station MPS as a variation of Property Type Number 1: 3-bay Inspection Building. As described in the Inspection Station MPDF, in order to be eligible for listing under Criterion C in the areas of government and architecture, the border inspection stations must retain adequate integrity to convey their design, plan, and program from the time they were purchased, designed or constructed by the Treasury Department. The border inspection stations must exemplify the regional designs, standardized plans and program developed by the Supervising Architect of the Treasury to make land border customs and immigration inspections more efficient and secure, demonstrate federal authority and presence, provide protection and privacy to automobile travelers and their goods, and provide better working and living conditions for officers. Stylistic variation is quite limited according to the region and climate, employing the Colonial Revival, Georgian Revival with classical details, Log Cabin Rustic, Spanish Colonial Revival and Pueblo Revival styles. In general, to qualify for registration under Criterion C at the local level of significance, the U.S. Border Stations designed and constructed from 1930 to 1943 should retain the essential design characteristics of their original style, materials, and plan, and their original location and setting alongside a roadway near the U.S. borders with Canada and Mexico. To be eligible under Criterion C, the property must adequately retain a majority of design features and retain most of the seven aspects of integrity. Properties that retain their essential physical characteristics and integrity would be significant at the local level, within the period of significance beginning in 1930, when the first station of this group was constructed and closing in 1943, the year construction of the last station of this group was completed.

The U.S. Inspection Station—Ferry is representative of one of the property types identified in the Inspection Station MPS: Property Type Number 1: 3-bay Inspection Station. The Property Type Number 1 design was used along highways with relatively low volumes of traffic. Curlew was one of a sub-type of seven identical stations that featured a two-lane porte-cochere. These seven identical stations were originally located at: Curlew, WA; Alburg Springs, VT; Noonan, ND; Raymond, ND; Scobey, MT; Sherwood, ND; and Westhope, ND. Of these seven, only the stations at Curlew and Alburg Springs, VT are believed to still be extant.

The U.S. Inspection Station—Ferry exemplifies the regional designs, standardized plans and program developed by the Supervising Architect of the Treasury to make land border customs and immigration inspections more efficient and secure, demonstrate federal authority and presence, provide protection and privacy to automobile travelers and their goods, and provide better working and living conditions for officers. Stylistic variation within border stations is quite limited according to the region and climate, and like many other inspection stations along the northern United States border, the U.S. Inspection Station—Ferry exhibits the Colonial Revival design system. The period of significance of the U.S. Inspection Station—Ferry is 1937, the year the facility was constructed, which falls within the period of significance for the Inspection Station MPS.

Discussion of the Seven Aspects of Integrity

According to the Registration Requirements of the Inspection Station MPDF, to qualify for registration under Criterion C at the state level of significance, the U.S. Border Stations designed and constructed from 1930 to 1943 should retain the essential design characteristics of their original style, materials, and plan, and their original location and setting alongside a roadway near the U.S. borders with Canada and Mexico. To be eligible under Criterion C, then, the stations must adequately retain most of the seven aspects of integrity. As described in the Inspection Station

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*U.S. Inspection Station—Curlew
Ferry County, Washington*

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

MPS, certain modifications may have occurred in response to changing traffic volume or staffing that is part of the changing historic function of the border inspection stations, and would not necessarily disqualify the properties from registration.

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

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

The architectural *design* of the original U.S. Inspection Station—Ferry station building continues to have integrity of design, interior as well as exterior, despite the replacement of the porte-cochere in 1973. The building continues to retain various design features that demonstrate the structures have a Colonial Revival design aesthetic.

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

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

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

The *workmanship* of the station was likely executed by PWA employees, and the building and flagpole continue to demonstrate the skill and care that went into the brickwork, metalwork, and woodwork.

Integrity Considerations

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

- Alterations conforming to the Secretary of the Interior's Standards for Rehabilitation.

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

- Raising the porte-cochere height from 12 feet to 14.5 feet in response to the 1956 minimum vertical clearance design standard of the Interstate Highway System⁷ or otherwise altering it to accommodate larger vehicles.
- Alteration or removal of detached garages or residences, in cases where the main building retains integrity.
- Interior modifications that reflect the intended flexibility of program.
- Filling in of the inspection pit(s).
- Minor or reversible exterior alterations.

At Curlew the porte-cochere was altered in 1973, but the redesign was similar in scale and design to the original, and it continued to accommodate two lanes of traffic. The change in height also reflected the change in response to the 1956 minimum vertical clearance requirement of the Interstate Highway System. The conversion of the duplex quarters into a single family unit reflects the intended flexibility of the program. The garage was expanded, and as a result the garage is considered a non-contributing element.

