

United States Department of the Interior  
National Park Service

JUN 24 2016

# National Register of Historic Places Registration Form

Nat. Register of Historic Places  
National Park Service

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 Office, Morley Gate—Nogales, Arizona  
Other names/site number Dennis DeConcini U.S. Port of Entry; East Garita; Morley Gate

## 2. Location

Street & Number International Street at Morley Avenue Not for Publication N/A  
City or Town Nogales Vicinity N/A  
State Arizona Code AZ County Santa Cruz Code 023  
Zip Code 85621

## 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]* Date 6/22/2016  
Signature of certifying official  
*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 Date  
\_\_\_\_\_  
State or Federal agency and bureau

## 4. National Park Service Certification

I, hereby certify that this property is:  
 entered in the National Register *[Signature]* Signature of Keeper 8/9/2016 Date of Action  
 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): \_\_\_\_\_



United States Department of the Interior  
National Park Service

### National Register of Historic Places Registration Form

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#### 1. Name of Property

Historic name U.S. Custom House and U.S. Inspection Office, Morley Gate—Nogales, Arizona  
Other names/site number Dennis DeConcini U.S. Port of Entry; East Garita; Morley Gate

#### 2. Location

Street & Number International Street at Morley Avenue Not for Publication N/A  
City or Town Nogales Vicinity N/A  
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[Signature] Date 4/8/14  
Signature of certifying official  
Federal Preservation Officer, US 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.)

James W. Gianini Date 24 OCTOBER 2011  
Signature of commenting official/Title  
ARIZONA STATE PARKS  
State or Federal agency and bureau

#### 4. National Park Service Certification

I, hereby certify that this property is:

	Signature of Keeper	Date of Action
<input type="checkbox"/> entered in the National Register		
<input type="checkbox"/> See continuation sheet.		
<input type="checkbox"/> determined eligible for the National Register		
<input type="checkbox"/> See continuation sheet.		
<input type="checkbox"/> determined not eligible for the National Register		
<input type="checkbox"/> removed from the National Register		
<input type="checkbox"/> 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)	1	<input type="checkbox"/> building(s)
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<input type="checkbox"/>	<input type="checkbox"/> sites
<input type="checkbox"/> public-state	<input type="checkbox"/> site	<input type="checkbox"/>	<input type="checkbox"/> structures
<input checked="" type="checkbox"/> public-federal	<input type="checkbox"/> structure	<input type="checkbox"/>	<input type="checkbox"/> objects
	<input type="checkbox"/> object	1	<input type="checkbox"/> total

Number of contributing resources previously listed in the National Register \_\_\_\_\_

Name of related 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>Custom House</u>
<u>Government</u>	<u>Government Office</u>
_____	_____
_____	_____

Current Functions (Enter categories from instructions)

Cat: <u>Government</u>	Sub: <u>Inspection Office</u>
<u>Government</u>	<u>Government Office</u>
_____	_____
_____	_____

**7. Description**

Architectural Classification (Enter categories from instructions)

Late 19<sup>th</sup> and Early 20<sup>th</sup> Century Revivals/Spanish Colonial Revival/Period Revival

\_\_\_\_\_

\_\_\_\_\_

Materials (Enter categories from instructions)

foundation	<u>Concrete</u>
roof	<u>Spanish clay tile</u>
walls	<u>Stucco</u>
walls	<u>Plaster (interior)</u>
other	<u>Wood, steel (windows and doors)</u>
	<u>Glass (windows and doors)</u>
	<u>Ceramic tile (decorative)</u>
	<u>Plaster (crown molding at arch springers)</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

1930-1935

Cultural Affiliation

N/A

Significant Dates

1930 (Morley Gate);  
1935 (Morley Gate porte-cochere)

Architect/Builder

James A. Wetmore, supervising architect  
Louis A. Simon, supervising architect

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

Please see Section 8 Continuation Sheets.

**9. Major Bibliographical References**

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

Please see Section 9 Continuation Sheets.

Previous documentation on file (NPS)

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

Primary Location of Additional Data

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



**10. Geographical Data**Acreage of Property Less than 1 acre

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

	Zone	Easting	Northing	Zone	Easting	Northing
1	12	505589	3466466	3		
2				4		

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)  
See Continuation Sheet.Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)  
See Continuation Sheet.**11. Form Prepared By**

Name/Title	Erica Kachmarsky, Elizabeth Weaver, Daniel Paul, and Richard Starzak, Architectural Historians		
Organization	ICF Jones & Stokes	Date	July 2011, Rev. Jan. 2016
Street & Number	811 W. 7 <sup>th</sup> Street, Suite 800	Telephone	213-627-5376
City or Town	Los Angeles	State	CA Zip Code 90027

**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.

**Property Owner**

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

Name			
Organization	U.S. General Services Administration, Region 9	Telephone	(415) 522-3098
Street & Number	450 Golden Gate Avenue		
City or Town	San Francisco	State	CA Zip Code 94102

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 Park Service

## National Register of Historic Places Continuation Sheet

*U.S. Inspection Office, Morley Gate—Nogales  
Santa Cruz County, Arizona*

Section 7 Page 1

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

### Description

The Dennis DeConcini U.S. Port of Entry, located in Nogales, Arizona, at the international border with Nogales, Sonora, Mexico, is one of three border crossings in Nogales. Nogales I (U.S. Custom House) and Nogales II (Morley Gate, U.S. Inspection Office) are located together in the downtown area of Nogales, near the terminus of Interstate 19. Nogales III (Mariposa) is located on State Route 189, approximately 1.5 miles west of Nogales I and II. Nogales I allows pedestrian, passenger vehicle, and rail access between Mexico and the United States. Nogales II is a pedestrian crossing and is located immediately east of Nogales I. Nogales III serves commercial and passenger vehicles. Nogales II (Morley Gate, U.S. Inspection Office) is the subject of this nomination.

Nogales is the largest port of entry for winter vegetables in the United States. Daily commercial truck traffic ranged from 400 to 1,200 vehicles per day when surveyed in 1999, with the heaviest traffic occurring during the winter months. A total of 14.4 million passengers and pedestrians, 255,412 commercial trucks, and 34,485 rail cars crossed the border from Mexico through the Nogales port of entry in 1999.<sup>1</sup>

### Setting

The U.S. Custom House--which was previously listed in the National Register of Historic Places on August 6, 1987, as a component of the Nogales Multiple Resource Area--and the U.S. Inspection Office, Morley Gate structures sit on a contiguous site located in Nogales, Arizona, the largest border city in Arizona, with a population of 20,878.<sup>2</sup> The structures are located on the U.S. side of the international border with the state of Sonora, Mexico, and separated from Mexico by a tall concrete wall. Nogales is largely built out in the areas surrounding the U.S. Custom House and Morley Gate structures, with many multi-story commercial properties. Hilly terrain is present on the Mexican side of the border, which is dotted with various types of residential dwellings.

The U.S. Inspection Office, Morley Gate is located in the center of International Street, which runs east-west paralleling the international border, where North Morley Avenue, a major commercial street, intersects International Street on a diagonal. The tall concrete border wall extends along International Street just to the south of Morley Gate. Originally the U.S. Inspection Station and the U.S. Custom House faced each other at some distance but were visually connected by the viewshed through the undeveloped area at the intersection of International and Grand avenues as they met the border. The buildings were also linked by the presence of a third border building, the West Gate or West *Garita* (demolished in 1962), identical in design to Morley Gate and located in this intersection. Since 1994, two large new support facilities constructed at the intersection of International and Grand avenues have interrupted the visual connection between these two historic border buildings. Thus, the U.S. Inspection Office, Morley Gate and the U.S. Custom House remain as two discontinuous elements of a single historic unit located at this historic crossing in downtown Nogales and are representative of the nation's first set of purpose-built customs and immigration inspection stations constructed for land crossings in the period 1930-1943.

Support facilities for the Nogales port of entry include a main administration building and a head house, both built in 1994. Although these two buildings are integral to the inspection functions of the port, they are large modern

<sup>1</sup> Canamex Corridor Plan Working Paper: Task VI: Environmental. Prepared for the Canamex Corridor Coalition. Submitted by Economic Research Associates. August 3, 2001.

<sup>2</sup> Census information as of July 2005 for Nogales, Arizona. Available: <<http://www.city-data.com/city/Nogales-Arizona.html>>. Accessed: May 23, 2007.

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# National Register of Historic Places Continuation Sheet

*U.S. Inspection Office, Morley Gate—Nogales  
Santa Cruz County, Arizona*

Section 7 Page 2

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

intervening structures that sever the historical visual relationship between the U.S. Custom House and the U.S. Inspection Station, Morley Gate. Thus, the U.S. Inspection Station is the singular subject of this nomination.

## *Physical Development of Nogales, Arizona<sup>3</sup>*

Nogales is located at the southern edge of Arizona, in Santa Cruz County, adjacent to the international boundary between Mexico and the United States. Santa Cruz County is geographically composed of a number of fertile alluvial valleys lying between rugged mountain chains. The principal valley in the region is the Santa Cruz Valley, which extends from the border with Mexico northward to Tucson in Pima County. Nogales lies at the upper end of the Santa Cruz Valley. The area is characterized by moderate to steeply sloping hills rising from the small alluvial floor of the Nogales Wash. This watercourse provided the north-south axis for the city's physical development. The hills on either side of the arroyo further defined Nogales' development, with most residential areas located on the gentler slopes or along the secondary washes and canyons that cut through the hills and drain into the Nogales Wash. The small alluvial plain along the arroyo provided the location for the first buildings erected in Nogales, in addition to the 20-acre railroad reservation. The "flat," as it is known, varies in width from 450 feet at the border to 800 feet 0.5 mile farther north at the former location of the railroad roundhouse near the mouth of Beck Canyon.

Two primary roadways were developed along the flat on either side of the arroyo. On the east is Morley Avenue, the earliest roadway through the town site, which is separated from the Nogales Wash by the railroad right-of-way. The second roadway is Grande Avenue, formerly known as Railroad Avenue, which grew in importance as hillside land on the west side of the arroyo was developed.

Between 1880 and 1888 almost all of the settlement's construction efforts were wedged between the railroad right-of-way and the steep hillside 300 feet to the east, adjacent to the international border. Here, Morley Avenue narrows and extends south to the border. Nelson Avenue parallels Morley against the hillside to the east, creating a block of land that formed the nucleus of the settlement. Commercial development focused on the east side of Morley Avenue across from the railroad freight and passenger depots. A small triangle of land, referred to as the "wedge," between Morley Avenue and the railroad yards at the border was also built up with commercial enterprises. Business blocks in Nogales, Sonora, were constructed along the southern extension of Morley, Calle Elias, further strengthening the settlement's commercial nucleus. Some intermittent early development also followed Morley Avenue northward to Beck Canyon.

With the establishment of U.S. Army troops at Camp Steven D. Little in 1911, the town began a period of rapid physical expansion that was to last until the mid-1920s. North of Oak Street, on either side of the Nogales Wash and the railroad yards, several residential subdivisions were opened. Most of these were developed with street plans that conformed more to a grid pattern than to the physical limitations of the topography. Many roadways that were platted to provide access to residential lots or connections to existing streets were never built due to the steepness of some hillsides. Therefore, development of these subdivisions was limited to the flatter, more accessible areas, usually at the floors of canyons or along the washes.

<sup>3</sup> The information in this section has been taken from the Nogales MRA NRHP nomination. The MRA, with a period of significance of 1880-1935, encompassed a majority of the historic resources directly associated with the settlement of Nogales and the development of the city as a major transnational shipping center. The MRA included two historic districts and a number of individually eligible properties, including the U.S. Custom House.

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# National Register of Historic Places Continuation Sheet

U.S. Inspection Office, Morley Gate—Nogales  
Santa Cruz County, Arizona

Section 7 Page 3

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

## *Architectural Style and Construction Materials*

The Morley Gate structure was designed by the U.S. Department of the Treasury in the Spanish Revival Style. During the construction of Morley Gate in 1930, James A. Wetmore was the acting Supervising Architect (1915-1933), and worked in association with Louis A. Simon, who served as chief of the Architectural Division from 1904-1933 and Supervising Architect from 1933-1941 of the Treasury Department. In these roles Simon was responsible for all of the Roosevelt Administration's prolific Depression-era federal building construction programs. Both Wetmore and Simon's period revival interpretations of regional architecture were exemplary and influenced greatly that stylistic trend in the 20<sup>th</sup> century among other federal architects.<sup>4</sup>

James Wetmore had no formal training in architecture, but went to law school at George Washington University and worked in the court system before transferring to the Department of the Treasury. Wetmore became Supervising Architect of the Treasury in 1915 and continued until 1933, when Louis Simon took over. "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."<sup>5</sup>

In 1933, Simon became the Supervising Architect of the Treasury, a post he held until 1939. During Simon's tenure, the Department of the Treasury was the largest architectural office in the United States, with over 700 million dollars worth of various Post Offices, Border Checkpoints, Custom Houses, and other Federal buildings. The construction of United States border stations, inspection stations, and customs and immigration inspection stations was approved by Legislation under the Act of June 25, 1910. The spate of Public Works Administration (PWA)-era 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.

In their *Report on Standard Type of Customs-Immigration Inspection Buildings for Border Highways* dated March 13, 1928, H.A. Benner and J.L. Hughes, representatives of the Bureau of Customs and Bureau of Immigration, respectively, made the following observations regarding customs facilities at Nogales:

"The Customs offices at this point are located in the Federal Building, with small inspection offices at the international line, the one at Morley Avenue being in a small building in the center of the street, erected by the town, and the one at Grand Avenue in a rented room at the railroad station. The facilities provided for the customs service are satisfactory....

The current kiosk at this location was not the first one erected at this site. As early as 1898, another kiosk had existed near the same spot. As the above quote states, an earlier, similar kiosk was but one of three separate facilities within the vicinity devoted to Customs inspection, and was seen as sufficient for its purpose. This may explain why the

<sup>4</sup> Significance statement from July 1984 Arizona Historic Building form prepared by Jim Woodward, surveyor with April 1984 survey of Nogales prepared for State Historic Property Inventory.

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



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## National Register of Historic Places Continuation Sheet

*U.S. Inspection Office, Morley Gate—Nogales  
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Section 7 Page 4

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

original kiosk was replaced with one in 1930 that was virtually in-kind in scale, and not the full-scale inspection station of every other example listed in the Border Station Multiple Property Submission.

