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United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

Historic name U.S. Inspection Station—Alburg Springs, Vermont
Other names/site number Alburg Springs Inspection Station; Alburg Springs Border Station

2. Location

Street & Number 303 Alburg Springs Road/ State Highway 232 Not for Publication N/A
City or Town Alburg Vicinity N/A
State Vermont Code VT County Grand Isle Code 013
Zip Code 05440

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

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 9/30/2013
VERMONT STATE HISTORIC PRESERVATION OFFICER

4. National Park Service Certification

I, hereby certify that this property is:
 entered in the National Register [Signature] 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>0</u> building(s)
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u> </u>	<u> </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> </u> objects
	<input type="checkbox"/> object	<u>2</u>	<u>0</u> total

Number of contributing resources previously listed in the National Register 0

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

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: <u>Government</u>	Sub: <u>Government Office</u>
<u>Government</u>	<u>Custom House</u>
<u>Transportation</u>	<u>Road-related (vehicular)</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 House</u>
<u>Transportation</u>	<u>Road-related (vehicular)</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>SYNTHETIC/asphalt shingle</u>
walls	<u>BRICK (exterior)</u>
walls	<u>OTHER/gypsum plaster (interior)</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

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 (9/22/1986)
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey #
- recorded by Historic American Engineering Record #

Primary Location of Additional Data

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

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

10. Geographical Data

Acreage of Property 1.0

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

Zone	Easting	Northing	Zone	Easting	Northing
1	18	640842	3		
2			4		

See continuation sheet.

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

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

11. Form Prepared By

Name/Title Daniel D. Paul, Architectural Historian and Richard Starzak, Senior Architectural Historian

Organization ICF Jones & Stokes Date July 2011

Street & Number 811 W. 7th St., Suite 800 Telephone (213) 627-5376

City or Town Los Angeles State CA Zip Code 90017

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

Photographs

Representative photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

Name _____

Organization U.S. General Services Administration, Region 1 Telephone (617) 565-8100

Street & Number 10 Causeway St., Room 900

City or Town Boston State MA Zip Code 02222

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

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

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*U.S. Inspection Station—Alburg Springs
Grand Isle County, Vermont*

Section 7 Page 1

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

Description

Location and Setting

The Alburg Springs Inspection Station is located in the Village of Alburg Springs, Town of Alburg, Grand Isle County, Vermont. The Alburg Springs Inspection station is set back from the road, which it faces east, and is accessed by an asphalt approach. The surrounding area is rural in character. Pastoral lands and the remains of various agricultural fields are in the immediate proximity. South of the Inspection Station on Alburg Springs road are various residential dwellings, most of which pre-date 1930. The Alburg Springs Inspection Station is located within ¼ mile of Lake Champlain. The property features a small grass median in front of the approach, and a larger mowed lawn in the rear yard. Tall grass and native tree specimens are present nearby. The Alburg Springs Inspection Station property ascends as it moves westward away from Alburg Springs Road, and the rear yard of the Alburg Springs property is sloped. In the northwest section of the Alburg Springs property is a low concrete monument marker in the shape of an obelisk. Though it is undated, it appears to be recent. A mast style flagpole with a metal finial is located at the northern portion of the property adjacent Alburg Springs road. The Canadian inspection station is visible in the immediate distance due northeast of the Alburg Springs Inspection Station.

Exterior Description

The Alburg Springs US Inspection Station is a rectangular plan, 1 ½-story Inspection Station done in the Colonial Revival style. Running course brick cladding is present across all four elevations, which are constructed of wood frame and built on a poured concrete foundation. The Inspection Station features a side gabled roof clad in asphalt shingle with metal flashing at the lower half of each run. Centrally affixed to the front of the Inspection Station is an original, hipped roof porte-cochere that covers one lane. A 2-bay freestanding garage is present on the property due southwest of the inspection station. The garage features a front gabled roof and wood clapboard cladding.

The front elevation of the Inspection Station is three bays, and the composition of this elevation is highly symmetrical. The centered entry is slightly elevated and is accessed by a concrete stairwell with simple metal pole railing. A wood frame, single leaf screen door is present, and behind it is an aluminum frame and glass entry door. The screen and the front door are inset into painted simple wood entry framing. At the front elevation on either side of the entry are vertically affixed painted wood planks. Each end bay of the front elevation features a 6/6 wood frame double hung window framed with molded wood picture molding and inset into the façade. Each of these windows features a concrete sill. All of the 6/6 windows upon the building's exterior have the same design treatment. In the wall above each of the front elevation windows is a 3/3/3 brick shiner course decorative element. A painted wood, boxed fascia underscores the small eave at the front elevation. The south-facing side elevation comprises two symmetrical bays. The front section of the lower level has a 6/6 wood frame window detailed in a manner to those upon the front elevation. Two identical 6/6 windows are symmetrically placed at the upper level of the south side elevation. The rear portion of the lower level south elevation features a painted wood two-panel door with an upper panel of 9-unit glazing. This door is inset into simple wood framing. The property slightly ascends in grade toward the rear of the building, and this entry is accessed by an elevated concrete walk with pipe railing. At this entry, a flat roofed metal porch is supported by to metal pipe columns. Concrete curbing is present at the front base of this side elevation. A 6-part semi-circular lunette window is present within the gable end of this side elevation. This window is underscored

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with a concrete sill, and is framed in an arch of brick stretcher voussoirs. The side gable at this elevation is underscored with painted wood fascia boards.