Significance – Conclusion

The U.S. Inspection Station—Ferry was included in the Multiple Property Submission (MPS) for *U.S. Border Inspection Stations, States Bordering Canada and Mexico*. As demonstrated in this registration form, the U.S. Inspection Station—Ferry 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 Criteria A and C, at the local level of significance, period of significance 1937. It was sited alongside the Toroda Bridge Customs Road, a border highway, in direct response to a chain of events including the imposition of head taxes and country quotas on immigration in 1917 and 1921, smuggling arising from the prohibition of alcohol in 1919, and the increase in usage of the automobile and improved roads in the 1920s. The building is 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 retains all of its original program elements, and well demonstrates the historic characteristics of MPS Property Type Number 1: 3-bay Inspection Station. While the design by the Treasury Department was intended for seven identical stations, it appears only two are still extant, Curlew, Washington and Alburg Springs, Vermont.

⁷ “When the American Association of State Highway Officials (AASHO) issued design standards for the Interstate System, the minimum design value of 14 feet was included for vertical clearance (that is, the distance from the Interstate pavement to the bottom of overpasses).” The minimum value of 14 feet was approved on July 17, 1956. In 1960, the minimum value was increased to 16 feet. U.S. Department of Transportation-Federal Highway Administration website entitled [Highway History: Right of Passage: The Controversy Over Vertical Clearance on the Interstate System](http://www.fhwa.dot.gov/infrastructure/50vertical.cfm), <http://www.fhwa.dot.gov/infrastructure/50vertical.cfm>, 2/19/2006.

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*U.S. Inspection Station—Curlew
Ferry County, Washington*

Section 9 Page 10

MPS: U.S. Border Inspection Station and Associated Points of Entry

Major Bibliographic References

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

Works Cited

- 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.
- Boyle • Wagoner Architects. *U.S. Border Stations: Metaline Falls, Laurier and Curlew (Ferry), Washington*. Seattle: Boyle • Wagoner Architects, 1996.
- ICF Jones & Stokes on behalf of U.S. GSA. U.S. Border Inspection Stations, States Bordering Canada and Mexico. Multiple Property Submission Historic Context Statement. Los Angeles: ICF Jones & Stokes, 10/14/2008.
- U.S. Department of the Treasury. Cabinet Sketch No. 45. *United States Inspection Station—Alburg Springs Vermont; Ferry, Washington; Noonan, North Dakota; Westhope, North Dakota; Raymond, North Dakota; Scobey, Montana, Sherwood, North Dakota* in Records Group 36, at the National Archives and Record Administration in College Park, Maryland.

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*U.S. Inspection Station—Curlew
Ferry County, Washington*

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MPS: U.S. Border Inspection Station and Associated Points of Entry

Geographical Data

Boundary Description

The Border Station is located in a remote area in the north-east border of Ferry County, Washington, approximately twenty-five miles west of Laurier on a road that feeds off State Highway 20 and State Highway 21. The property is a parcel 150 feet x 300 in size, bounded on the north by the Canadian International Border and on the east by the Toroda Bridge Customs Road. The western border is the east fork of the Kettle River. The southern border is 300 feet south of the international border. The official GSA address is: Curlew U.S. Border Station, Curlew, Washington 99118-9998.

Boundary Justification

The U.S. Government owned property associated with 3559 Toroda Bridge Customs Road is consistent with the original limits of the property.

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National Park Service

National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Curlew
Ferry County, Washington*