Four primary construction materials were used during the historic period in Nogales: brick, stone, adobe, and concrete. The most widely used construction material throughout all of Nogales' history has been brick. The U.S. Inspection Station, Morley Gate structure is constructed of brick, clad in stucco, and topped with a Spanish clay tile roof.

### *U.S. Inspection Office--Morley Gate*

The U.S. Inspection Office, Morley Gate is unique among the U.S. Border Inspection Stations Multiple Property Submission (MPS). This is due to the small scale of this resource, which is basically a kiosk with an attached porte-cochere. Although this resource does not fall within standard border station property types, as described in the Multiple Property Documentation Form (MPDF), the year the resource was constructed, 1930, and year the porte-cochere was added, 1935, are within the period of significance defined in the MPDF. Like many other inspection station resources at the southwestern United States border, Morley Gate, in keeping with its regional context, employs the Spanish Revival design system. The Spanish Colonial Revival design system is present in the architecture of the resource through a combination of: stucco walls, arched entry and window openings that are deeply recessed which give the stucco walls the thick appearance of adobe, and Spanish tile roofs.

Morley Gate is a 1-story, rectangular plan, stucco clad inspection kiosk featuring a Spanish tile clad, low-pitched, hipped roof with wide overhanging eaves. An affixed, flat roofed one-lane porte-cochere is a dominant feature of the resource, and covers a floor area equal to that of the building itself. The building is oriented to the west, with its width-ends as the front and rear elevations and its length as the side elevations.

The arched entry to the Morley Gate office is located at the north side of the building. At this same elevation is an arched check-in window that is underscored with a concrete sill. Both the entry and this window are deeply recessed into the wall. The west-facing front of the kiosk is chamfered, and features a band of three 1/1 double hung windows. These windows face the area within the porte-cochere, and share a continuous sill and a single set of window surrounds. The east-rear side features a pair of vertical 1/1 double hung windows with round headers. A course of wood base molding runs across the building beneath these windows and directly above a set wrap-around concrete stairs that run along the length at either side of the building.

Two large stucco clad columns support the porte-cochere at its outer corners. Each column has an ogee molded crown detail. Above these columns and running at either side of the porte-cochere are wood lintel beams, and above them is the flat roof itself, which like the building features wide, overhanging eaves. The concrete floor ramps upwards beneath the porte-cochere. Metal rain gutters are present at each rear corner of the building, and affixed to the front of each outer column supporting the porte-cochere.

Alterations to the Morley Gate U.S. Inspection Office include the sensitive 1935 porte-cochere addition and the removal of the metal pedestrian turnstile located beneath the porte-cochere. The plan stated that the alterations

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“consist principally of adding a canopy and bay window to each and dimensions in connection with work in place are given approximately.”<sup>6</sup> The building is in excellent condition.

While the current border fence and wall is not being evaluated as a contributing element of the property, it should be noted that the cut stone fence piers were constructed in 1928, have long been associated with this U.S. Port of Entry, and contribute to the historic setting of the Morley Gate.

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<sup>6</sup> Plan of U.S. Immigration Station Site: Nogales, Arizona. Department of the Treasury. 1933-1935.

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*U.S. Inspection Office, Morley Gate—Nogales  
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Section 8 Page 6

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

### Significance

#### *Summary*

The U.S. Inspection Office—Morley Gate was included in the Multiple Property Submission (MPS) for U.S. Border Inspection Stations, States Bordering Canada and Mexico. As demonstrated in the Description section of this registration form, the U.S. Inspection Office, Morley Gate retains integrity at a high degree and meets the registration requirements outlined in the U.S. Border Inspection Stations 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 1930-1935. The building was constructed alongside a border crossing 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 as a good example of the Spanish 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.

#### *Narrative*

The U.S. Inspection Office—Morley Gate is located in Nogales, Arizona at the international border with Nogales, Sonora, Mexico. The border property was renamed the Dennis DeConcini U.S. Port of Entry after a three-term U.S. Senator. The main site functions of the entire Port of Entry include primary and secondary non-commercial vehicle and pedestrian inspections. The Morley Gate U.S. Inspection Office provides pedestrian primary inspection, while the U.S. Custom House serves as a main administration building with primary vehicle and pedestrian inspections.

A Multiple Resource Area (MRA) nomination to the National Register of Historic Places (NRHP) was prepared and was listed on August 6, 1987. The MRA included the significant cultural and historical resources of Nogales, Arizona. The period of significance for the MRA is 1880-1935. The MRA stated that Nogales' unique heritage is exemplified by its significant commercial, residential, and industrial architecture, which is represented in a number of individually significant properties, including the U.S. Custom House. The U.S. Inspection Office--Morley Gate was not included in the MRA.

The following information outlines the significance of the U.S. Inspection Office--Morley Gate, as well as its relation to the previously listed U.S. Custom House, in order to provide a complete contextual assessment of the significance of Morley Gate and its eligibility for listing in the NRHP.

#### *Founding and Settlement*<sup>7</sup>

The history of Nogales holds local and state significance for its association with the pioneer settlement of southern Arizona as a key point along a major exploration and trade route and as the American terminus of the first railroad to

<sup>7</sup> Contextual information in the following sections has been taken in relevant part from the Nogales MRA NRHP nomination. The MRA, with a period of significance of 1880-1935, encompassed a majority of the historic resources directly associated with the settlement of Nogales and the development of that city as a major transnational shipping center. The MRA included two historic districts and a number of individually eligible properties, including the U.S. Custom House.

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connect with the west coast of Mexico. As a major north/south exploration route, the Nogales Pass, leading down into the Santa Cruz River Valley, is documented as having been used by Spanish explorers as early as 1539. By 1690, the route was an established corridor used by Spanish missionaries, most prominently Father Francisco Kino, who had founded the Mission of San Gabriel de Guevavi near present-day Nogales in 1692.

The Gadsden Purchase, ratified by the United States and Mexico on June 30, 1854, put the area of Los Nogales within the newly created territory of Mexico. The purchase was initially conceived to give the United States a seaport at the Gulf of California but, more importantly, was intended by the United States, despite the opposition of Mexico, to insure the possession of the territory required for a southern transcontinental railroad route. The International Boundary Commission, headed by Major William H. Emory, located marker 26 in Los Nogales Pass in 1855.

With the Gadsden Purchase, the area was also opened up to exploration and settlement initially by prospectors and miners who discovered or rediscovered rich silver mines in the Patagonia and Pajarito Mountains on either side of the Santa Cruz Valley near the border. Such mines as the San Antonio Mine (1862), the Patagonia Mine (1858), the Oro Blanco Mine (1873) and the Harshaw Mine (1873) drew many people to the area and increased travel and trade through Los Nogales Pass.

The area of Los Nogales along the international border remained simply a point along the north/south trade and stage route until 1880. In 1880, Juan Jose Vasquez opened a roadhouse near boundary marker 26 on the Sonoran side of the line. This is the first building located at Los Nogales and represents the beginning of permanent settlement in the location of the present-day twin cities. In August 1880, the Mexican government created a customs office to be located at Los Nogales. Sources indicate that the establishment of the customs office was in anticipation of the location of the northern terminus of the Sonoran Railroad at Los Nogales then being constructed north from Guaymas.

The construction of the New Mexico and Arizona Railroad by the Atchison, Topeka and Santa Fe Railway, and eventual connection with its affiliate, the Sonora Railway Company, Ltd., at Nogales is significant as the first outlet of the AT&SF Railroad on the Pacific Coast. It is also important as the first transnational railroad to the west coast of Mexico, opening up increased trade between the two countries.

The New Mexico and Arizona Railroad Company was incorporated on June 17, 1881, and the construction was begun at Benson on July 20. Chief Engineer A.A. Robinson of the AT&SF Railroad and William R. Morley had not determined the entire route at the time construction began. Morley was the AT&SF's Chief Location Engineer and had previously earned distinction for his decision to locate the AT&SF Road over the Great Divide through Raton Pass. Morley Avenue, the main street in Nogales, was named after William R. Morley, chief engineer of the AT&SF Railroad. The Morley name is also commemorated on the Morley Gate U.S. Inspection Office.

A rush started as people tried to become part of what was expected to be a border boomtown. The first permanent settlement on the Arizona side of the international border at Los Nogales was begun in 1880, with the establishment of a trading post by Jacob Isaacson. Isaacson (b. 12/9/1853 in Gulding, Russia, d. 12/29/1928) was a traveling merchant who had arrived in the Arizona Territory by way of San Francisco in 1879 or 1880. Operating his business out of Tucson, he supplied mercantile goods and medicine on the road and at the various mining camps in the areas south

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and east of Tucson. Isaacson also traveled along the route of the Southern Pacific Railroad line from one construction camp to the next, not an uncommon practice for such mercantile pioneers.

By the early spring of 1882, railroad surveyors were constructing a terminus at the border near Isaacson's trading post. The tent city eventually housed between 400 and 800 workers by the time the line was completed in September 1882. Mail for the construction crews had been forwarded to "Isaacson" in early 1882 and on May 31, 1882, a post office was formally established under that name with Isaacson as first postmaster.

The construction of both the north and south railroads was completed in October 1882, and on October 25th, the lines were formally opened with a brief silver spike ceremony attended by a trainload of Tucson citizens as well as their Mexican counterparts from Guaymas and Magdalena. The spike was driven by Mrs. Morley, wife of the SPRR Chief Location Engineer, and C.C. Wheeler, general manager of the Santa Fe Railroad. This event is significant to the history of Nogales because it signaled the permanence of the settlement established by Isaacson, and, with the eventual location of substantial improvements by the Santa Fe within their 19-acre reservation at the border, forecast Nogales' future role as a regional center of commerce and transportation.

In 1883, Jacob Isaacson left "Isaacson", which had simultaneously been called Line City, Villa Riva - Mexican side, and Nogales. On June 4, 1883, the post office name was officially changed to Nogales. During the first ten years of the history of Nogales, its growth was steady, typical of a railroad boomtown with the added incentive of prosperous regional mining. It reached a population in 1893 of 1,700, almost double its 1883 estimation of 900.

By 1892, Nogales, unlike many other towns created by the development of the railroads in Southern Arizona, had emerged as the most important commercial, transportation and political focal point in the Territory south of Tucson.

### *Community Development—Nogales Businesses and Trade*

On July 23, 1893, the Pima County Board of Supervisors incorporated the town of Nogales. The request for incorporation came from the community's leading businessmen including Dr. H.W. Purdy and Charles Meehan. After ten years of continued economic development and growth, Nogales had become the only center of commerce on Arizona's border, an international shipping point on a major rail line, and the hub of the regional mining activity in the surrounding mountains, but Nogalians had no singular control over improving their own community. Prominent Nogales businessmen, who would provide the driving political force in Nogales through the early 1920s, concluded that such things as street improvements, sanitation, and local law enforcement were necessary if the town, and their businesses, were to continue to grow. The incorporation of Nogales was significant as the beginning of the town's long and strongly independent political history.

Within the nine years prior to the turn of the century, Nogales, through the efforts of its prominent and politically active businessmen, had been incorporated as a town, been named county seat of the newly created Santa Cruz County, had disposed of the Mexican Land Grant Claim, had its town site patent granted, and had the town site officially platted. Nogales could finally conduct its affairs in the same manner that most Arizona towns of the same age had been doing for years.

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Development of commerce in Nogales during this period was closely tied to the Railroad and resultant customs house trade, and regional mining. Nogales as a jobbing center and the business directly associated with that industry provided the development of local commerce with an added dimension not found in other railroad oriented towns. Aside from the usual businesses such as hotels, restaurants, banks, saloons, and mercantile establishments, Nogales was a natural jobbing point for all the Sonora, Sinaloa, and Lower California trade. From 1893 to 1910 several jobbing houses or customs brokerage houses operated in Nogales. In 1898 the value of imports was \$1,188,000 and by 1906 the value of imports had grown to almost \$8,000,000. The businessmen of Nogales enjoyed the added trade of jobbing houses even through the depressed economy of the early 1890s.

Nogales entered the second decade of the 20<sup>th</sup> Century as a developed community with substantial businesses, important regional industries, public and private school systems, a regional hospital, a well managed government, and unique commercial and social ties to its sister city across the border. Beginning in 1910, it would embark on its greatest historic period of growth since the town was created.

### *Period of Growth*

From 1910 to 1933 the history of Nogales was highlighted by one common denominator; the existence of a military post at the northern edge of the town site. Until its abandonment in 1933, Camp Steven D. Little was an integral part of the social and economic life of Nogales.

The presence of U.S. military troops at Nogales and other border towns from El Paso to California evolved initially to insure the international boundary was respected at the outbreak of the Mexican Revolution in 1910. Military activities focused on these border outposts were again highlighted during the Mexican Punitive Expedition, 1915-1917, headed by General John Pershing. In 1918-1919 these camps were also used as training facilities for troops headed for Europe during World War I. Military facilities although fewer in number, were maintained along the border through the 1920s.

During the early occupation of the Camp through 1917 when the population of the soldiers at Nogales peaked at 12,000 troops, military presence was singularly the most important factor in the economic growth of Nogales. The monthly military payroll in 1917 was \$380,000 and local merchants enjoyed a majority of their business from the soldiers. The economic relationship between the military and local merchants was strained briefly in August of 1919, when the commanding officer at Camp Little charged the merchants with "outrageous profiteering" and accused the Town Council and Chamber of Commerce with ignoring his letters of protest. He ordered the town off limits to soldiers for two days and began purchasing supplies outside the city. Social life was never strained and much interaction centered around the soldiers with military balls alternating with dances hosted by the Nogales Athletic Club.

Commensurate with the presence of troops in Nogales was the expansion of the developed area of the town. This expansion, which occurred between 1914 and the end of WWI, and also just prior to the Great Depression, was the most extensive growth of Nogales during its historic period. From a population in 1910 of 3,500 people, the town grew to 5,200 inhabitants by 1920. By 1930 the population was about 6,000, almost double its size twenty years previously. By contrast, from 1930 to 1970, the population rose to only 8,946.



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Along with the increase in population and housing, Nogales' businesses prospered and new businesses were created. One of the most important was the Mexican produce shipping industry, in particular shipping of winter vegetables. The idea of exporting Mexican grown tomatoes and other perishable vegetables began in the spring of 1908 when tomatoes from Guaymas were shipped to Tucson to fill the off season market. By 1918 over 400 railroad cars of tomatoes were shipped into the United States from Nogales. In 1930 that figure rose to between 5,000 and 6,000 cars annually. Today the vegetable distribution industry at Nogales supplies about half of the United States' winter demand.