The west facing rear elevation is also highly symmetrical in design. Upon the first level of either end bay are symmetrically placed 6/6 woodframe double hung windows of scale and detail in a manner seen at the front elevation. Upon the ground beneath each of these windows is a wood covered and angled basement access. The southern of these two is larger and features a swinging batten door. In an inner bay, adjacent to the southern 6/6 window is a smaller-scale 6/6 woodframe window. This smaller window is similarly detailed to the other, having molded wood framing and a concrete sill. The center of the rear elevation features brick chimney of running course brick. At the first level this chimney is backed by a single bay, wood clapboard clad storage shed with cornerboards, attached fascia boards, and a two panel wood door and concrete foundation with small concrete step. The roof of this storage shed is side gabled, and is clad in ridged metal. The chimney flue symmetrically delineates the upper level of the rear elevation. Immediately on either side of it are square, small-scale 2/2 woodframe double hung windows inset in wood picture molding and underscored with unpainted concrete sills. A running fascia is present beneath the roofline at the rear elevation.

The front section of the lower level north elevation features a pair of 6/6 woodframe windows of similar detailing and scale to those at the front elevation. Beneath the westerly of these two windows upon the ground below it is an angled basement access that abuts to the elevation itself. A painted wood beam accentuates the joining of this feature to the elevation. The western/rear half of the north level elevation features a bumpout with clapboard siding and cornerboards. At its north elevation it contains a 1/1 woodframe double hung window, and its entry door faces east. This bump out is covered with a shed roof clad in ridged metal. Due west of it near the rear corner of the north elevation is another angled basement access of a treatment similar to the previously discussed access affixed to this elevation. A jogged, painted metal gutter pipe is affixed to the elevation above it. The upper level features a symmetrically placed pair of 6/6 woodframe double hung windows of a treatment similar to those upon the front elevation. These windows are slightly smaller than those upon the first elevation: a difference in size that is barely discernable. The gable end of the north elevation features a centered, six part lunette window underscored with a marble sill and framed in an arch of stretcher voussoir. The side gable present at this elevation is underscored with a painted wood fascia board. The entirety of the north elevation is underscored with a concrete curb.

Affixed to the front elevation is a hipped roof porte-cochere. Two square shaped wood clad columns at the outer edges, and two rectangular wood clad engaged columns support this porte-cochere. The wood cladding on these columns encloses four steel columns that were part of a later porte-cochere upgrade. The columns are topped with an ogee molding detail. The engaged wood column cladding features side-paneling. Above these columns is a large wraparound frieze. At the east facing/ front elevation upon the frieze are written the words "United States Customs and Immigration" in a Roman font. An early, if not original painted metal sign reading "Alburg Springs, VT" is affixed to the north frieze of the porte-cochere. Above the frieze a fascia board underscores the hipped gable roof, which is covered in asphalt shingle. A curved concrete curb runs beneath and to the sides of the front columns of the porte-cochere. Its curve delineates the shape of a small lawn in front of the inspection station.

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Interior

The majority of the first level of the Alburg Springs office has been adapted to office use. Originally virtually all of the first level, except for an office bay that protruded beneath the gable, was originally used as a living space. The southern half housed the Immigration Officer and his family, and the northern half housed the Customs Officer and his family. Flat board baseboards are present at the first level, as is wood trim around windows and doors. A doorway originally separated the two halves of the first floor. At the rear wall on either side of this doorway was a quarter-turn stairwell to the second floor. In both stairwells the stairs are of stained wood treads and risers, and rubber safety treading is present in the middle of each tread. Both stairwells contain baseboard molding. The rail is of stained wood and is circular in profile. Painted circular balusters are part of the design. A turned newel post is present at the second level terminus of each stair.

The second level originally housed two apartments, each with two bedrooms. A dividing wall with a doorway separates the northern and southern halves of the second floor. The apartment for the Immigrations Officer was located at the southern half and the Customs Officer apartment at the northern half. The bedrooms are placed at the end walls of each side of the second floor. Two adjacent bathrooms are symmetrically placed against the rear wall. The tub, toilet and sink in each appear to be original. Six panel wood doors with original brass hardware are present at various doorways at the second floor. Original brass light-switch panels, baseboards, plus door and window trim are also present across the second floor. A concrete slab basement is located beneath the first floor and is accessed by an interior stairway. The basement is one open space, and is unfinished.

Garage

A detached 2-bay automobile garage, constructed at the same time as the primary resource, is located to the southwest of the inspection station building. The garage is clad in wood clapboard, and cornerboards are part of the design. The roof of the garage is front gabled and is clad in asphalt shingle and is underscored with a fascia board. The garage bay doors are metal roll-up. A 6/6 woodframe double hung window with wood trim is within the north/side elevation. Affixed to the rear elevation of the garage is a shed roofed storage space. A wood gate is present at its north/side elevation. An asphalt driveway leads to both garage bays from Alburg Springs Road.