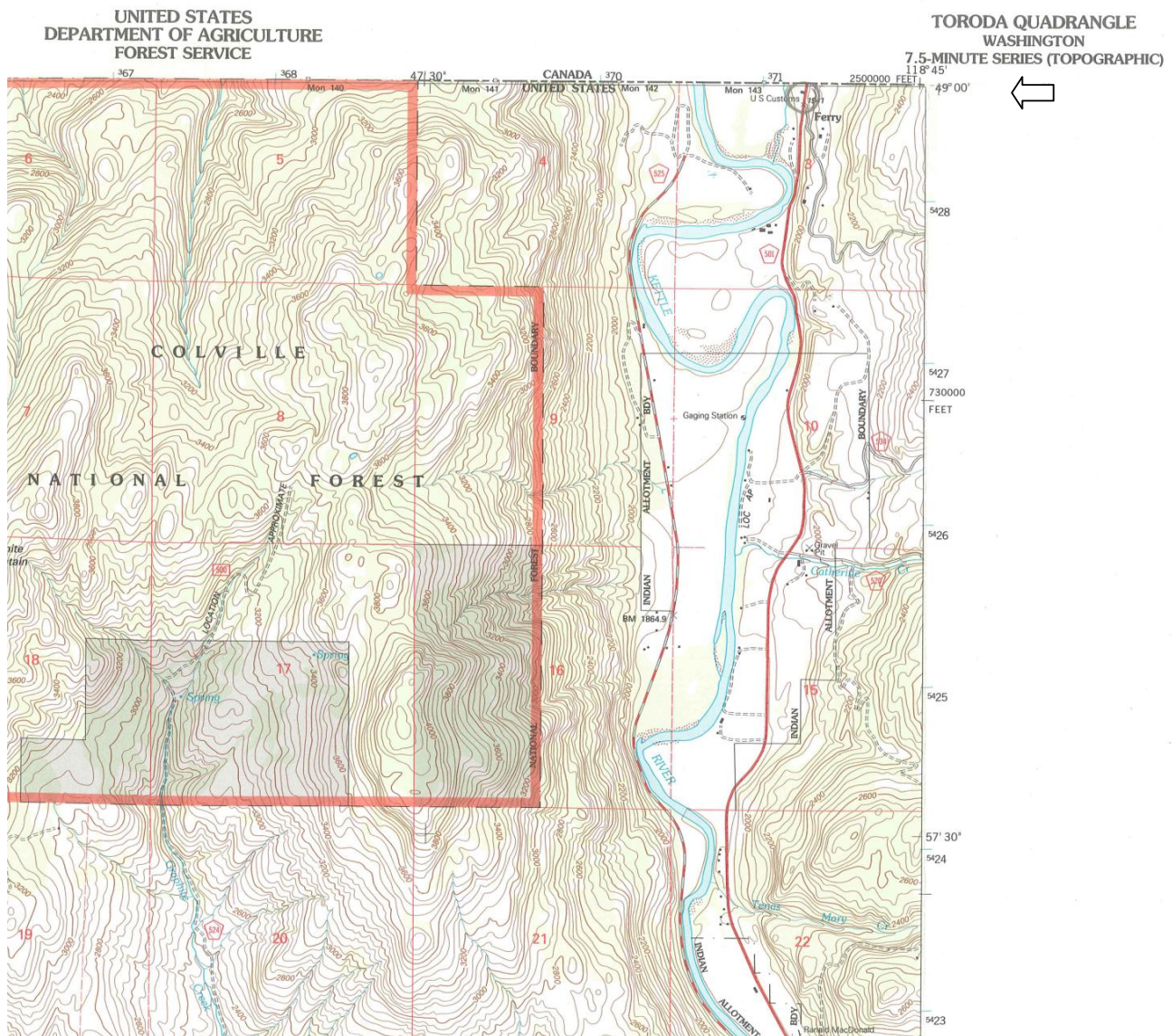
Section Map Page 12

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

USGS Map

Copy of map also included as supplemental information.

UTM References:
Zone: 11U
Easting: 371156.38
Northing: 5428897.53



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National Park Service

National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Curlew
Ferry County, Washington*

Section Photos Page 13

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

U.S. Inspection Station

Ferry County, Washington

Photographer: Michael Mathers

Date of photograph: N.D.

Negative: GSA

Description of view: north and east elevation, view: southwest.

Photo number: WA_FerryCounty_CurlewBorderStation1.tiff



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*U.S. Inspection Station—Curlew
Ferry County, Washington*

Section Photos Page 14

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

U.S. Inspection Station

Ferry County, Washington

Photographer: Carrie Chasteen, Jones & Stokes

Date of photograph: November 2006

Negative: GSA

Description of view: south and east elevation, view: northwest.

Photo number: WA_FerryCounty_CurlewBorderStation2.tiff



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*U.S. Inspection Station—Curlew
Ferry County, Washington*

Section Photos Page 15

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

U.S. Inspection Station

Ferry County, Washington

Photographer: Carrie Chasteen, Jones & Stokes

Date of photograph: November 2006

Negative: GSA

Description of view: north elevation and restroom structure, view: southwest.

Photo number: WA_FerryCounty_CurlewBorderStation3.tiff



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*U.S. Inspection Station—Curlew
Ferry County, Washington*

Section Photos Page 16

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

U.S. Inspection Station

Ferry County, Washington

Photographer: Michael Mathers

Date of photograph: N.D.

Negative: GSA

Description of view: north and east elevation, view: southwest.

Photo number: WA_FerryCounty_CurlewBorderStation4.tiff



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National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Curlew
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Section Photos Page 17

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

U.S. Inspection Station

Ferry County, Washington

Photographer: Carrie Chasteen, Jones & Stokes

Date of photograph: November 2006

Negative: GSA

Description of view: north and west elevation, view: southeast.