Other businesses were created resulting from the population growth. In 1914, longtime Nogales contractor, W.N. Lester, founded the Nogales Concrete Construction Company. The use of this inexpensive "modern" building material was a popular alternate to brick, adobe, or stone construction. The rare use of the concrete in brick-size units in local construction is relatively unique in the history of Arizona architecture. A proportionately high number of residences and business buildings were constructed of concrete bricks or cast-in-place concrete in Nogales during the second and third decades of the twentieth century.

The Southern Pacific Railroad Company had completed a direct line from Tucson to Nogales in 1910. This more direct line to Nogales, together with expensive grade washouts, forced the eventual abandonment of most of the New Mexico and Arizona Railroad from Benson to Nogales. Between 1926 and 1962, all but 9.8 miles of the line between Calabasas and Nogales was abandoned. In 1927 a major international railroad line was completed, linking Nogales to Mexico City. This allowed more Arizona passenger service bound for Mexico City to go through Nogales rather than traveling via El Paso.

The business and expansion boom which characterized the mid teens and nineteen twenties came to an end during the Great Depression. Several industrial undertakings and many substantial businesses significant to the era before 1929 were affected by the Depression and went out of business. In the early 1930s, Public Works Administration (PWA) funding for city projects such as the PWA Retaining Wall, helped relieve unemployment in Nogales. In addition, a large project sponsored by the International Boundary and Water Commission in 1933 did much to keep the local economy from complete collapse. The project was the construction of flood conduit through the twin cities along the Nogales Wash watercourse. Nogales emerged from the Depression with a population of about 5,500 persons and a damaged local economy. The shipping industry would remain modest through the WWII years, but a new industry, tourism, began to take its own place as a major positive factor for the regional and local economy.

### *The Evolution of the Customs District of Nogales*

The Customs District of Nogales had its beginnings in 1857. The original administrative control was under the direction of the Collector of Customs, Caleb Sherman, at Franklin, Texas, and was named the District of Paseo Del Norte (El Paso, Texas). In 1857, Collector Sherman sent Deputy Collector G.D. Mercer from Fort Davis, Texas to Calabasas, AZ to open a Customhouse. This was made possible by the establishment of a garrison of United States Dragoons at Calabasas in 1856 under the command of Major Enoch Steen.

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That a great deal of smuggling was commonplace there can be no doubt. The Customs Service was unpopular with both Mexicans and Americans in Arizona. Referring to the era prior to 1857, Charles D. Posen stated, "There were no frontier Custom Houses at that time to vex and hinder commerce." Arizona citizens resented being taxed by a government that made inadequate efforts to protect them from Indian depredations.

### *Nogales Becomes a Collection District*

The Collection District of Arizona was established on April 29, 1890 to include all the Territory of Arizona. Nogales was the only Port of Entry. In 1895, Yuma was made a Subport of Entry. Douglas and Naco were made Subports of Entry in 1901 and 1902, respectively. The first Collector of Customs in the District of Arizona was George Christ, Sr.

From its humble beginnings in 1857, the Nogales District was beginning to show strong growth in the collections of revenue. Avoiding payment of Customs duties, however, was still a major avocation among Arizona citizens. A good example is John F. Brickwood, who built a business so close to the boundary line that one wall was notched to accommodate Boundary Monument No. 122. Brickwood sold Mexican cigars from a case on the outside of this wall to avoid payment of U.S. import duties. Finally, in 1898, a two-mile, 60 foot wide strip was removed from the International Border by Congressional Order in order to control smuggling from businesses straddling the line.

Another problem faced by the Customs Service was internal corruption. Collectors and their subordinates were often selected on the basis of their political connections rather than their ability to serve. While most Customs Officers were honest, smugglers were able to bribe many poorly paid line riders in order to enter various types of contraband through the rough countryside surrounding all the Port of Entry.

The Collection District was abolished in 1913 and restructured into a new District of Arizona.

### *Important Dates in Nogales History Related to Customs*

**1841**—México made a land grant, Los Nogales De Elias, to Don José Elias and his parents. Don José owned Rancho Casita, which is located in México. The land grant was named Nogales.

**1853**—Nogales became part of the Gadsden Purchase.

**1880**—Customs service in Nogales District began April 29, 1880. Jacob Isaacson, a Russian immigrant, built a trading post, Isaacson, straddling the international boundary.

**1884**—Próspero Sandoval opened the first bank, money exchange and custom brokerage house in Nogales. The bank was a U.S. bank owned by Mexican citizens, issuing U.S. currency. The bank is believed to have been located on the corner of Morley Avenue and International Drive.

**1889**—Nogales becomes headquarters for Arizona District. Collector of Customs made \$2,000 annually in 1889.

**1917**—México's Sonoran Governor Maytorena erects the first fence between Nogales, Arizona and Nogales, Sonora. The 11-strand wire fence was erected to prevent trouble.

**1918**—The Battle of Nogales begins as a Customs matter. Casualties were suffered on both sides of the border during the battle.

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**1922**—Nogales becomes a City. A new gate opened on Grand Avenue.

**1928**—Treasury Dept. prepares plans to move location of East *Garita* from center of Morley Avenue to center of International Street. Boundary Posts and fences were constructed.

**1930**—Morley Gate constructed for vehicular crossing (and in later years to serve as a small check station).

**1934**—U.S. Custom House constructed to provide offices for customs services.

**1935**—Canopy added to Morley Gate.

**1954**—Original canopy replaced at U.S. Custom House.

**1962**—West *Garita* on Grand Avenue demolished.

**1994**— Two new buildings constructed.

### *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.

Many of the historic associations identified in the Nogales MRA NRHP nomination with regard to the U.S. Custom House are also relevant to the adjacent Morley Gate U.S. Inspection Office. The U.S. Inspection Office—Morley

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Gate structure is included in the U.S. Border Inspection Stations Multiple Property Submission (Border Inspection Stations MPS). As a structure, the Morley Gate U.S. Inspection Office is unique among the U.S. Border Inspection Stations. This is due in large part to the small scale of this resource, which is basically a kiosk with an attached porte-cochere. Although this resource does not fall within standard border station property types, as described in the Border Station MPDF, the year the resource was constructed, 1930, does fall within the period of significance for this Multiple Property Submission. The associative attributes stated in the registration requirements of the MPDF are applied to the Morley Gate U.S. Inspection Station—Nogales in the following section.

Morley Gate is unique among the U.S. Border Inspection Stations. This is due in large part to the small scale of this resource, which is basically a kiosk with an attached porte-cochere. Though this resource does not fall within standard border station property types, as described in the MPDF, it is important within this group because it appears to have followed the pattern set by an earlier inspection kiosk constructed by the town of Nogales which was then incorporated into the Nogales border complex by the U.S. Treasury Department.

In their *Report on Standard Type of Customs-Immigration Inspection Buildings for Border Highways* dated March 13, 1928, H.A. Benner and J.L. Hughes, representatives of the Bureau of Customs and Bureau of Immigration, respectively, made the following observations regarding the setting of the customs facilities and Morley Gate at Nogales:

“The customs offices at this point are located in the Federal Building, with small inspection offices at the international line, the one at Morley Avenue being in a small building in the center of the street, erected by the town, and the one at Grand Avenue in a rented room at the railroad station. The facilities provided for the customs service are satisfactory. The Immigration Service is in quarters provided by the Southern Pacific Railway in its station, which are entirely inadequate for the volume of business there transacted. The Public Health Service is moving its offices from the station quarters to a rented building across the street, which will somewhat relieve the congestion in the immigration quarters, but the conditions still are far from satisfactory. The logical location for the Immigration Service at this port is in the railway station and the most satisfactory solution of its problem appears to be in prevailing upon the railroad company to erect a second story on its present building to provide additional space for immigration purposes. ”<sup>8</sup>

The erection of Morley Gate in 1930 was also a response to prohibition, because Nogales was a popular tourist destination, in part because the Mexican side of Nogales featured a number of establishments offering alcohol, including the Cosmopolitan Bar and Café and the Concordia Bar.<sup>9</sup>

## 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 Office—Morley Gate, as well as the U.S. Custom House, at Nogales were planned, designed and constructed by the U.S. Government between 1928 and 1943 for use as

<sup>8</sup> 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: 51.

<sup>9</sup> Arreola, Daniel and Andrew Grant Wood (ed.). *On the Border: Society and Culture between the United States and Mexico*. Lanham, MD: SR Books, 2001, p. 56.

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a customs and immigration station at a land border crossing. The U.S. Custom House--Nogales was built in 1934. The Morley Gate U.S. Inspection Station--Nogales was sited at one of the locations recommended by Benner and Hughes in their 1928 report, and was constructed by the Treasury Department in 1930. In their 1928 report, Benner and Hughes described the presence of the inspection office at Morley Avenue as follows: "The customs offices at this port [Nogales] are located in the Federal Building, with small inspection offices at the international line, the one at Morley Avenue being in a small building in the center of the street..."<sup>10</sup> The gate described by Benner & Hughes at Morley Avenue was replaced by one in International Street at Morley Avenue by the Treasury Department in 1930.<sup>11</sup> Both the Custom House and Morley Gate remained under U.S. Government ownership through the end of the MPS period of significance in 1943. Both the Morley Gate U.S. Inspection Office, as well as the Custom House remain in their original locations. The presence of formidable intact buildings with Spanish Colonial Revival design characteristics appropriate for the region well represents the federal presence at the U.S. Border. Overall, the original setting, feeling and association of U.S. Government ownership and demonstration of federal authority and presence has been maintained despite the loss of the west *garita* at Grand Avenue in 1962, and the construction of modern buildings. Both buildings prominently display the U.S. flag and signage, which demonstrates federal authority and presence.

**Proper location:** To represent the proper location to inspect and control 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 relocation of Morley Gate to the center of International Street in 1930 was undertaken because of traffic queuing and passage problems encountered at its original location in the center of Morley Avenue.<sup>12</sup> Morley Gate was situated next to the historic location of the Southern Pacific Railway passenger depot. The U.S. Inspection Office, Morley Gate retains integrity of location because it is still in its 1930's location.

**Proper facilities:** To represent the proper facilities for a border inspection station, a property must convey the protection of officers, motorists, and goods from natural elements. At Morley Gate, protection from the sun was provided by a porte-cochere constructed in 1935, and this feature continues to retain integrity of design and materials as it pertains to proper facilities.<sup>13</sup>

**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 U.S. Inspection Office, Morley Gate prominently displays the U.S. flag. Morley Gate has been in the center of International Street since 1930, its Spanish Colonial architecture is quite dignified, and the porte-cochere is a substantial feature that provides a dignified respite from the open asphalt of International Street. Another aspect of attractive surroundings is the continued presence of several cut stone fence piers constructed in 1928. As a result, the building retains integrity of setting, feeling and association as pertaining to its surroundings.

**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

<sup>10</sup> Benner and Hughes, 51.

<sup>11</sup> Department of the Treasury. Building Plans of U.S. Immigration Station Site: Nogales, Arizona. March 2, 1930, Sheet No. 64.

<sup>12</sup> Ibid, July 20, 1928, Sheet No. 1.

<sup>13</sup> Ibid., April 15, 1935, Sheet No. 1.

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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. Adequate services are also provided to the public. Morley Gate's porte-cochere has been one lane since it was added to the building in 1935.

The U.S. Inspection Office, Morley Gate is symbolic of the City of Nogales' important role as a primary point of entry from Mexico along the Arizona border and is significantly related to local development and the central business district of Nogales. The building has a significant cultural affiliation and historical association in that it was constructed to serve an important function of the Arizona District of U.S. Customs and of the U.S. Customs Service and continue to be a customs and immigration border inspection facility. For this association, the building is eligible for the National Register of Historic Places under Criterion A.

### *Evaluation under Criterion C*

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 border station at the Nogales-DeConcini port 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 southwestern United States border, the Nogales-DeConcini Port of Entry buildings exhibit the Spanish Revival design system. The Spanish Revival design system was employed throughout the Nogales facility through a combination of: stucco walls, arched entry and window openings that are deeply recessed which give the stucco walls the thick appearance of adobe, and Spanish tile roofs. The period of significance of the Morley Gate, Nogales U.S. Port of Entry is 1930-1935, the year it was constructed in 1930, and the porte-cochere at Morley Gate in 1935, all of which falls within the period of significance for the U.S. Border Inspection Stations MPS.



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### Discussion of the Seven Aspects of Integrity

According to the Registration Requirements of the Border 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 MPDF, 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. They may, on a case-by-case basis, lower the level of significance of a specific property from national to state, or state to local.

The *location* of the U.S. Inspection Office, Morley Gate has not changed since its construction in 1930. Therefore the building retains its integrity of location

Though its immediate *setting* has somewhat changed, with the loss of the west *garita* in 1962 and construction of two modern buildings nearby, the setting of the Nogales Morley Gate U.S. Inspection Office has not been significantly changed. These changes have not compromised integrity of the setting.

The architectural *design* of the Morley Gate structure has good integrity. The Morley Gate structure is unique for its small scale. It continues to incorporate various design features that indicate the building was designed in the regionally appropriate Spanish Colonial Revival style.

The *feeling* of Morley Gate is reinforced by their close proximity to the border and its Spanish Colonial Revival design. The Nogales-DeConcini U.S. Port of Entry continues to read as a point of inspection between two vibrant and busy border communities in a southwest environment.

The *materials* of this resource are original from the 1930-1935 period of significance. This includes thick stucco walls, wood frame windows, and Spanish tile roofs.

The *workmanship* is still evident in the building as shown in the quality of tilework, metalwork and general construction. The building was likely constructed by PWA employees and retains very good integrity.

The building is *associated* with the advent of the automobile and mobile population, and increasing measures taken by the U.S. Government to regulate the inflow of immigrants during this time. Morley Gate is also associated with the Public Works Administration and its efforts during the 1930s to gainfully employ various out of work individuals.