Alterations

Alterations that have occurred at the Alburg Springs Inspection Station include: a rebuilt porte-cochere with steel frame clad in wood (the roof still appears original); removal of the staff office formerly affixed beneath the porte-cochere; changed entranceway; reconfiguring of the first floor for office use; addition of an extra 6/6 woodframe double hung window at the north elevation; and the reconfiguring of first floor kitchen into public restrooms.

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Statement of Significance

Summary

The U.S. Inspection Station—Alburg Springs was included in the Multiple Property Submission for *U.S. Border Inspection Stations, States Bordering Canada and Mexico* (Inspection Station MPS). As demonstrated in this registration form, the U.S. Inspection Station—Alburg Springs retains most all aspects of integrity and meets the registration requirements in the Inspection Station MPS to be eligible for listing in the National Register of Historic Places under Criteria A and C, at the local level of significance, period of significance 1937. Despite some alterations, it retains all of its original program elements, and well demonstrates the historic characteristics of Inspection Station MPS Property Type Number 1: 3-bay Inspection Station.

Under Criterion A, the U.S. Inspection Station—Alburg Springs 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 (State Highway 232) at one of the locations recommended in 1928 by H.A. Benner of the Bureau of Customs and J.L. Hughes of the Bureau of Immigration. 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—Alburg Springs retains adequate integrity to convey the design, plan, and program from the time it was constructed by the Treasury Department. The exterior and interior of the station's two buildings still convey the historical design, workmanship, and materials of the facility's original construction. The Colonial Revival design system was employed throughout the facility through a combination of: brick or clapboard exterior wall surfaces, symmetrical design, steep gable roofs, multi-light double-hung sash windows, flat arches, and Colonial style columns. The buildings retain a high degree of integrity and are distinguished, both in their exterior and interior features and materials, as an excellent example of the Colonial Revival style, particularly for their associative values as a record of the self-image of Federal government buildings during the 1930s.

The inspection station building and standalone garage are contributing resources. The U.S. General Services Administration and the National Park Service determined the U.S. Inspection Station—Alburg Springs eligible for the National Register on September 22, 1986.¹

U.S. Inspection Station—Alburg Springs, Vermont: 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,

¹ National Register Information System, search 05/19/2005, DOE Index by Agency; Agency: GSA; Vermont

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respectively, made the following analysis and recommendations that led to the authorization for the U.S. Inspection Station—Alburg Springs:

The railroad provides quarters in its station for both the Customs and Immigration Services, which are satisfactory for the work in connection with the railway traffic. For highway inspection a small shack has been erected on the road outside of the railroad station, which is entirely inadequate as to the space and facilities provided and improperly located to supervise the international traffic. The road inspection office should be located outside of the village closer to the boundary, and it is recommended that a standard office building (Type No. 1) be erected at such point. During the fiscal year 1927 the customs receipts at this port amounted to \$121,487, and 19,582 automobiles entered the United States.²

The Benner & Hughes report estimated the cost of the U.S. Inspection Station--Alburg Springs to be \$55,000 to construct the building and \$1,000 to acquire the site.³

The U.S. Inspection Station--Alburg Springs is an intact example of the Colonial Revival design system as expressed on Inspection Station designs of the Federal Public Works Administration (PWA) period of the 1930s. Strongly influenced by the Georgian design system, this Colonial Revival detailing makes itself present through the combination of: brick-clad elevations, ranked and multiglazed wood frame double hung windows, classically detailed columns and pilasters; odd numbered ranking upon the façade; an overall strong sense of exterior symmetry, a centered front entry; brick framed semi-circular lunette windows.

The renderings for the Inspection Station are found at the National Archives and Records Administration (NARA), where it shares the identical plans with six other Inspection Stations: Ferry, WA; Noonan, ND; Raymond, ND; Scobey, MT; Sherwood, ND; and Westhope, ND.⁴ Like Alburg Springs, these other stations were located in semi-isolated areas and because of this; all were originally designed as duplex living quarters as well. Of all of the above listed identical stations, the only other known remaining property type #1 station besides Alburg Springs is in Ferry, Washington. The Alburg Springs Inspection Station 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 9-part soldier course brickwork, and a strong symmetrical composition backed and reaffirmed by a centered chimney. Its proportion, scale and massing also appear to be in keeping and unchanged from the original rendering. The design of the U.S. Inspection Station--Alburg Springs is highly similar in form and materials to other inspection stations constructed in the late 1930s that have been called "Northern Style" inspection stations for their ubiquity in the northern Border States. The "Northern Style" inspection stations shared general features such as brick walls and sharply pitched gable roofs that buffer from the affects of cold climates, rain, and snow.⁵

Louis A. Simon is listed as the Supervising Architect of the building, and signed off on the Alburg Springs plans on June 4, 1936. Simon was the Supervising Architect of the Treasury from 1933-1939 and during Simon's tenure; the

² 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: 26.

³ *Ibid.*, page 54.

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.

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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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. “Simon, trained in architecture at MIT, was instrumental in the image of government projected by its public buildings, an image derived from classical western architecture, filtered perhaps through the English Georgian style or given a regional gloss, but one which continues to operate in the collective public vision of Government. Simon was unwavering in his defense of what he considered a “conservative-progressive” approach to design in which he saw “art, beauty, symmetry, harmony and rhythm.”⁶

The construction of United States inspection stations was approved by Legislation under the Act of June 25, 1910. The spate of PWA era of construction, and the construction of this particular inspection station, initially resulted from the Public Buildings Act of 1926, a Congressional enabling act that doubled the number of U.S Federal buildings in existence.