Photo number: WA_FerryCounty_CurlewBorderStation5.tiff



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet—Additional Documentation

Section Photos Page 18 *MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico*
U.S. Inspection Station—Curlew
Ferry County, Washington

U.S. Inspection Station
Ferry County, Washington

Photographer: Carrie Chasteen, Jones & Stokes

Date of photograph: November 2006

Negative: GSA

Description of view: storage shed, view: southeast.

Photo number: WA_FerryCounty_CurlewBorderStation6.tiff



United States Department of the Interior
National Park Service

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*U.S. Inspection Station—Curlew
Ferry County, Washington*

Section Photos Page 19

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

U.S. Inspection Station
Ferry County, Washington

Photographer: GSA

Date of photograph: 1970

Negative: GSA

Description of view: north and east elevation, view: southwest.

Photo number: WA_FerryCounty_CurlewBorderStation7.tiff



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Curlew
Ferry County, Washington*

Section Photos Page 20

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

U.S. Inspection Station

Ferry County, Washington

Photographer: Carrie Chasteen, Jones & Stokes

Date of photograph: November 2006

Negative: GSA

Description of view: rear elevation of garage, view: southeast.

Photo number: WA_FerryCounty_CurlewBorderStation8.tiff



United States Department of the Interior
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*U.S. Inspection Station—Curlew
Ferry County, Washington*

Section Photos Page 21

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

U.S. Inspection Station

Ferry County, Washington

Photographer: Michael Mathers

Date of photograph: N.D.

Negative: GSA

Description of view: Leonard Trones Monument, view: southwest.

Photo number: WA_FerryCounty_CurlewBorderStation9.tiff



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National Park Service

National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Curlew
Ferry County, Washington
MPS: U.S. Border Inspection Stations, States Bordering Canada and
Mexico*

Section Supplemental Page 22
Information

U.S. Inspection Station
Ferry County, Washington
Date: 1936
Courtesy: National Archives and Records Administration (NARA)
Description of view: front elevation rendering, view: west.





FERRY, WASH. UNITED STATES BORDER INSPECTION STATION

MISSING CHILDREN
1-800-342-3732

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50

NOTICE
This building is the property of the United States Customs and Border Protection. It is to be used for the purpose of border inspection only. No other use is permitted without the express written consent of the United States Customs and Border Protection.





ON FERRY, WASH.