As demonstrated in the Description section of this nomination, the Morley Gate U.S. Inspection Office retains the seven aspects of integrity and therefore meets the registration requirements in the MPDF to be eligible for listing in the National Register of Historic Places under Criterion C, at the local level of significance, period of significance 1930-1935.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

*U.S. Inspection Office, Morley Gate—Nogales  
Santa Cruz County, Arizona*

Section 9 Page 17

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

### Bibliographic References

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- The Federal Architect (July 1984 Survey Form by Surveyor Jim Woodward for U.S. Custom House)
- U.S. General Services Administration, Historic Building Preservation Program: Inspection (Moors) dated April 27, 1994.
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**United States Department of the Interior  
National Park Service**

# **National Register of Historic Places Continuation Sheet**

***U.S. Inspection Office, Morley Gate—Nogales  
Santa Cruz County, Arizona***

Section   9   Page  18 

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

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

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

*U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona*

Section 10 Page 19

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

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### Geographical Data –

#### *Boundary Description*

The U.S. Inspection Station, Morley Gate, is centrally located within International Street, at its intersection with Morley Avenue. There is no independent legal boundary delineation for Morley Gate as it is located within the much larger Nogales-DeConcini U.S. Port of Entry. The Morley Gate boundary is depicted on the Sketch Map. It includes the historic inspection station, porte-cochere, and approximately 10 feet of road surface from the building.

#### **Boundary Justification**

Specifically, the U.S. Inspection Office, Morley Gate is located at 31.332825 Latitude and -110.941320 Longitude. The boundary is an arbitrary polygon approximately 10 feet around the U.S. Inspection Office and its Porte-Cochere, which together constitute the extent of the historic Morley Gate (Sketch Map).

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet—Additional Documentation

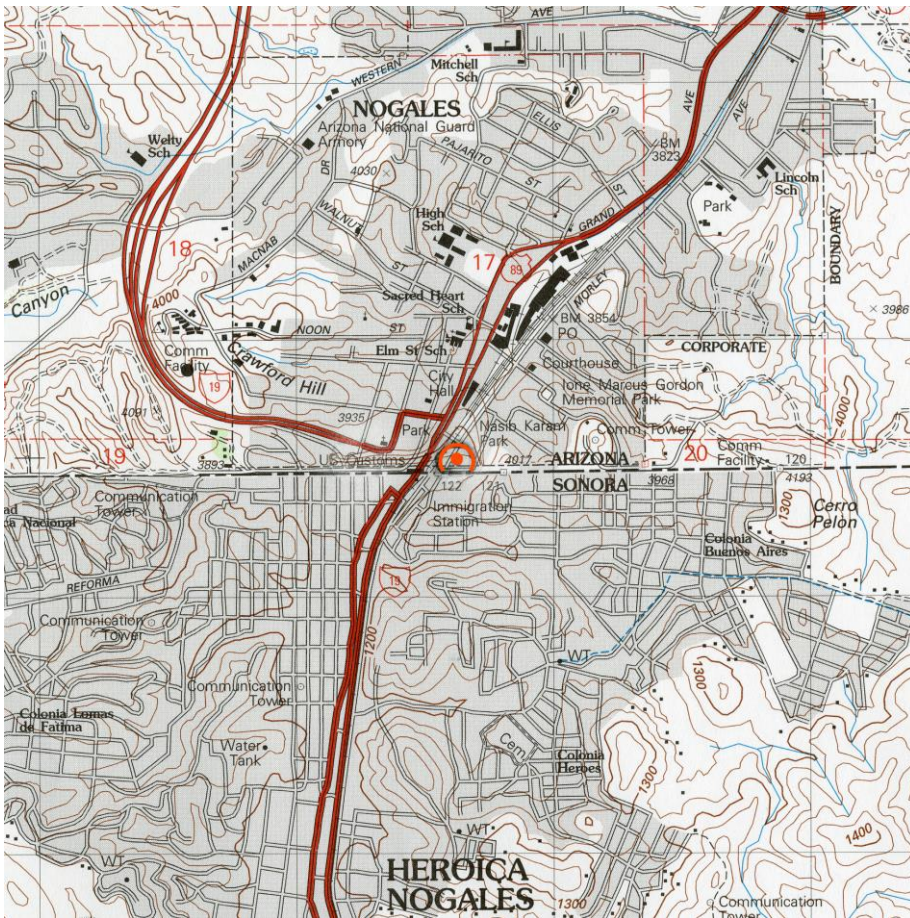
*U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona*

Section Map Page 20

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

## USGS Map

Nogales--DeConcini Land Port of Entry, U.S. Inspection Office, Morley Gate



U.S. Inspection Office,  
Morley Gate

Latitude:  
31.332825  
Longitude:  
-110.941320

Also reference detailed  
Sketch Map of Morley Gate

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona*

Section Photos Page 21

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

U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona

Photographer: Elizabeth Weaver, ICF Jones & Stokes

Date of photograph: June 17, 2008

Negative: GSA

Description of view: Morley Gate, north and west elevations, view southeast.

Photo number: AZ\_SantaCruzCounty\_BorderStation1.tiff





United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona*

Section Photos Page 22

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

U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona  
Photographer: Elizabeth Weaver, ICF Jones & Stokes  
Date of photograph: June 17, 2008  
Negative: GSA  
Description of view: Morley Gate, east elevation, view west.  
Photo number: AZ\_SantaCruzCounty\_BorderStation2.tiff



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona*

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

Section Supplemental Page 23  
Information

U.S. Inspection Office—Morley Gate

Santa Cruz County, Arizona

Photographer: Unknown.

Negative: Archival Research Catalog (ARC) of the National Archives and Records Administration

Date of photograph: c.1898-1899.

Description of view: Nogales, Santa Cruz Co. Showing boundary line between Arizona and Mexico. General view of center of town from hillside, looking west along International Street.



United States Department of the Interior  
National Park Service

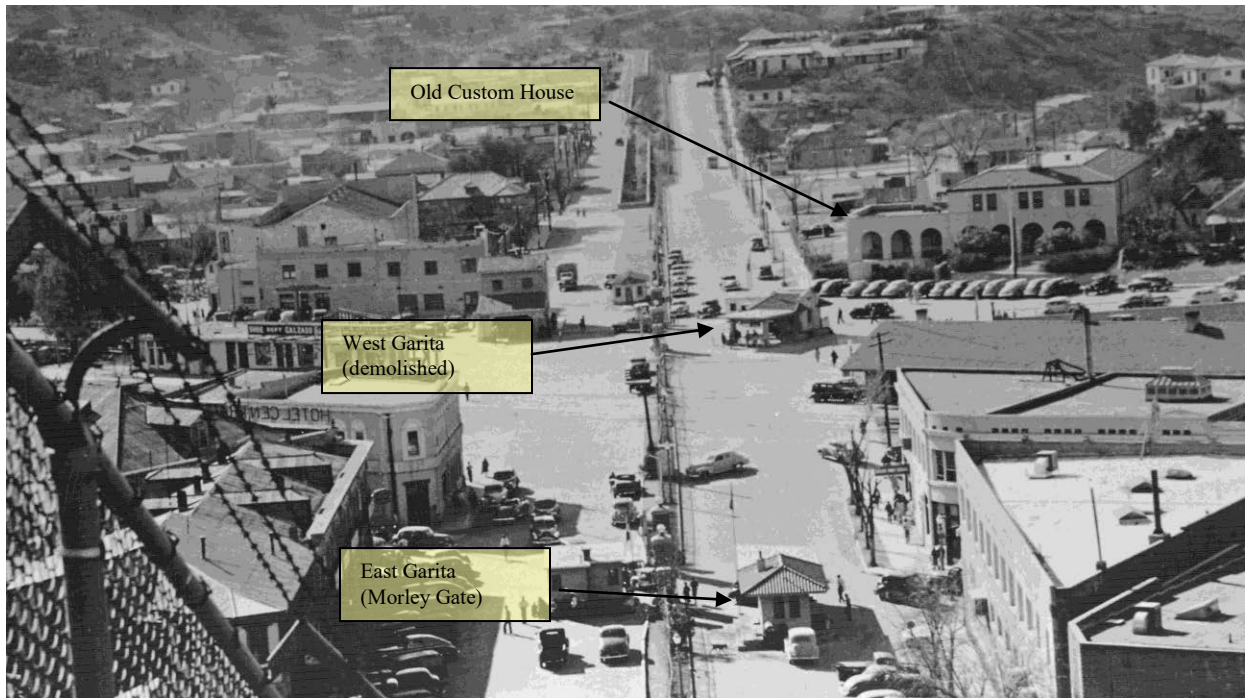
# National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona*

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

Section Supplemental Page 24  
Information

U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona  
Photographer: Unknown  
Date of photograph: 1945  
Negative: GSA  
Description of view: Context of Buildings, view: west



United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona*

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

Section Supplemental Information Page 25

U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona  
Photographer: Fisher  
Date of photograph: 1936  
Negative: Pomona Public Library  
Description of view: East Garita (Morley Gate)



United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona*

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

Section Supplemental Information Page 26

U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona  
Photographer: Fisher  
Date of photograph: n.d.  
Negative: Pomona Public Library  
Description of view: West Garita (West Gate, demolished)





United States Department of the Interior  
National Park Service

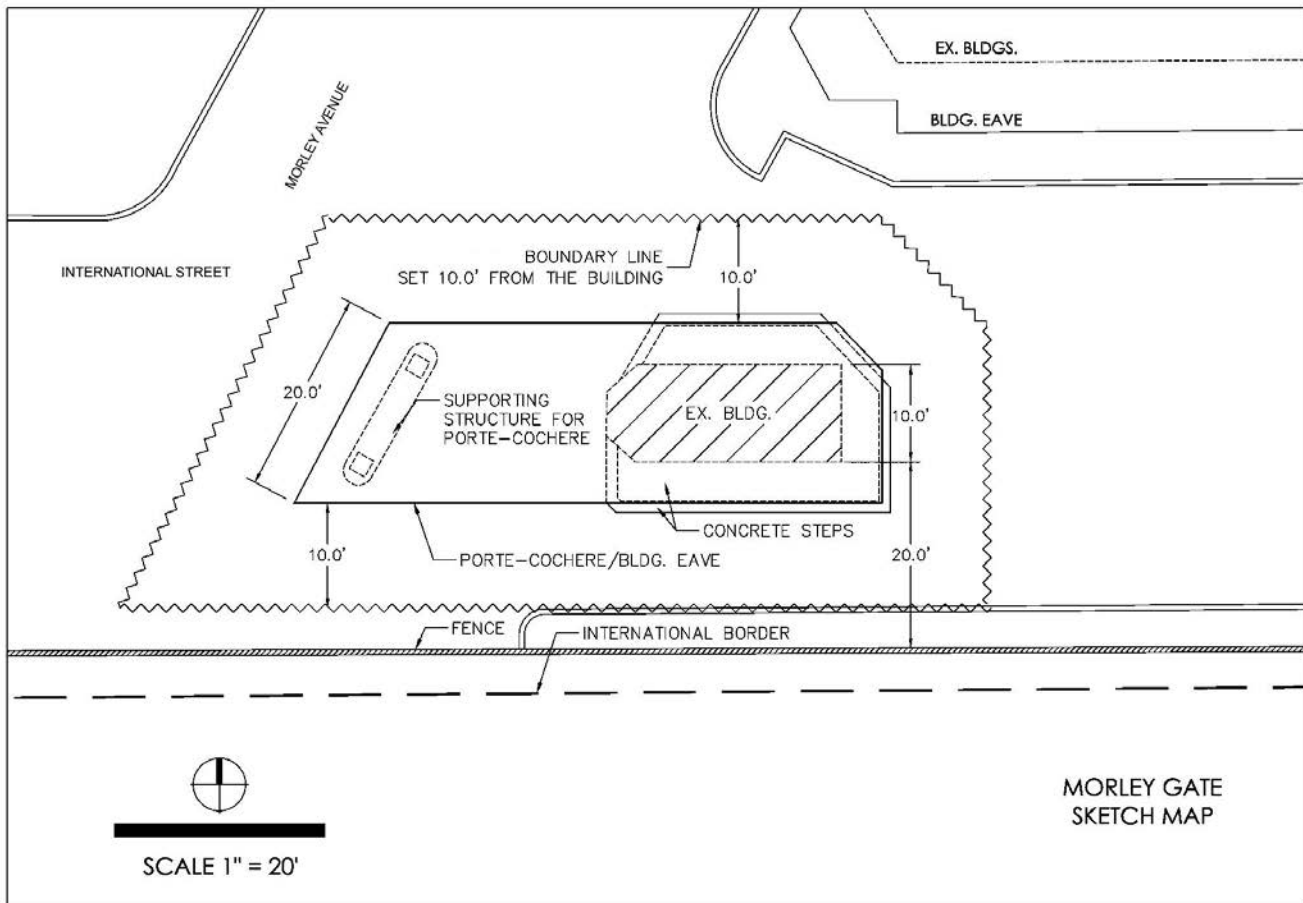
# National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona*

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

Section Supplemental Page 27

## Sketch Map



Morley Gate U.S. Inspection Office







National Register of Historic Places  
Memo to File

# Correspondence

The Correspondence consists of communications from (and possibly to) the nominating authority, notes from the staff of the National Register of Historic Places, and/or other material the National Register of Historic Places received associated with the property.

Correspondence may also include information from other sources, drafts of the nomination, letters of support or objection, memorandums, and ephemera which document the efforts to recognize the property.

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: RESUBMISSION

PROPERTY U.S. Custom House and U.S. Inspection Office, Morley Gate--N  
NAME: ogales, Arizona

MULTIPLE U.S. Border Inspection Stations  
NAME:

STATE & COUNTY: ARIZONA, Santa Cruz

DATE RECEIVED: 6/24/16 DATE OF PENDING LIST:  
DATE OF 16TH DAY: DATE OF 45TH DAY: 8/09/16  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 14000244

DETAILED EVALUATION:

\_\_\_ACCEPT \_\_\_RETURN \_\_\_REJECT \_\_\_\_\_DATE

ABSTRACT/SUMMARY COMMENTS:

The U. S. Inspection Office, Morley Gate- Nogales, Arizona is locally significant under National Register Criteria A and C in the areas of Government/Politics and Architecture. Built in 1930 in direct response to increased border activity, the Morley Gate is a distinctive example of Spanish Colonial Revival style design placed on a functional border facility. Although small in scale, the building is an important component of the nation's first set of purpose-built customs and immigration inspection stations and meets the Registration Requirements set forth in the Border Inspection Station MPS.

RECOM./CRITERIA Accept Criteria A+C

REVIEWER Paul R. Lusignea DISCIPLINE HISTORIAN

TELEPHONE \_\_\_\_\_ DATE 8/9/2016

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



September 14, 2011

James Garrison  
State Historic Preservation Officer  
Arizona State Parks  
1300. W. Washington Street  
Phoenix, AZ 85007

Dear Mr. Garrison:

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 Arizona:

U.S. Inspection Station – Douglas, Arizona  
U.S. Custom House and U.S. Inspection Office, Morley Gate – Nogales, Arizona  
U.S. Inspection Station – Sasabe, Arizona

On a personal note, I would like to express my gratitude for not only reviewing those nominations within your state's jurisdiction but also for your gracious offer and subsequent review of our context statement, matrix, and all the individual nominations nationwide that comprise this Multiple Property Submission. Claire Hosker, as well as our Jones and Stokes contractor team, have advised me that your comments and recommendations have lead to a stronger nomination package.