The U.S. Inspection Station--Alburg Springs evolved from the contexts of Prohibition (1919-1933), the increased popularization of automobile travel, a more stringent entry regimen for immigrants passed in 1917, and the Public Works Administration that developed out of the Great Depression of the 1930s. In 1917 the Federal Government began the imposition of head taxes and literacy tests on Canadian and Mexican Immigrants. This was a practice formerly done only to oversee immigrants. This reform resulted in a sharp increase of illegal entry attempts into the United States across various Canadian and Mexican borders. A Vermont-specific context that influenced the development of Inspection stations was the Great Vermont Flood of November 3, 1927, when approximately 1 cubic mile of water rained down on the state over one evening and caused severe damage and casualties. As a result of this flood, many roads that had been dirt became paved. This changed the economy of Vermont away from one formerly dependent on the railroad, and also allowed easier cross-border access.⁷

The U.S. Inspection Station--Alburg Springs projects an iconographic image of American architecture at the international border. It features the Colonial Revival design system often used for Governmental buildings during this time; one that was consciously associated 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--Alburg Springs has retained its original location. The feeling and setting of the Alburg Springs Inspection Station, as a PWA-era, northern style Colonial Revival inspection station located on a country road in a semi-isolated and pastoral portion of open space near Lake Champlain that includes rolling hills, agricultural fields, and deciduous trees, is unaltered.

Significance within the Related Multiple Property Submission

Within the context developed in the Inspection Station MPS, the U.S. Border Inspection Stations are considered significant as the nation’s first set of purpose-built customs and immigration inspection stations for land crossings.

⁶ American Architect and Architecture, August, 1937, vol. 151, p. 51 in US General Services Administration, *Historic Building Preservation Program: Inspection (Mooers)* dated 04/27/94: 3.

⁷ Vermont New Media, <http://www.vermonttoday.com/century/topstories/flood.html>, 1999. viewed 8 Nov 2006.

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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—Alburg Springs 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 by the Supervising Architect of the U.S. Treasury, built in 1937, and sited along State Route 232 near the International Border with Canada. It was sited at one of the locations recommended by Benner and Hughes in their 1928 report, and was proposed to replace the office then located in the railroad building, as follows: "The road inspection office should be located outside of the village closer to the boundary, and it is recommended that a standard office building (Type No. 1) be erected at such point. During the fiscal year 1927 the customs receipts at this port amounted to \$121,487, and 19,582 automobiles entered the United States."⁸ Federal authority is symbolized by the prominent flagpole at the side of the inspection station building. It remained under U.S. Government ownership through and after the end of the Inspection Station MPS period of significance (1943), continues to demonstrate federal authority and presence from the historic era, and continues to retain overall integrity of **location, setting, feeling, and association**.

Proper location: To represent the proper location to inspect motor vehicles and control illegal immigration and smuggling at land borders, the property must be located at the border before traffic can disperse, or after major roads

⁸ 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: 26.

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*U.S. Inspection Station—Alburg Springs
Grand Isle County, Vermont*

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conjoin, and must be located on the right side of inbound traffic. The U.S. Inspection Station—Alburg Springs retains *integrity of location* because it is still in its original location along State Route 232 near the International Border with Canada. In their 1928 report, Benner and Hughes recommended this location because: “The road inspection office should be located outside of the village closer to the boundary, and it is recommended that a standard office building (Type No. 1) be erected at such point.”⁹

Proper facilities: To represent the proper facilities for a border inspection station, a property must convey the protection of officers, motorists, and goods from the elements. In their 1928 report, Benner and Hughes recommended proper facilities be constructed at Alburg Springs, because the present facilities were inadequate as follows: “For highway inspection a small shack has been erected on the road outside of the railroad station, which is entirely inadequate as to the space and facilities provided and improperly located to supervise the international traffic.”¹⁰

At Alburg Springs, protection from inclement weather was provided by a porte-cochere, a detached garage, and the efficient placement of combined functions within the office building. Integrity at the U.S. Inspection Station—Alburg Springs is among the highest of any property in the Inspection Station MPS, including the original garage doors, a slightly altered porte-cochere and interior furnishings. As a result, the station buildings and property retain a high degree of 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—Alburg Springs has not been significantly changed, and it retains a high degree of original appearance relative to the other border stations, including 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 Alburg Springs, adequate service to the public is demonstrated by the design of the porte-cochere to accommodate one lane of traffic, by the provision of two bays for the storage and inspection of vehicles in the detached garage, and 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

⁹ Ibid., page 26.

¹⁰ Ibid., page 26.

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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 Alburg Springs, living quarters were provided for the officers within the station building, and the property retains *integrity of design and materials* of the living quarters that were in effect on the property before or until 1943.

Evaluation under Criterion C

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

The U.S. Inspection Station—Alburg Springs 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 not only in Vermont, but in Arizona, North Dakota, Washington, Maine and Idaho. Most of the property type-1 designs were done in the northern states. The steep pitch roof combined and brick cladding of the primary building have been referred to as “Northern Style” design qualities in regards to the inspection stations. Such designs are ubiquitous in the northern states, where these features allow the building to buffer the affects of cold climates, rain, and snow.