STOP

151

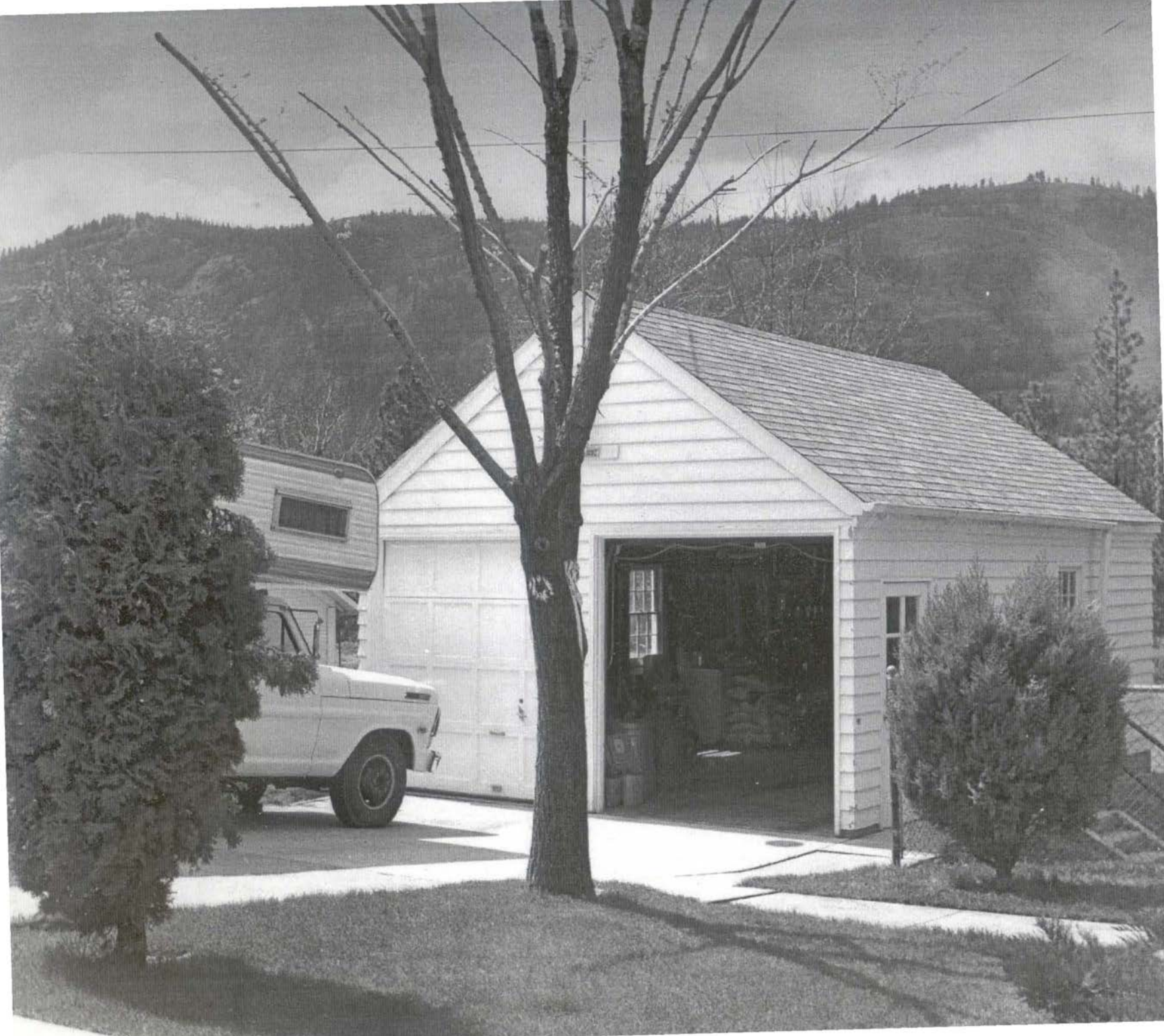


UNITED STATES BORDER INSPECTION STATION
FERRY VILLAGE

STOP











IN MEMORY OF
LEONARD JONES
1900 - 1967
WHO CREATED THIS FIRM
1908 WILDFIELD

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--Ferry, Washington
NAME:

MULTIPLE U.S. Border Inspection Stations MPS
NAME:

STATE & COUNTY: WASHINGTON, Ferry

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: 14000611

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

August 19, 2013

Allyson Brooks, Ph.D.
State Historic Preservation Officer
Department of Archaeology & Historic Preservation
1063 South Capitol Way, Suite 106
Olympia WA 98501



Dear Dr. Brooks: *Allyson*

The U.S. General Services Administration (GSA) is pleased to submit the enclosed National Register of Historic Places registration package supplemental data requested for the Multiple Property Submission, **U.S. Border Inspection Stations** (MPDF), which includes the following stations located in the state of Washington:

- U.S. Inspection Station – Curlew, Washington
- U.S. Inspection Station – Laurier, Washington
- U.S. Inspection Station – Metaline Falls, Washington (previously listed 1/31/97)

GSA previously submitted to your offices for your review the context statement, matrix and individual nominations for the Curlew and Laurier stations. We have addressed all comments received and recommendations for revision were carefully reviewed within the context of the nationwide MPDF.

The following documents are enclosed for your records:

- Curlew Inspection Station – Enclosed is a replacement disc of TIFF images. Regarding the property boundary, please note that already included on page 24 of the nomination is a historic map of the station and its boundary. Also, please find that the UTM coordinate requested is already included in both Section 10 (Geographical Data) and also on the top right side of the USGS map (Zone 11, Easting 371156.38, Northing 5428897.5).
- Laurier Inspection Station – The address is as stated in the nomination at HWY 395N at the Canadian Border in Laurier; there is no more precise address for this remote, rural property.

As previously submitted, we ask that you sign as the commenting official and return the original archival National Register of Historic Places signature pages for the MPDF and the two individual station registration forms.

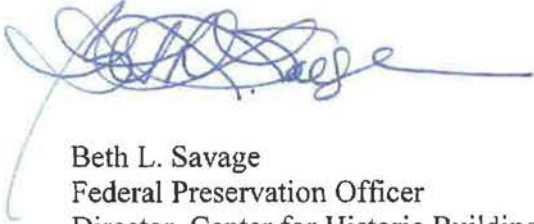
An important note: when signed, please return these signature pages via UPS (we have provided a return UPS slip for this purpose) as packages returned via regular mail to our offices are

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

irradiated and the materials severely damaged. When ready, we will forward the entire archival package to the National Park Service for listing.

We appreciate your cooperation and very much look forward to the listing of this nationwide MPDF, which has been in process since 2008. Should you have any questions or concerns regarding the nomination package, please contact Claire Hosker at (202) 501-1578.

Sincerely,

A handwritten signature in blue 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

Enclosure