We have finalized our package and are submitting to the State Historic Preservation Officers for their final review and signature the context statement, matrix, and individual nominations within their respective state.

Please find the following documents enclosed for the state of Arizona:

- 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 we developed (for ease of reference) titled "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.

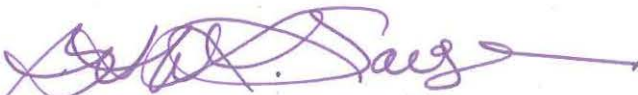
The copies of the Multiple Property Documentation Form, matrix document, individual registration forms, and the USGS maps and photograph CDs for each station are provided for your records.

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 three 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

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. Custom House and U.S. Inspection Office, Morley Gate—Nogales, Arizona

Other names/site number Dennis DeConcini U.S. Port of Entry; East Garita; Morley Gate

## 2. Location

Street & Number	<u>International Street at Morley Avenue</u>	Not for Publication	<u>N/A</u>
City or Town	<u>Nogales</u>	Vicinity	<u>N/A</u>
State	<u>Arizona</u>	Code	<u>AZ</u>
		County	<u>Santa Cruz</u>
		Code	<u>023</u>
Zip Code	<u>85621</u>		

## 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 \_\_\_\_\_ Date \_\_\_\_\_

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 \_\_\_\_\_ Date \_\_\_\_\_

State or Federal agency and bureau \_\_\_\_\_

## 4. National Park Service Certification

I, hereby certify that this property is:	Signature of Keeper	Date of Action
<u>      </u> entered in the National Register	_____	_____
<u>      </u> <u>      </u> See continuation sheet.		
<u>      </u> determined eligible for the National Register	_____	_____
<u>      </u> <u>      </u> See continuation sheet.		
<u>      </u> determined not eligible for the National Register	_____	_____
<u>      </u> removed from the National Register	_____	_____
<u>      </u> other (explain): _____	_____	_____
_____	_____	_____



**8. Statement of Significance**

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

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

1930-1935

Cultural Affiliation

N/A

Significant Dates

1930 (Morley Gate);1934 (U.S. Custom House)  
1935 (Morley Gate porte-cochere)

Architect/Builder

James A. Wetmore, supervising architect  
Louis A. Simon, supervising architect

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 (U.S. Custom House Listed 8/6/1987 (without Morley Gate); part of MRA)\*
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_

Primary Location of Additional Data

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

Name of repository: National Park Service, Nogales Multiple Resource Area, listed August 29, 1985.\*

Returned



**10. Geographical Data**

Acreeage of Property Less than 1 acre

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

Zone	Easting	Northing	Zone	Easting	Northing
1 12	505589	3466466	3 12	505480	3466340
2 12R	505388.88	3466517.12	4		

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

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

**11. Form Prepared By**

Name/Title Erica Kachmarsky, Elizabeth Weaver, Daniel Paul, and Richard Starzak,  
Architectural Historians

Organization ICF Jones & Stokes Date July 2011

Street & Number 811 W. 7<sup>th</sup> Street, Suite 800 Telephone 213-627-5376

City or Town Los Angeles State CA Zip Code 90027

**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.

Returned

**Property Owner**

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

Name \_\_\_\_\_

Organization U.S. General Services Administration, Telephone (415) 522-3098  
Region 9

Street & Number 450 Golden Gate Avenue

City or Town San Francisco State CA Zip Code 94102

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

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

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

*U.S. Custom House and U.S. Inspection Office, Morley Gate—Nogales  
Santa Cruz County, Arizona*

Section 7 Page 1

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

### Description

The Dennis DeConcini U.S. Port of Entry, located in Nogales, Arizona, at the international border with Nogales, Sonora, Mexico, is one of three border crossings in Nogales. Nogales I (Dennis DeConcini U.S. Custom House) and Nogales II (Morley Gate U.S. Inspection Office) are located together in the downtown area of Nogales, near the terminus of Interstate 19. Nogales III (Mariposa) is located on State Route 189, approximately 1.5 miles west of Nogales I and II. Nogales I allows pedestrian, passenger vehicle, and rail access between Mexico and the United States. Nogales II is a pedestrian crossing and is located immediately east of Nogales I. Nogales III serves commercial and passenger vehicles.

Nogales is the largest port of entry for winter vegetables in the United States. Daily commercial truck traffic ranged from 400 to 1,200 vehicles per day when surveyed in 1999, with the heaviest traffic occurring during the winter months. A total of 14.4 million passengers and pedestrians, 255,412 commercial trucks, and 34,485 rail cars crossed the border from Mexico through the Nogales port of entry in 1999.<sup>1</sup>

### Setting

The U.S. Custom House--Nogales and U.S. Inspection Office--Morley Gate structures are located in Nogales, Arizona, the largest border city in Arizona, with a population of 20,878.<sup>2</sup> The structures are located on the U.S. side of the international border with the state of Sonora, Mexico, and separated from Mexico by a tall concrete wall. Nogales is largely built out in the areas surrounding the U.S. Custom House and Morley Gate structures, with many multi-story commercial properties. Hilly terrain is present on the Mexican side of the border, which is dotted with various types of residential dwellings. The U.S. Custom House and Morley Gate face west on Morley Avenue, a diagonal street that crosses International Street just below the inspection office.

Support facilities for the Nogales port of entry include a main administration building and a head house, both built in 1994. These two ancillary buildings support the inspection functions of the port and are non-contributors to the significance of the U.S. Custom House and Morley Gate structures.

### *Physical Development of Nogales, Arizona<sup>3</sup>*

Nogales is located at the southern edge of Arizona, in Santa Cruz County, adjacent to the international boundary between Mexico and the United States. Santa Cruz County is geographically composed of a number of fertile alluvial valleys lying between rugged mountain chains. The principal valley in the region is the Santa Cruz Valley, which extends from the border with Mexico northward to Tucson in Pima County. Nogales lies at the upper end of the Santa Cruz Valley. The area is characterized by moderate to steeply sloping hills rising from the small alluvial floor of the Nogales Wash. This watercourse provided the north-south axis for the city's physical development. The hills on either side of the arroyo further defined Nogales' development, with most residential areas located on the gentler

<sup>1</sup> Canamex Corridor Plan Working Paper: Task VI: Environmental. Prepared for the Canamex Corridor Coalition. Submitted by Economic Research Associates. August 3, 2001.

<sup>2</sup> Census information as of July 2005 for Nogales, Arizona. Available: <<http://www.city-data.com/city/Nogales-Arizona.html>>. Accessed: May 23, 2007.

<sup>3</sup> The information in this section has been taken from the Nogales MRA NRHP nomination prepared in 1985. The MRA, with a period of significance of 1880-1935, encompassed a majority of the historic resources directly associated with the settlement of Nogales and the development of the city as a major transnational shipping center. The MRA included two historic districts and a number of individually eligible properties, including the U.S. Custom House.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

*U.S. Custom House and U.S. Inspection Office, Morley Gate—Nogales  
Santa Cruz County, Arizona*

Section 7 Page 2

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

slopes or along the secondary washes and canyons that cut through the hills and drain into the Nogales Wash. The small alluvial plain along the arroyo provided the location for the first buildings erected in Nogales, in addition to the 20-acre railroad reservation. The "flat," as it is known, varies in width from 450 feet at the border to 800 feet 0,5 mile farther north at the former location of the railroad roundhouse near the mouth of Beck Canyon.

Two primary roadways were developed along the flat on either side of the arroyo. On the east is Morley Avenue, the earliest roadway through the town site, which is separated from the Nogales Wash by the railroad right-of-way. The second roadway is Grande Avenue, formerly known as Railroad Avenue, which grew in importance as hillside land on the west side of the arroyo was developed.

Between 1880 and 1888 almost all of the settlement's construction efforts were wedged between the railroad right-of-way and the steep hillside 300 feet to the east, adjacent to the international border. Here, Morley Avenue narrows and extends south to the border. Nelson Avenue parallels Morley against the hillside to the east, creating a block of land that formed the nucleus of the settlement. Commercial development focused on the east side of Morley Avenue across from the railroad freight and passenger depots. A small triangle of land, referred to as the "wedge," between Morley Avenue and the railroad yards at the border was also built up with commercial enterprises. Business blocks in Nogales, Sonora, were constructed along the southern extension of Morley, Calle Elias, further strengthening the settlement's commercial nucleus. Some intermittent early development also followed Morley Avenue northward to Beck Canyon.

With the establishment of U.S. Army troops at Camp Steven D. Little in 1911, the town began a period of rapid physical expansion that was to last until the mid-1920s. North of Oak Street, on either side of the Nogales Wash and the railroad yards, several residential subdivisions were opened. Most of these were developed with street plans that conformed more to a grid pattern than to the physical limitations of the topography. Many roadways that were platted to provide access to residential lots or connections to existing streets were never built due to the steepness of some hillsides. Therefore, development of these subdivisions was limited to the flatter, more accessible areas, usually at the floors of canyons or along the washes.

### *Architectural Style and Construction Materials*

The U.S. Custom House and Morley Gate structures were designed by the U.S. Department of the Treasury in the Spanish Revival Style. During the construction of Morley Gate in 1930, James A. Wetmore was the acting Supervising Architect (1915-1933), and worked in association with Louis A. Simon, who served as chief of the Architectural Division from 1904-1933 and Supervising Architect from 1933-1941 of the Treasury Department. In these roles Simon was responsible for all of the Roosevelt Administration's prolific Depression-era federal building construction programs. Both Wetmore and Simon's period revival interpretations of regional architecture were exemplary and influenced greatly that stylistic trend in the 20<sup>th</sup> century among other federal architects.<sup>4</sup>

James Wetmore had no formal training in architecture, but went to law school at George Washington University and worked in the court system before transferring to the Department of the Treasury. Wetmore became Supervising

<sup>4</sup> Significance statement from July 1984 Arizona Historic Building form prepared by Jim Woodward, surveyor with April 1984 survey of Nogales prepared for State Historic Property Inventory.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

*U.S. Custom House and U.S. Inspection Office, Morley Gate—Nogales  
Santa Cruz County, Arizona*

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

Architect of the Treasury in 1915 and continued until 1933, when Louis Simon took over. ‘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.”<sup>5</sup>

In 1933, Simon became the Supervising Architect of the Treasury, a post he held until 1939. During Simon’s tenure, the Department of the Treasury was the largest architectural office in the United States, with over 700 million dollars worth of various Post Offices, Border Checkpoints, Custom Houses, and other Federal buildings. The construction of United States border stations, inspection stations, and customs and immigration inspection stations was approved by Legislation under the Act of June 25, 1910. The spate of Public Works Administration (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.

In their *Report on Standard Type of Customs-Immigration Inspection Buildings for Border Highways* dated March 13, 1928, H.A. Benner and J.L. Hughes, representatives of the Bureau of Customs and Bureau of Immigration, respectively, made the following observations regarding customs facilities at Nogales:

“The Customs offices at this point are located in the Federal Building, with small inspection offices at the international line, the one at Morley Avenue being in a small building in the center of the street, erected by the town, and the one at Grand Avenue in a rented room at the railroad station. The facilities provided for the customs service are satisfactory....

The current kiosk at this location was not the first one erected at this site. As early as 1898, another kiosk had existed near the same spot. As the above quote states, an earlier, similar kiosk was but one of three separate facilities within the vicinity devoted to Customs inspection, and was seen as sufficient for its purpose. This may explain why the original kiosk is replaced with one in 1930 that was virtually in-kind in scale, and not the full-scale inspection station of every other example listed in the Border Station Multiple Property Submission.

Four primary construction materials were used during the historic period in Nogales: brick, stone, adobe, and concrete. The most widely used construction material throughout all of Nogales’ history has been brick. The U.S. Custom House and Morley Gate structures are both constructed of brick, clad in stucco, and topped with Spanish clay tile roofs.

### *U.S. Custom House*

Listed in the NRHP on August 6, 1987, as a contributing element of the Nogales Multiple Resource Area, for local significance under the themes of Architecture, Commerce, and Government, the U.S. Custom House was designed in

<sup>5</sup> 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.

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1934 by Louis A. Simon, Supervising Architect of the Treasury, and functions as the station office building of the port.

The U.S. Custom House is a two-and-a-half-story structure of brick construction that displays the Spanish Revival style, which was often employed by Simon. The 130 (length) by 100-foot (width) building is rectangular in plan. Elements of the building include its stucco-clad elevations and hipped roof, which is sheathed in Spanish clay tile. The structure's eaves feature a boxed cornice. A unique cupola adorns the roof and is a major architectural feature of the building. The Spanish Revival design system is present in the architecture of the resource through a combination of its stucco walls, Spanish tile roofs, arched entries, and window openings, which are deeply recessed and give the stucco walls the appearance of thick adobe.

The primary (east) elevation of the U.S. Custom House is symmetrically aligned, with regularly spaced arched openings along an open arcade that runs along the ground floor and fenestration that consists of double-hung steel 6/6 windows as well as three regularly spaced pairs of double-hung steel 6/6 windows on the second level. The basement level of the structure consists of similar fenestration, regularly spaced along the foundation of the building. Fenestration on the elevation consists of deeply recessed openings and prominent sills.

A central entry with a single wood door with inset lights as well as a single-pane sidelight and transom light above is centered under the middle bay of windows on the second level and the decorative cupola adorns the roof. Above the entry on the outer wall of the ground-floor arcade is a painted applied ornamental plaster shield. Further applied ornamental plaster decoration includes plaster crown molding at the arch springers of the arcade.

A decorative belt course is applied along the east elevation between the ground floor and second level. A single-story portion of the building extends along the east elevation southward, with the belt course continuing along its roofline. Belt courses are common decorative features of the Spanish Revival style, allowing for delineation of multiple floors within stucco-clad structures. The belt course on the east elevation allows for the molding at the arch springers of the arcade to be more pronounced as well as the horizontal nature of the building and its arcade.