The U.S. Inspection Station—Alburg Springs 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—Alburg Springs exhibits the Colonial Revival design system. The Colonial Revival design system was employed throughout the facility at Alburg Springs through a combination of: brick or clapboard exterior wall surfaces, symmetrical design, steep gable roofs, multi-light double-hung sash windows, flat arches, and Colonial style columns. The period of significance of the U.S. Inspection

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Station—Alburg Springs 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 MPS, 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, then, the stations must adequately retain most of the seven aspects of integrity. As described in the Inspection Station MPS, certain modifications may have occurred in response to changing traffic volume or staffing that is part of the changing historic function of the border inspection stations, and would not necessarily disqualify the properties from registration.

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

The *setting* of the U.S. Inspection Station—Alburg Springs has not been significantly changed from the historic period, as evidenced by the retention of the flagpole, detached garage, and relationship of the porte-cochere to State Highway 232.

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

The *feeling* of the U.S. Inspection Station—Alburg Springs property and buildings constructed on the property during the period of significance is reinforced by its close proximity to the border and State Highway 232, 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—Alburg Springs 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 are also original and contribute to the integrity of the materials within the station building and detached garage.

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

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

Integrity Considerations

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

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

At Alburg Springs, the porte-cochere supports were altered, but the redesign was similar in scale and design to the original, the single lane capacity was maintained, and the clearance remained at 10 feet instead of being increased to 14.5 feet. As demonstrated in the Description section of this registration form, the U.S. Inspection Station—Alburg Springs, retains most of the seven aspects of integrity. Aside from the above-mentioned acceptable alterations, the only major exterior alteration has been the removal of the office bay originally affixed to the center of the façade beneath the porte-cochere. Although this office bay was an original program component of the design, its removal has not altered the building's expression as a PWA-era Colonial Revival inspection station. Other alterations do not detract from the overall design integrity of the station, and are offset by the retention of many original features, such as the wooden windows and exterior brick wall surface.

Significance – Conclusion

The U.S. Inspection Station—Alburg Springs was included in the Multiple Property Submission (MPS) for *U.S. Border Inspection Stations, States Bordering Canada and Mexico*. As demonstrated in the Description section of this

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

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registration form, the U.S. Inspection Station—Alburg Springs retains all aspects of integrity and meets the registration requirements in the Inspection Station MPS to be eligible for listing in the National Register of Historic Places under Criteria A and C, at the local level of significance, period of significance 1937. Constructed in 1937, it was sited alongside a border highway (State Highway 232) in direct response to a chain of events including the imposition of head taxes and country quotas on immigration in 1917 and 1921, smuggling arising from the prohibition of alcohol in 1919, and the increase in usage of the automobile and improved roads in the 1920s. The building is distinguished, both exterior and interior, as an excellent example of the Colonial Revival style, particularly for its associative values as a record of the self-image of Federal government buildings during the 1930s as interpreted by the Supervising Architect of the Treasury. It retains all of its original program elements, and well demonstrates the historic characteristics of MPS Property Type Number 1: 3-bay Inspection Station.

The Alburg Springs Inspection Station meets the registration requirements in the MPS to be eligible for listing in the National Register of Historic Places under Criterion A and C, at the local level of significance, period of significance 1937. The U.S. General Services Administration and the National Park Service determined the U.S. Inspection Station—Alburg Springs eligible for the National Register on September 22, 1986.¹²

¹² National Register Information System, search 05/19/2005, DOE Index by Agency; Agency: GSA; Vermont

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*U.S. Inspection Station—Alburg Springs
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- 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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- Craig, Lois and the Staff of the Federal Architecture Project. The Federal Presence : Architecture, Politics and Symbols in United States Government Buildings .Cambridge and London : The MIT Press, 1978.
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- U.S. General Services Administration. Historic Building Preservation Program: Inspection (Mooers). 27 Apr 1994.
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Please refer to the primary MPS National Register application for bibliographic entries related to the shared themes and context of the U.S. Inspection Stations.

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*U.S. Inspection Station—Alburg Springs
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Geographical Data

Boundary Description

1. The bearings on this survey are based upon the bearings as shown on a plat titled "Alburg, VT." Prepared by J. H. Sinclair, Civil Engineer, dated December 21, 1931, with (R) indicating record bearing / distance and (M) indicating this survey's measured bearing / distance. The plan states "this survey agrees with the decree in condemnation proceedings"; no record was found of the actual condemnation.
2. The Vermont state plane, NAD83, U.S. foot coordinate for the true point of beginning has a Northing = 916460.584, Easting = 1434305.357, Elevation = 120.42. The elevations shown on this plan are based upon NAVD88 vertical datum.
3. A utility locate was called in to Vermont DIG Safe System, Inc. (Ticket # 20042605241) on 06/22/2004 and the following utilities were requested to respond: Verizon, Vermont Electric Co-Op, US Sprint, and Northland Telephone.
4. All field marked utilities and field observed utilities were subsequently field located and are shown as normal weight lines on this plan.
5. Unconfirmed utilities shown on this drawing as screened back lines are approximate only and were transferred from various best available government and utility sources. Any future development or construction must be aware of certain unknown or underground lines that may exist and follow all appropriate construction and utility notifications. This survey is not responsible for the complete resolution of all buried or obscure utility lines.
6. The Boundary Field Traverse Error of Closure = N 37° 26' 58.9" W -- 0.007 feet and the precision = 1: 227259.
7. The subject parcel shown as tax parcel ID #LR200X in the town clerk's office, Town of Alburg, Grand Isle County, Vermont.
8. This survey represents the compilation of all available records and information provided from the various government agencies or researched by the surveyor or from the referenced title report. Certain Land Port of Entry (LPOE) sites can have a wide variance in the amount and details of past records, lease areas, fee ownerships, previous surveys, utilities, etc. Certain remote LPOEs may have never had any clearly defined boundary limits prior to this survey effort. All such findings or boundary determinations will be duly noted.
9. The title description error of closure for the subject parcel's component tracts is 0.00 feet.