The north elevation of the U.S. Custom House features irregularly spaced double-hung steel 6/6 fenestration along the upper story and the same belt course delineating the second level from the ground floor as applied to the primary (east) elevation. Fenestration on the elevation consists of deeply recessed openings and prominent sills. The stucco cladding of the primary elevation continues on each elevation of the building and on the north elevation the hipped roof of the structure and its original cladding is most evident. Beyond the north elevation is a surface parking lot separated from the elevation by a high stucco-clad concrete wall.

The west elevation of the U.S. Custom House is the location of the building's systems and mechanical devices, and is the most utilitarian of the elevations of the building. A portion of the building extends at the east end of the elevation and consists of a double steel door entrance and a single window opening. The elevation is otherwise stucco clad as all others and includes the same cornice treatment at the single-story portion as the other single-story elements of the building have been given, as well as similar fenestration at the upper story portion. Fenestration on the elevation consists of deeply recessed openings and prominent sills.

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The south elevation of the building consists of a 2-story portion and a portion that extends westward that is a single-story. The elevation is similar to the north elevation, with irregularly spaced window and door openings, a prominent view of the hipped roof clad in original tile, and stucco cladding. Fenestration on the elevation consists of deeply recessed openings and prominent sills. The primary south elevation entrance doors are especially detailed in that there is a single entrance door with 9 lights, a single pane transom, and a 15-light transom above, as well as adjacent to the east a double door with 12 lights in each door and a multi-paned transom spanning across the double doors. Whereas the east elevation primary entrance consists of a door with lights, the south elevation doors have lights on the upper half but the lower half is filled with a panel consisting of an X pattern. A loading dock that connects with the south elevation of the U.S. Custom House includes stucco cladding and similar fenestration and entrances as the primary structure. Fenestration on the loading dock, however, also includes a triple-pane or similar transom light above. The dock is raised on a tall foundation and consists of simple unadorned posts supporting a flat roof with deep eaves.

The interior of the U.S. Custom House is very intact and retains an excellent degree of integrity. The interior includes an original interior lobby with original tile flooring, an original staircase along the west elevation, and original door and ceiling trim. A pendant light fixture in the lobby also appears original, as do the wood doors consisting of a solid wood panel at the bottom and a glass pane at the upper portion. Some of the hardware within the interior also appears original, though fluorescent ceiling fixtures have been installed in the hallway of the ground floor. The interior second floor hallway of the building and offices includes original walls, trim, doors, transoms, and fenestration.

Landscape features of the building include an original rough hewn stone wall on a concrete foundation and stairs leading to the ground floor of the building, as well as a flagpole, features present along with trees and other vegetation along the primary (east) elevation of the building. Non-original metal fencing has been applied to the wall and along steps, and encloses the otherwise open arcade by enclosing each of the arched openings except for the primary entry arch leading to the entrance to the building. A similar metal fence has been applied along the roofline of the single-story portion of the building at the east elevation and connects with the south elevation of the second-story portion above the primary entrance.

Alterations to the U.S. Custom House have been sensitive and minor, and include the construction of a loading dock at the rear of the structure and addition of non-original corrugated metal awnings applied to upper-story fenestration. The building underwent an historic alteration that included the replacement of a canopy over the existing platform on the south elevation. The other historic alteration was the installation of a new incinerator on the far end of the western elevation.<sup>6</sup> The building is in excellent condition and otherwise has only had minor alterations.

### *U.S. Inspection Office--Morley Gate*

The U.S. Inspection Office, Morley Gate is highly unique among the U.S. Border Inspection Stations Multiple Property Submission (MPS). This is due in large part to the small scale of this resource, which is basically a kiosk with an attached porte-cochere. Although this resource does not fall within standard border station property types, as described in the Multiple Property Documentation Form (MPDF), the year the resource was constructed, 1930, and

<sup>6</sup> Plan of U.S. Immigration Station Site: Nogales, Arizona. Department of the Treasury. 1954 and 1962.

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year the porte-cochere was added, 1935, are within the period of significance defined in the MPDF. Like many other inspection station resources at the southwestern United States border, Morley Gate, in keeping with its regional context, employs the Spanish Revival design system. The Spanish Colonial Revival design system is present in the architecture of the resource through a combination of: stucco walls, arched entry and window openings that are deeply recessed which give the stucco walls the thick appearance of adobe, and Spanish tile roofs.

Morley Gate is 1-story, rectangular plan, stucco clad inspection kiosk featuring a Spanish tile clad, low-pitched, hipped roof with wide overhanging eaves. An affixed, flat roofed one-lane porte-cochere is a dominant feature of the resource, and covers a floor area equal to that of the building itself. The building is oriented to the west, with its width-ends as the front and rear elevations and its length as the side elevations.

The arched entry to the Morley Gate office is located at the north side of the building. At this same elevation is an arched check-in window that is underscored with a concrete sill. Both the entry and this window are deeply recessed into the wall. The west-facing front of the kiosk is chamfered, and features a band of three 1/1 double hung windows. These windows face the area within the porte-cochere, and share a continuous sill and a single set of window surrounds. The east-rear side features a pair of vertical 1/1 double hung windows with round headers. A course of wood base molding runs across the building beneath these windows and directly above a set wrap-around concrete stairs that run along the length at either side of the building.

Two large stucco clad columns support the porte-cochere at its outer corners. Each column has an ogee molded crown detail. Above these columns and running at either side of the porte-cochere are wood lintel beams, and above them is the flat roof itself, which like the building features wide, overhanging eaves. The concrete floor ramps upwards beneath the porte-cochere. Metal rain gutters are present at each rear corner of the building, and affixed to the front of each outer column supporting the porte-cochere. At the present time, moveable concrete barriers are located within the porte-cochere and at to one side of it. An original metal pedestrian turnstile that had been located beneath the porte-cochere has since been removed. The Morley Gate U.S. Inspection Office is currently vacant.

Alterations to the Morley Gate U.S. Inspection Office have been sensitive and minor, including removal of the metal pedestrian turnstile located beneath the porte-cochere. There have been historic alterations, which includes a porte-cochere added in 1935. These plans stated that the alterations “consist principally of adding a canopy and bay window to each and dimensions in connection with work in place are given approximately.”<sup>7</sup> The building is in excellent condition.

While the current border fence and wall is not being evaluated as a contributing element of the property, it should be noted that the cut stone fence piers were constructed in 1928, have long been associated with this U.S. Port of Entry, and contribute to the historic setting of the two contributing buildings.

### *Non-Contributing Buildings*

The following two other buildings on the property were heavily remodeled in 1994 and do not date from the historic period:

<sup>7</sup> Plan of U.S. Immigration Station Site: Nogales, Arizona. Department of the Treasury. 1933-1935.



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- the Main Building, used for primary vehicle and pedestrian inspection, and
- the Head House, used for secondary vehicle inspection.

Returned

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### Significance

#### *Summary*

The U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate was included in the Multiple Property Submission (MPS) for U.S. Border Inspection Stations, States Bordering Canada and Mexico. As demonstrated in the Description section of this registration form, the U.S. Custom House and U.S. Inspection Office, Morley Gate retain all aspects of integrity at a very high degree and meet the registration requirements outlined in the U.S. Border Inspection Stations 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 1930-1935. The buildings were constructed alongside a border crossing 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 buildings are distinguished, on both the exterior and the interior, as good examples of the Spanish Colonial Revival style, particularly for their 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.

The U.S. Custom House—Nogales was previously listed in the National Register of Historic Places on August 6, 1987, as a contributing element of the Nogales Multiple Resource Area.

#### *Narrative*

The U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate is located in Nogales, Arizona at the international border with Nogales, Sonora, Mexico. It was renamed the Dennis DeConcini U.S. Port of Entry after a three-term U.S. Senator. The main site functions of the Port of Entry include primary and secondary non-commercial vehicle and pedestrian inspections. Commercial traffic is routed to the Mariposa (new Nogales) Port of Entry, while the U.S. Custom House serves as a main administration building with primary vehicles and pedestrian inspections and the Morley Gate U.S. Inspection Office provides pedestrian primary inspection.

A Multiple Resource Area (MRA) nomination to the National Register of Historic Places (NRHP) was prepared in 1985 that included the significant cultural and historical resources of Nogales, Arizona. The period of significance for the MRA was 1880-1935. As described in the Nogales MRA NRHP nomination, the MRA includes two historic districts and thirty-one individual properties, and is the result of a comprehensive architectural survey of the urban area of Nogales conducted in 1984 according to the Arizona State Historic Preservation Office survey guidelines. The survey intensively covered a one-half square mile area, encompassing the portion of the original Nogales town site platted in 1880 and fully developed by the early 1930s.<sup>8</sup> Bounded by the International Boundary on the south, Oak Street, Plum Street, Quarry Street, and Ellis Street on the north, Wayside Drive and Summit Street on the east, and Grinell Street, Grand View, West Street and Chenoweth Street on the west, the Nogales MRA includes the U.S. Custom House, which was given a “substantive” review by the Keeper of the National Park Service on August 6,

<sup>8</sup> Background information prepared in 1985 for the Nogales Multiple Resource Area (MRA) NRHP nomination is presented largely in verbatim to provide contextual information regarding Nogales, AZ and specifically the U.S. Custom House, which was included as a contributor to the MRA.

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1987. The MRA stated that Nogales' unique heritage is exemplified by its significant commercial, residential, and industrial architecture, which is represented in a number of individually significant properties, including the U.S. Custom House. At the time, the U.S. Custom House (1934) was presented as both individually eligible for the National Register as well as eligible as a contributor to the MRA. The U.S. Inspection Office--Morley Gate was not included in the MRA.

The following information outlines the significance of the U.S. Inspection Office--Morley Gate, as well as its relation to the previously listed U.S. Custom House, in order to provide a complete contextual assessment of the significance of these two structures and their eligibility for listing in the NRHP as a single property with two contributing resources.

### *Founding and Settlement*<sup>9</sup>

The history of Nogales holds local and state significance for its association with the pioneer settlement of southern Arizona as a key point along a major exploration and trade route and as the American terminus of the first railroad to connect with the west coast of Mexico. As a major north/south exploration route, the Nogales Pass, leading down into the Santa Cruz River Valley, is documented as having been used by Spanish explorers as early as 1539. By 1690, the route was an established corridor used by Spanish missionaries, most prominently Father Francisco Kino, who had founded the Mission of San Gabriel de Guevavi near present-day Nogales in 1692.

The Gadsden Purchase, ratified by the United States and Mexico on June 30, 1854, put the area of Los Nogales within the newly created territory of Mexico. The purchase was initially conceived to give the United States a seaport at the Gulf of California but, more importantly, was intended by the United States, despite the opposition of Mexico, to insure the possession of the territory required for a southern transcontinental railroad route. The International Boundary Commission, headed by Major William H. Emory, located marker 26 in Los Nogales Pass in 1855.

With the Gadsden Purchase, the area was also opened up to exploration and settlement initially by prospectors and miners who discovered or rediscovered rich silver mines in the Patagonia and Pajarito Mountains on either side of the Santa Cruz Valley near the border. Such mines as the San Antonio Mine (1862), the Patagonia Mine (1858), the Oro Blanco Mine (1873) and the Harshaw Mine (1873) drew many people to the area and increased travel and trade through Los Nogales Pass.

The area of Los Nogales along the international border remained simply a point along the north/south trade and stage route until 1880. In 1880, Juan Jose Vasquez opened a roadhouse near boundary marker 26 on the Sonoran side of the line. This is the first building located at Los Nogales and represents the beginning of permanent settlement in the location of the present-day twin cities. In August 1880, the Mexican government created a customs office to be located at Los Nogales. Sources indicate that the establishment of the customs office was in anticipation of the location of the northern terminus of the Sonoran Railroad at Los Nogales then being constructed north from Guaymas.

<sup>9</sup> Contextual information in the following sections has been taken in relevant part from the Nogales MRA NRHP nomination prepared in 1985. The MRA, with a period of significance of 1880-1935, encompassed a majority of the historic resources directly associated with the settlement of Nogales and the development of that city as a major transnational shipping center. The MRA included two historic districts and a number of individually eligible properties, including the U.S. Custom House.

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The construction of the New Mexico and Arizona Railroad by the Atchison, Topeka and Santa Fe Railway, and eventual connection with its affiliate, the Sonora Railway Company, Ltd., at Nogales is significant as the first outlet of the AT&SF Railroad on the Pacific Coast. It is also important as the first transnational railroad to the west coast of Mexico, opening up increased trade between the two countries.

The New Mexico and Arizona Railroad Company was incorporated on June 17, 1881, and the construction was begun at Benson on July 20. Chief Engineer A.A. Robinson of the AT&SF Railroad and William R. Morley had not determined the entire route at the time construction began. Morley was the AT&SF's Chief Location Engineer and had previously earned distinction for his decision to locate the AT&SF Road over the Great Divide through Raton Pass. Morley Avenue, the main street in Nogales, was named after William R. Morley, chief engineer of the AT&SF Railroad. The Morley name is also commemorated on the "Morley Gate" structure associated with the U.S. Custom House.

A rush started as people tried to become part of what was expected to be a border boomtown. The first permanent settlement on the Arizona side of the international border at Los Nogales was begun in 1880, with the establishment of a trading post by Jacob Isaacson. Isaacson (b. 12/9/1853, Gulding, Russia, d. 12/29/1928) was a traveling merchant who had arrived in the Arizona Territory by way of San Francisco in 1879 or 1880. Operating his business out of Tucson, he supplied mercantile goods and medicine on the road and at the various mining camps in the areas south and east of Tucson. Isaacson also traveled along the route of the Southern Pacific Railroad line from one construction camp to the next, not an uncommon practice for such mercantile pioneers.

By the early spring of 1882, railroad surveyors were constructing a terminus at the border near Isaacson's trading post. The tent city eventually housed between 400 and 800 workers by the time the line was completed in September 1882. Mail for the construction crews had been forwarded to "Isaacson" in early 1882 and on May 31, 1882, a post office was formally established under that name with Isaacson as first postmaster.

The construction of both the north and south railroads was completed in October 1882, and on October 25th, the lines were formally opened with a brief silver spike ceremony attended by a trainload of Tucson citizens as well as their Mexican counterparts from Guaymas and Magdalena. The spike was driven by Mrs. Morley, wife of the SPRR Chief Location Engineer, and C.C. Wheeler, general manager of the Santa Fe Railroad. This event is significant to the history of Nogales because it signaled the permanence of the settlement established by Isaacson, and, with the eventual location of substantial improvements by the Santa Fe within their 19-acre reservation at the border, forecast Nogales' future role as a regional center of commerce and transportation.

In 1883, Jacob Isaacson left "Isaacson", which had simultaneously been called Line City, Villa Riva - Mexican side, and Nogales. On June 4, 1883, the post office name was officially changed to Nogales. During the first ten years of the history of Nogales, its growth was steady, typical of a railroad boomtown with the added incentive of prosperous regional mining. It reached a population in 1893 of 1,700, almost double its 1883 estimation of 900.

By 1892, Nogales, unlike many other towns created by the development of the railroads in Southern Arizona, had emerged as the most important commercial, transportation and political focal point in the Territory south of Tucson.

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### *Community Development—Nogales Businesses and Trade*

On July 23, 1893, the Pima County Board of Supervisors incorporated the town of Nogales. The request for incorporation came from the community's leading businessmen including Dr. H.W. Purdy and Charles Meehan. After ten years of continued economic development and growth, Nogales had become the only center of commerce on Arizona's border, an international shipping point on a major rail line, and the hub of the regional mining activity in the surrounding mountains, but Nogalians had no singular control over improving their own community. Prominent Nogales businessmen, who would provide the driving political force in Nogales through the early 1920s, concluded that such things as street improvements, sanitation, and local law enforcement were necessary if the town, and their businesses, were to continue to grow. The incorporation of Nogales was significant as the beginning of the town's long and strongly independent political history.

Within the nine years prior to the turn of the century, Nogales, through the efforts of its prominent and politically active businessmen, had been incorporated as a town, been named county seat of the newly created Santa Cruz County, had disposed of the Mexican Land Grant Claims, had its town site patent granted, and had the town site officially platted. Nogales could finally conduct its affairs in the same manner that most Arizona towns of the same age had been doing for years

Development of commerce in Nogales during this period was closely tied to the Railroad and resultant customs house trade, and regional mining. Nogales as a jobbing center and the business directly associated with that industry provided the development of local commerce with an added dimension not found in other railroad oriented towns. Aside from the usual businesses such as hotels, restaurants, banks, saloons, and mercantile establishments, Nogales was a natural jobbing point for all the Sonora, Sinaloa, and Lower California trade. From 1893 to 1910 several jobbing houses or customs brokerage houses operated in Nogales. In 1898 the value of imports was \$1,188,000 and by 1906 the value of imports had grown to almost \$8,000,000. The businessmen of Nogales enjoyed the added trade of jobbing houses even through the depressed economy of the early 1890s.

Nogales entered the second decade of the 20<sup>th</sup> Century as a developed community with substantial businesses, important regional industries, public and private school systems, a regional hospital, a well managed government, and unique commercial and social ties to its sister city across the border. Beginning in 1910, it would embark on its greatest historic period of growth since the town was created.

### *Period of Growth*

From 1910 to 1933 the history of Nogales was highlighted by one common denominator; the existence of a military post at the northern edge of the town site. Until its abandonment in 1933, Camp Steven D. Little was an integral part of the social and economic life of Nogales.

The presence of U.S. military troops at Nogales and other border towns from El Paso to California evolved initially to insure the international boundary was respected at the outbreak of the Mexican Revolution in 1910. Military activities focused on these border outposts were again highlighted during the Mexican Punitive Expedition, 1915-1917, headed by General John Pershing. In 1918-1919 these camps were also used as training facilities for troops headed for

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Europe during World War I. Military facilities although fewer in number, were maintained along the border through the 1920s.

During the early occupation of the Camp through 1917 when the population of the soldiers at Nogales peaked at 12,000 troops, military presence was singularly the most important factor in the economic growth of Nogales. The monthly military payroll in 1917 was \$380,000 and local merchants enjoyed a majority of their business from the soldiers. The economic relationship between the military and local merchants was strained briefly in August of 1919, when the commanding officer at Camp Little charged the merchants with "outrageous profiteering" and accused the Town Council and Chamber of Commerce with ignoring his letters of protest. He ordered the town off limits to soldiers for two days and began purchasing supplies outside the city. Social life was never strained and much interaction centered around the soldiers with military balls alternating with dances hosted by the Nogales Athletic Club.

Commensurate with the presence of troops in Nogales was the expansion of the developed area of the town. This expansion, which occurred between 1914 and the end of WWI, and also just prior to the Great Depression, was the most extensive growth of Nogales during its historic period. From a population in 1910 of 3,500 people, the town grew to 5,200 inhabitants by 1920. By 1930 the population was about 6,000, almost double its size twenty years previously. By contrast, from 1930 to 1970, the population rose only 8,946.

Along with the increase in population and housing, Nogales' businesses prospered and new businesses were created. One of the most important was the Mexican produce shipping industry, in particular shipping of winter vegetables. The idea of exporting Mexican grown tomatoes and other perishable vegetables began in the spring of 1908 when tomatoes from Guaymas were shipped to Tucson to fill the off season market. By 1918 over 400 railroad cars of tomatoes were shipped into the United States from Nogales. In 1930 that figure rose to between 5,000 and 6,000 cars annually. Today the vegetable distribution industry at Nogales supplies about half of the United States' winter demand.

Other businesses were created resulting from the population growth. In 1914, longtime Nogales contractor, W.N. Lester, founded the Nogales Concrete Construction Company. The use of this inexpensive "modern" building material was a popular alternate to brick, adobe, or stone construction. The rare use of the concrete in brick-size units in local construction is relatively unique in the history of Arizona architecture. A proportionately high number of residences and business buildings were constructed of concrete bricks or cast-in-place concrete in Nogales during the second and third decades of the twentieth century.

The Southern Pacific Railroad Company had completed a direct line from Tucson to Nogales in 1910. This more direct line to Nogales, together with expensive grade washouts, forced the eventual abandonment of most of the New Mexico and Arizona Railroad from Benson to Nogales. Between 1926 and 1962, all but 9.8 miles of the line between Calabasas and Nogales was abandoned. In 1927 a major international railroad line was completed, linking Nogales to Mexico City. This allowed more Arizona passenger service bound for Mexico City to go through Nogales rather than traveling via El Paso.

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The business and expansion boom which characterized the mid teens and nineteen twenties came to an end during the Great Depression. Several industrial undertakings and many substantial businesses significant to the era before 1929 were affected by the Depression and went out of business. In the early 1930s, Public Works Administration (PWA) funding for city projects such as the PWA Retaining Wall, helped relieve unemployment in Nogales. In addition, a large project sponsored by the International Boundary and Water Commission in 1933 did much to keep the local economy from complete collapse. The project was the construction of flood conduit through the twin cities along the Nogales Wash watercourse. Nogales emerged from the Depression with a population of about 5,500 persons and a damaged local economy. The shipping industry would remain modest through the WWII years, but a new industry, tourism, began to take its own place as a major positive factor for the regional and local economy.

### *The Evolution of the Customs District of Nogales*

The Customs District of Nogales had its beginnings in 1857. The original administrative control was under the direction of the Collector of Customs, Caleb Sherman at Franklin, Texas, and was named the District of Paseo Del Northe (El Paso, Texas). In 1857, Collector Sherman sent Deputy Collector G.D. Mercer from Fort Davis, Texas to Calabasas, AZ to open a Customhouse. This was made possible by the establishment of a garrison of United States Dragoons at Calabasas in 1856 under the command of Major Enoch Steen.

That a great deal of smuggling was commonplace there can be no doubt. The Customs Service was unpopular with both Mexicans and Americans in Arizona. Referring to the era prior to 1857, Charles D. Posen stated, "There were no frontier Custom Houses at that time to vex and hinder commerce." Arizona citizens resented being taxed by a government that made inadequate efforts to protect them from Indian depredations.

### *Nogales Becomes a Collection District*

The Collection District of Arizona was established on April 29, 1890 to include all the Territory of Arizona. Nogales was the only Port of Entry. In 1895, Yuma was made a Subport of Entry. Douglas and Naco were made Subports of Entry in 1901 and 1902, respectively. The first Collector of Customs in the District of Arizona was George Christ, Sr.

From its humble beginnings in 1857, the Nogales District was beginning to show strong growth in the collections of revenue. Avoiding payment of Customs duties, however, was still a major avocation among Arizona citizens. A good example is John F. Brickwood, who built a business so close to the boundary line that one wall was notched to accommodate Boundary Monument No. 122. Brickwood sold Mexican cigars from a case on the outside of this wall to avoid payment of U.S. import duties. Finally, in 1898, a two-mile, 60 foot wide strip was removed from the International Border by Congressional Order in order to control smuggling from businesses straddling the line.

Another problem faced by the Customs Service was internal corruption. Collectors and their subordinates were often selected on the basis of their political connections rather than their ability to serve. While most Customs Officers were honest, smugglers were able to bribe many poorly paid line riders in order to enter various types of contraband through the rough countryside surrounding all the Port of Entry.

The Collection District was abolished in 1913 and restructured into a new District of Arizona.



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### *Important Dates in Nogales History Related to Customs*

**1841**—México made a land grant, Los Nogales De Elias, to Don José Elias and his parents. Don José owned Rancho Casita, which is located in México. The land grant was named Nogales.

**1853**—Nogales became part of the Gadsden Purchase.

**1880**—Customs service in Nogales District began April 29, 1880. Jacob Isaacson, a Russian immigrant, built a trading post, Isaacson, straddling the international boundary.

**1884**—Próspero Sandoval opened the first bank, money exchange and custom brokerage house in Nogales. The bank was a U.S. bank owned by Mexican citizens, issuing U.S. currency. The bank is believed to have been located on the corner of Morley Avenue and International Drive.

**1889**—Nogales becomes headquarters for Arizona District. Collector of Customs made \$2,000 annually in 1889. **1917**—México's Sonoran Governor Maytorena erects the first fence between Nogales, Arizona and Nogales, Sonora. The 11-strand wire fence was erected to prevent trouble.

**1918**—The Battle of Nogales begins as a Customs matter. Casualties were suffered on both sides of the border during the battle.

**1922**—Nogales becomes a City. A new gate opened on Grand Avenue.

**1928**—Treasury Dept. prepares plans to move location of East *Garita* from center of Morley Avenue to center of International Street. Boundary Posts and fences were constructed.

**1930**—Morley Gate constructed for vehicular crossing (and in later years to serve as a small check station).

**1934**—U.S. Custom House constructed to provide offices for customs services.

**1935**—Canopy added to Morley Gate.

**1954**—Original canopy replaced at U.S. Custom House

**1962**—West *Garita* on Grand Avenue demolished.

### *U.S. Custom House Previous Determination of Significance*

Listed in the NRHP on August 6, 1987, as a contributing element of the Nogales Multiple Resource Area (MRA), for local significance under the themes of Architecture, Commerce, and Government, the U.S. Custom House was designed by Supervising Architect of the Treasury Louis A. Simon in 1934 and functions as the station office building of the port of entry.

The historic associations of the U.S. Custom House in Nogales were presented in the July 1984 Arizona State Historic Property Inventory form prepared by surveyor Jim Woodward for the 1985 MRA NRHP application that included the U.S. Custom House as a contributor. According to Woodward, the significant themes associated with the U.S. Custom House are: commerce, governmental, and architecture themes. Historic associations of the building include

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the U.S. Customs Service and prominent Federal Architects, James A. Wetmore in association with Louis A. Simon. The relationship of the U.S. Custom House to local development is that it is symbolic of Nogales' important role as a primary point of entry from Mexico along the Arizona border. The building's cultural affiliation is that it houses the main headquarters of the Arizona District of U.S Customs. It continues to be eligible for the National Register under Criterion A.

### 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.

Many of the historic associations identified in the 1985 MRA NRHP application with regards to the U.S. Custom House are also relevant to the adjacent Morley Gate U.S. Inspection Office. The U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate structure are also included in the U.S. Border Inspection Station Multiple Property Submission (Border Station MPS). As a structure, the Morley Gate U.S. Inspection Office is highly unique among the U.S. Border Inspection Stations. This is due in large part to the small scale of this resource, which is basically a kiosk with an attached porte-cochere. Although this resource does not fall within standard border station property types, as described in the Border Station MPDF, the year the resource was constructed, 1930, does fall within the period of significance for this Multiple Property Submission. The associative attributes stated in the registration requirements of the MPDF are applied to the U.S. Custom House and Morley Gate U.S. Inspection Station—Nogales in the following section.

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Morley Gate is highly unique among the U.S. Border Inspection Stations. This is due in large part to the small scale of this resource, which is basically a kiosk with an attached porte-cochere. Though this resource does not fall within standard border station property types, as described in the MPDF, it is important within this group because it appears to have been constructed by the town of Nogales and then incorporated into the Nogales border complex by the U.S. Treasury Department.

In their *Report on Standard Type of Customs-Immigration Inspection Buildings for Border Highways* dated March 13, 1928, H.A. Benner and J.L. Hughes, representatives of the Bureau of Customs and Bureau of Immigration, respectively, made the following observations regarding the setting of the customs facilities and Morley Gate at Nogales:

“The customs offices at this point are located in the Federal Building, with small inspection offices at the international line, the one at Morley Avenue being in a small building in the center of the street, **erected by the town**, and the one at Grand Avenue in a rented room at the railroad station. The facilities provided for the customs service are satisfactory. The Immigration Service is in quarters provided by the Southern Pacific Railway in its station, which are entirely inadequate for the volume of business there transacted. The Public Health Service is moving its offices from the station quarters to a rented building across the street, which will somewhat relieve the congestion in the immigration quarters, but the conditions still are far from satisfactory. The logical location for the Immigration Service at this port is in the railway station and the most satisfactory solution of its problem appears to be in prevailing upon the railroad company to erect a second story on its present building to provide additional space for immigration purposes.”<sup>10</sup>

The erection of Morley Gate in 1930 was also a response to prohibition, because Nogales was a popular tourist destination, in part because the Mexican side of Nogales featured a number of establishments offering alcohol, including the Cosmopolitan Bar and Café and the Concordia Bar.<sup>11</sup>

### 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. Custom House—Nogales and U.S. Inspection Office—Morley Gate 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. The U.S. Custom House--Nogales was designed by the office of the Supervising Architect of the U.S. Treasury, built in 1934, and sited near the International Border with Mexico. The Morley Gate U.S. Inspection Station--Nogales was sited at one of the locations recommended by Benner and Hughes in their 1928 report, and was constructed by the Treasury Department in 1930. In their 1928 report, Benner and Hughes described the presence of the inspection office at Morley Avenue as follows: “The customs offices at this port [Nogales] are located in the Federal Building, with small inspection offices at the international line, the one at Morley

<sup>10</sup> 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: 51.