Boundary Justification

The current property boundary is consistent with the historic property boundary. The Alburg Springs LPOE consists of approximately one acre of land. The topography is flat to rolling hills. The majority of the site is cleared and grassy. The facility is located in a primarily rural area surrounded by, Canada to the north, State Highway 232 and open land to the east, open land to the south and farmland to the west.

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National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Alburg Springs
Grand Isle County, Vermont*

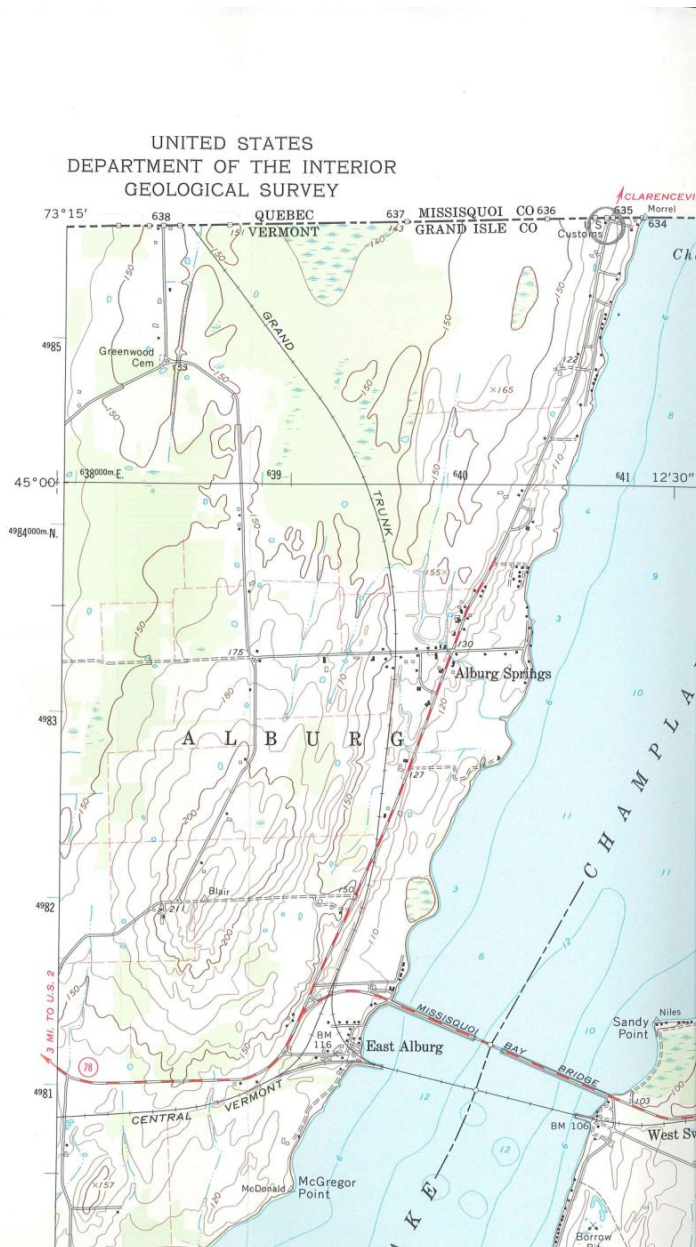
Section Map Page 15

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

USGS Map

Copy of map also included as supplemental information.

UTM References:
Zone: 18
Easting: 640842
Northing: 4985926



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

Photographs

U.S. Inspection Station—Alburg Springs
Grand Isle County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date of photograph: November 2006

Negative: GSA

Description of view: Front and side elevations, view: southwest

Photo number: VT_GrandIsleCounty_BorderStation1.tiff



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Grand Isle County, Vermont*

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U.S. Inspection Station—Alburg Springs
Grand Isle County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date of photograph: November 2006

Negative: GSA

Description of view: Porte-cochere and north (side) elevation, view: southwest

Photo number: VT_GrandIsleCounty_BorderStation2.tiff



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Grand Isle County, Vermont*

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

U.S. Inspection Station—Alburg Springs
Grand Isle County, Vermont
Photographer: Daniel Paul, Jones & Stokes
Date of photograph: November 2006
Negative: GSA
Description of view: Side elevation, view: north
Photo number: VT_GrandIsleCounty_BorderStation3.tiff



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

U.S. Inspection Station—Alburg Springs

Grand Isle County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date of photograph: November 2006

Negative: GSA

Description of view: Rear elevation with Canadian station in background, view: northeast

Photo number: VT_GrandIsleCounty_BorderStation4.tiff



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*U.S. Inspection Station—Alburg Springs
Grand Isle County, Vermont*

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U.S. Inspection Station—Alburg Springs

Grand Isle County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date of photograph: November 2006

Negative: GSA

Description of view: Front and garage, view: west

Photo number: VT_GrandIsleCounty_BorderStation5.tiff



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

U.S. Inspection Station—Alburg Springs

Grand Isle County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date of photograph: November 2006

Negative: GSA

Description of view: Garage side elevation, view: south

Photo number: VT_GrandIsleCounty_BorderStation6.tiff



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*U.S. Inspection Station—Alburg Springs
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U.S. Inspection Station—Alburg Springs

Grand Isle County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date of photograph: November 2006

Negative: GSA

Description of view: Window, view: north

Photo number: VT_GrandIsleCounty_BorderStation7.tiff



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

U.S. Inspection Station—Alburg Springs

Grand Isle County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date of photograph: November 2006

Negative: GSA

Description of view: Gable end detail, view:northeast

Photo number: VT_GrandIsleCounty_BorderStation8.tiff



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*U.S. Inspection Station—Alburg Springs
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U.S. Inspection Station—Alburg Springs

Grand Isle County, Vermont

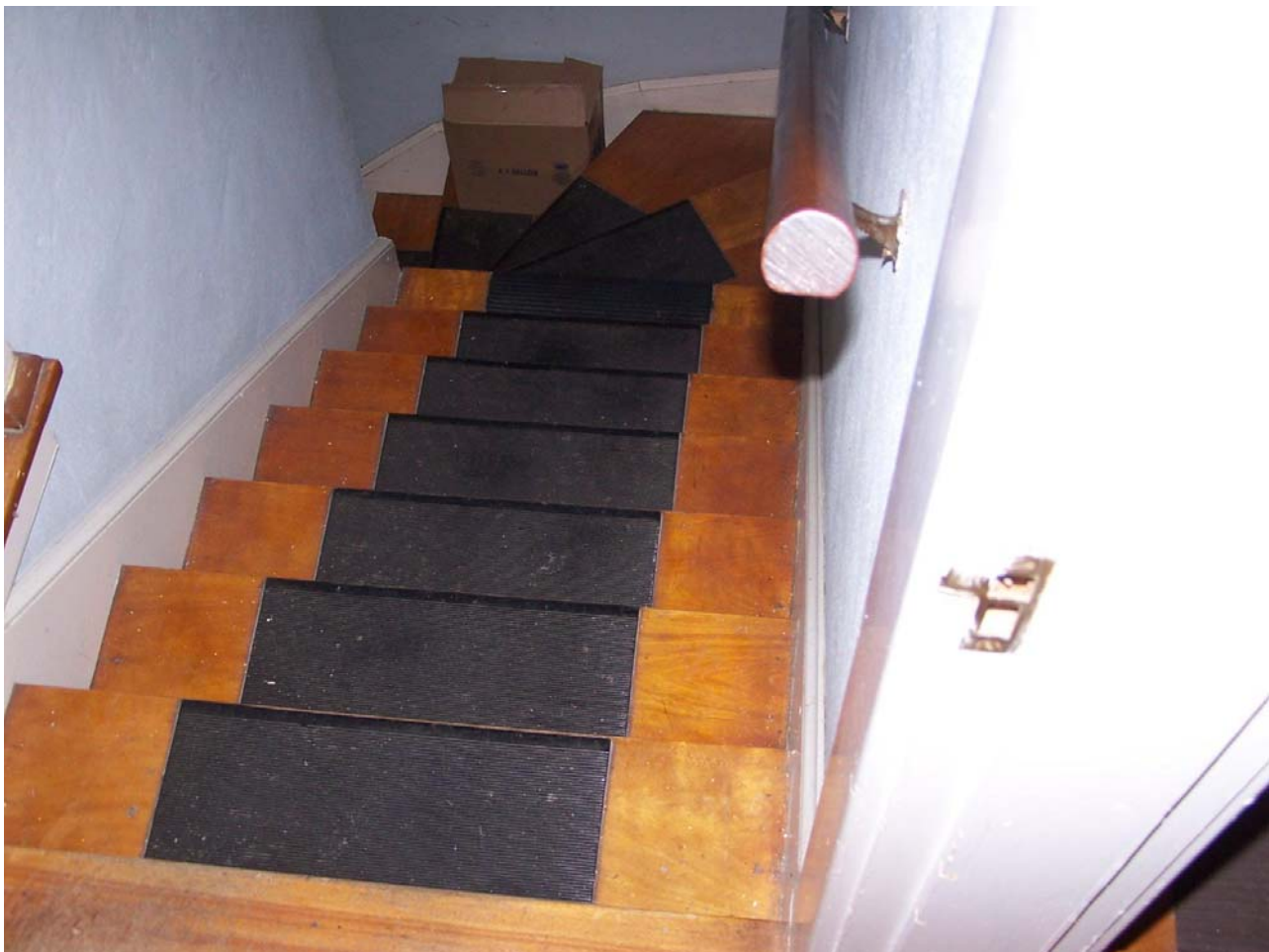
Photographer: Daniel Paul, Jones & Stokes

Date of photograph: November 2006

Negative: GSA

Description of view: Stairwell detail from second to first floor, view: east

Photo number: VT_GrandIsleCounty_BorderStation9.tiff



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*U.S. Inspection Station—Alburg Springs
Grand Isle County, Vermont*

Section Photos Page 25

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

U.S. Inspection Station—Alburg Springs

Grand Isle County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date of photograph: November 2006

Negative: GSA

Description of view: Signage, view: southwest

Photo number: VT_GrandIsleCounty_BorderStation10.tiff



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National Park Service

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*U.S. Inspection Station—Alburg Springs
Grand Isle County, Vermont*

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

U.S. Inspection Station—Alburg Springs

Grand Isle County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date of photograph: November 2006

Negative: GSA

Description of view: Second floor original bathroom fixtures, view: west/northwest

Photo number: VT_GrandIsleCounty_BorderStation11.tiff



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*U.S. Inspection Station—Alburg Springs
Grand Isle County, Vermont*

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

U.S. Inspection Station—Alburg Springs

Grand Isle County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date of photograph: November 2006

Negative: GSA

Description of view: Brass light switch panel, view: west

Photo number: VT_GrandIsleCounty_BorderStation12.tiff



UNITED STATES CUSTOMS AND IMMIGRATION

TRUCKS, RV'S & CAMPER
↓

ALBURNS SPRINGS VT
MAXIMUM CLEARANCE 10'

STOP
ARRET



ALBURG SPRINGS VT.
MAXIMUM CLEARANCE 10'

TRUCKS, RV'S & CAMPERS
↙

BE PREPARED TO
SHOW IDENTIFICATION
DECLARE ALL ARTICLES
ACQUIRED OUTSIDE USA

PRÉPAREZ UNE PIÈCE
D'IDENTITÉ. DÉCLAREZ
TOUTS ARTICLES ACQUIS
HORS DES ÉTATS-UNIS

PRÉPAREZ UNE PIÈCE
D'IDENTITÉ
DÉCLAREZ TOUTS ARTICLES ACQUIS
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DECLARE ALL ARTICLES ACQUIRED OUTSIDE USA

PRÉPAREZ UNE PIÈCE D'IDENTITÉ. DÉCLAREZ TOUTS ARTICLES ACQUIS HORS DES ÉTATS-UNIS









UNITED STATES CUSTOMS AND IMMIGRATION



NOTICE TO THE PUBLIC
The following information is provided for your information.
If you have any questions, please contact the office.
Office of the Port Director
1000 Main Street
New York, NY 10002
Tel: (212) 261-1000
Fax: (212) 261-1001









ALBURG SPRINGS, VT.
MAXIMUM CLEARANCE 10'





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--Alburg Springs, Vermont
NAME:

MULTIPLE U.S. Border Inspection Stations MPS
NAME:

STATE & COUNTY: VERMONT, Grand Isle

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: 14000607

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.



November 14, 2011

Giovanna Peebles
State Historic Preservation Officer
Vermont Division for Historic Preservation
National Life Building
6th Floor
Montpelier, VT 05620-1201



Dear Ms. Peebles:

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

- U.S. Inspection Station – Alburg Springs, Vermont
- U.S. Inspection Station – Beebe Plain, Vermont
- U.S. Inspection Station – Beecher Falls, Vermont
- U.S. Inspection Station – Canaan, Vermont
- U.S. Inspection Station – Derby Line, Vermont
- U.S. Inspection Station – East Richford, Vermont
- U.S. Inspection Station – North Troy, Vermont
- U.S. Inspection Station – Norton, Vermont
- U.S. Inspection Station – Richford, Vermont
- U.S. Inspection Station – West Berkshire, Vermont

GSA previously submitted to your offices for your review the context statement, matrix and individual nominations within your state's jurisdiction. We have addressed all comments received.

The resulting following documents are enclosed for your review:

- A copy of the complete Multiple Property Documentation Form;
- Copy of the individual registration form for each nominated station within your state;
- Copy of the USGS map with UTM References for each nominated station; and a
- Photograph CD for each nominated station.
- Also included is a copy of a supplemental informational matrix document we developed (for ease of reference) entitled "U.S. Border Inspection Stations, 1930-1943," plus an
- Original archival National Register of Historic Places signature page for the Multiple Property Documentation Form; and an
- Original archival National Register of Historic Places signature page for each individual station registration form.

The copies of the Multiple Property Documentation Form, matrix document, individual registration forms, and the USGS maps and photograph CDs for each station are provided for your records.

We ask that you sign and return the original archival National Register of Historic Places signature pages for the Multiple Property Documentation Form and the ten individual station registration forms.

An important note: when signed, please return these signature pages via UPS (we have provided a return UPS slip for this purpose) as packages returned via regular mail to our offices are irradiated and the materials severely damaged. When ready, we will forward the entire archival package to the National Park Service for approval.

Should you have any questions or concerns regarding the nomination package, please contact Claire Hosker at (202) 501-1578.

Sincerely,



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

Enclosures