<sup>11</sup> Arreola, Daniel and Andrew Grant Wood (ed.). *On the Border: Society and Culture between the United States and Mexico*. Lanham, MD: SR Books, 2001, p. 56.

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Avenue being in a small building in the center of the street..."<sup>12</sup> The gate described by Benner & Hughes at Morley Avenue was replaced by one in International Street at Morley Avenue by the Treasury Department in 1930.<sup>13</sup> Both the Custom House and Morley Gate remained under U.S. Government ownership through the end of the MPS period of significance in 1943. Both the Custom House and Morley Gate remain in their original *location*. The presence of formidable intact buildings with Spanish Colonial Revival design characteristics appropriate for the region well represents the federal presence at the U.S. Border. Overall, the original *setting, feeling* and *association* of U.S. Government ownership and demonstration of federal authority and presence has been maintained despite the loss of the west *garita* at Grand Avenue in 1962. Both buildings prominently display the U.S. flag, which demonstrates federal authority and presence. The U.S. Customs House prominently displays its government presence by the raised lettering above the entrance arcade proclaiming: “

UNITED STATES CUSTOMS  
NOGALES ARIZONA

**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. Custom House—Nogales and U.S. Inspection Office—Morley Gate retain *integrity of location* because they are still in their original location along the heaviest traveled streets in Nogales immediately adjacent to the International Border with Mexico. Morley Gate was situated next to the historic location of the Southern Pacific Railway passenger depot. The relocation of Morley Gate to the center of International Street in 1930 was undertaken because of traffic queuing and passage problems encountered at its original location in the center of Morley Avenue.<sup>14</sup>

**Proper facilities:** To represent the proper facilities for a border inspection station, a property must convey the protection of officers, motorists, and goods from natural elements. At Morley Gate, protection from the sun was provided by a porte-cochere constructed in 1935, and this feature continues to retain integrity of *design* and *materials* as it pertains to proper facilities.<sup>15</sup> At the U.S. Custom House, the original canopy was replaced in 1954, more than 50 years ago.<sup>16</sup>

**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*. Both buildings prominently display the U.S. flag. The U.S. Custom House features mature trees as landscape near the entrance arcade and terrace. While Morley Gate has been in the center of International Street since 1930, its Spanish Colonial architecture is quite dignified, and the porte-cochere is a substantial feature that provides a dignified respite from the open asphalt of International Street. Another aspect of attractive surroundings is the continued presence of several cut stone fence piers constructed in 1928. As a result, both buildings retain integrity of *setting, feeling* and *association* as pertaining to dignified and attractive surroundings.

<sup>12</sup> Benner and Hughes, 51.

<sup>13</sup> Department of the Treasury. Building Plans of U.S. Immigration Station Site: Nogales, Arizona. March 2, 1930, Sheet No. 64.

<sup>14</sup> Ibid., July 20, 1928, Sheet No. 1.

<sup>15</sup> Ibid., April 15, 1935, Sheet No. 1.

<sup>16</sup> Ibid., January 20, 1954, Drawing No. 27-CR9-9.

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**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. Adequate services were also provided to the public at the U.S. Custom House by the efficient placement of combined functions within numerous offices in the building, and those offices retain integrity of design and materials despite some modifications in 1962.<sup>17</sup> The capacity of Morley Gate's porte-cochere has been one lane since it was added to the building in 1935, but its enlargement is constrained by its location in International Street.

**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. The two buildings at Nogales were not designed with the intention for providing living quarters, because quality residences were available in the town.

The U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate is symbolic of the City of Nogales' important role as a primary point of entry from Mexico along the Arizona border and is significantly related to local development and the central business district of Nogales. The buildings have a significant cultural affiliation and historical association in that they were constructed to serve an important function of the Arizona District of U.S. Customs and of the U.S. Customs Service and continue to be a customs and immigration border inspection facility. For this association, the buildings appear eligible for the National Register of Historic Places under Criterion A.

### *Evaluation under Criterion C*

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

<sup>17</sup> Ibid., July 16, 1962, Drawing No. 3-3.

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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 border station at Nogales 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 southwestern United States border, the Nogales Port of Entry buildings exhibit the Spanish Revival design system. The Spanish Revival design system was employed throughout the Nogales facility through a combination of: stucco walls, arched entry and window openings that are deeply recessed which give the stucco walls the thick appearance of adobe, and Spanish tile roofs. The period of significance of the Nogales Port of Entry is 1930-1935, the years each structure was constructed, Morley Gate in 1930, the U.S. Custom House in 1934, and the porte-cochere at Morley Gate in 1935, all of which fall within the period of significance for the Border Station MPS.

### Discussion of the Seven Aspects of Integrity

According to the Registration Requirements of the Border 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 MPDF, 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. They may, on a case-by-case basis, lower the level of significance of a specific property from national to state, or state to local.

The *location* of the U.S. Custom House and Morley Gate has not changed since its construction. Therefore the building retains its integrity of location

Though its immediate *setting* has changed, particularly with the addition of the border wall directly south of the resource, and the loss of the west *garita* in 1962, the greater setting of the Nogales U.S Custom House and Morley Gate U.S. Inspection Office has not been significantly changed and still consists of the low-rise two to three-story commercial properties that face the diagonal grid of north-south streets nearby the inspection office building. These minor changes have not compromised the good integrity of the setting.

The architectural *design* of the U.S. Custom House and Morley Gate structures has good integrity. The U.S. Custom House has retained integrity, with the exception of a replacement canopy in 1954 and some interior modifications in 1962. The Morley Gate structure is unique for its small scale. Both continue to incorporate various design features that indicate the buildings were designed in the regionally appropriate Spanish Colonial Revival style.

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The *feeling* of both resources is reinforced by their close proximity to the border and their Spanish Colonial Revival design system. The Nogales Port of Entry continues to read as a point of inspection between two vibrant and busy border communities in a southwest environment.

The *materials* of the resources are original from the 1930-1935 period of significance. These include thick stucco walls, wood frame windows, concrete stairs, and Spanish tile roofs.

The *workmanship* is still evident in both buildings as shown in the quality of tilework, metalwork and general construction. Both buildings were likely constructed by PWA employees and retains very good integrity.

Both buildings are *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. Both Morley Gate and the U.S. Custom House are also associated the Public Works Administration, and its efforts during the 1930s to gainfully employ various out of work individuals.

As demonstrated in the Description section of this nomination, the U.S. Custom House and Morley Gate U.S. Inspection Office retain most of the seven aspects of integrity and therefore meet the registration requirements in the MPDF to be eligible for listing in the National Register of Historic Places under Criterion C, at the local level of significance, period of significance 1930-1935.

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

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### Geographical Data

#### *Boundary Description*

1. The bearings on this survey are based upon the chiseled "x" (found) on the west right-of-way of north terrace street and the bearing to the ADOT disk (found) on the west right-of-way of north terrace street (N 18° 44' 52" E) as recorded on the boundary survey by McGovern, McVittie, Lodge & Dean Inc. for the General Services Administration at the Nogales east border station, stamped 3/5/1991, with (R) indicating record bearing / distance and (M) indicating this survey measured bearing / distance.
2. No deeds of record were recovered for the primary inspection facilities located within the 60--foot wide international boundary public reserve, however President William McKinley issued a proclamation dated June 25, 1897 that set apart as a public reservation the aforementioned 60--foot wide international boundary public reserve one mile west and one mile east of International Boundary Monument no. 122. President Theodore Roosevelt also issued a proclamation dated May 27, 1907 to set apart as a public reservation a 60--foot wide international boundary public reserve within the state of California and the territories of Arizona and New Mexico.
3. The Arizona state plane, central zone, nad83, U.S. foot coordinate for international boundary monument no. 122 (found) on the international boundary between the United States of America and Mexico has a northing = 122369.97, easting = 1004411.61.70 and NAVD88 elevation = 3873.05.
4. A utility locate was called in to Arizona Blue Stake, Inc. (ticket # 2004031200217) on 3/12/2004 and the following utilities were requested to respond: Arizona dot, AT&T, City of Nogales, Mediasm, Qwest and Unisource energy. 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 = S 10° 45' 08" E -- 0.05' and the precision = 1: 193080.
7. This survey represents the compilation of all available records and information provided from the various government agencies or researched by the surveyor or from the referenced title report. Certain Land Ports of Entry (LPOE) sites can have a wide variance in the amount and details of past records, lease areas, fee ownerships, previous surveys, utilities, etc. Certain remote LPOEs may have never had any clearly defined boundary limits prior to this survey effort. All such findings or boundary determinations will be duly noted.

#### *Boundary Justification*

The facility is located in the heart of downtown Nogales and is surrounded by arterial roadways and commercial buildings. Additional property may need to be acquired for any expansion projects. A new facility was reconstructed on its original site in 1994, and the port had difficulties acquiring land due to the site restraints and inflated prices for adjacent property.

The immediate site is flat with the surrounding topography consisting of rolling hills. The majority of the site is paved. The Administration Building is surrounded by chain-link fencing, while the rest of the buildings are self-contained. There is minimal landscaping around the site due to the lack of space. The employee parking is located south of the Administration Building and west of the Main Building. The parking area is leased from the city and is insufficient. Overflow parking for employees is located on the arterial streets. Numerous parking lots are dedicated for visitor parking for a fee.

Adjacent land use includes light commercial zone to the north, Southern Pacific Railway to the east, Mexico is immediately to the south, and parking areas are located to the west.

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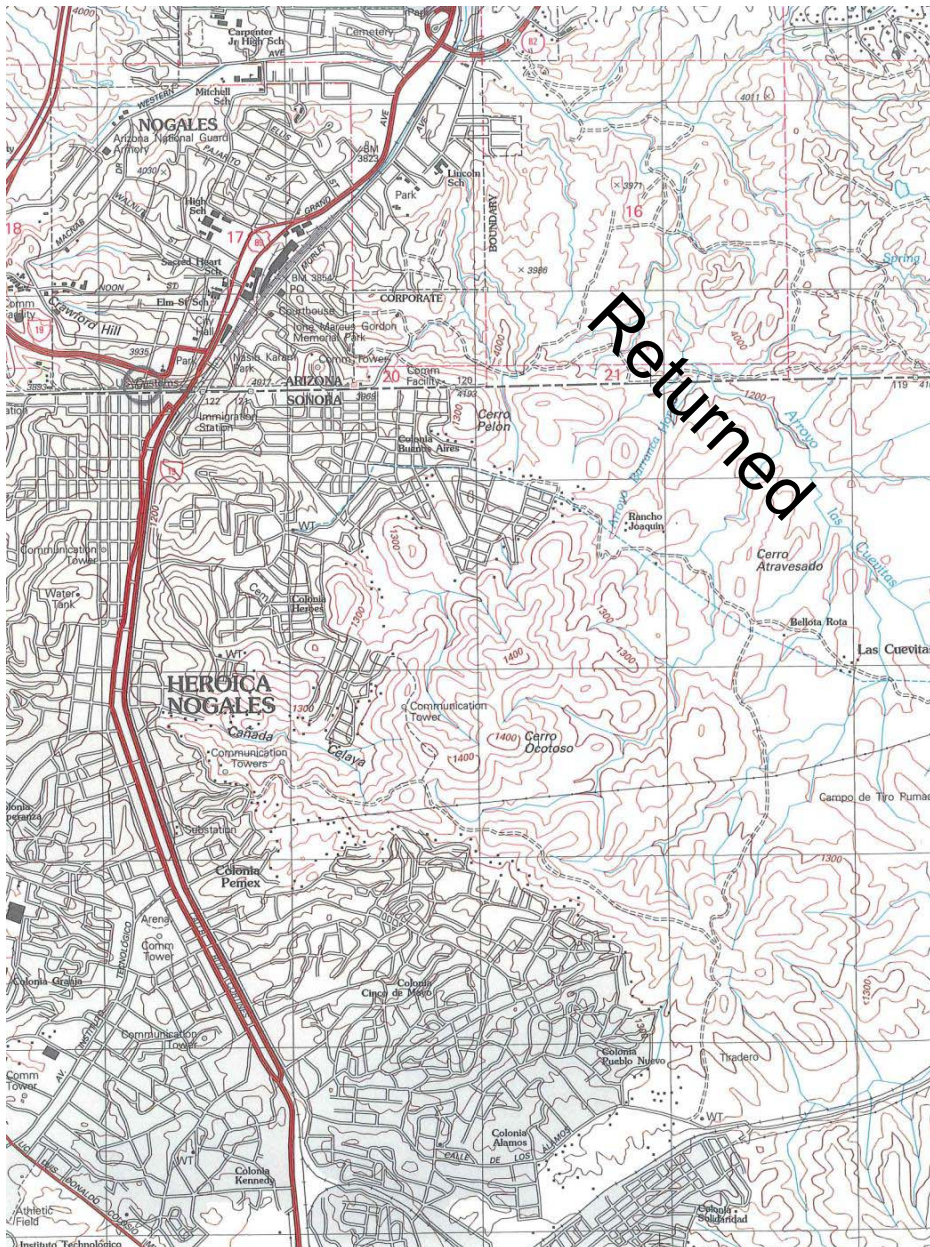
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## USGS Map

UTM References:		
Zone	Easting	Northing
12	505589	3466466
12R	505388.88	3466517.12
12	505480	3466340





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National Park Service

## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona*

Section Photos Page 25

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

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### Photographs

U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate

Santa Cruz County, Arizona

Photographer: Elizabeth Weaver, ICF Jones & Stokes

Date of photograph: June 17, 2008

Negative: GSA

Description of view: Custom House, primary (east) elevation, view west.

Photo number: AZ\_SantaCruzCounty\_BorderStation1.tiff



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona*

Section Photos Page 26

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

U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate

Santa Cruz County, Arizona

Photographer: David Greenwood, ICF Jones & Stokes

Date of photograph: July 2006

Negative: GSA

Description of view: Custom House, primary (east) elevation, view west.

Photo number: AZ\_SantaCruzCounty\_BorderStation2.tiff



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona*

Section Photos Page 27

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

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U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona

Photographer: David Greenwood, ICF Jones & Stokes

Date of photograph: July, 2006

Negative: GSA

Description of view: Custom House, primary (east) elevation, view northeast.

Photo number: AZ\_SantaCruzCounty\_BorderStation3.tiff





United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona*

Section Photos Page 28

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

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U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate

Santa Cruz County, Arizona

Photographer: Elizabeth Weaver, ICF Jones & Stokes

Date of photograph: June 17, 2008

Negative: GSA

Description of view: Custom House, north elevation, view southeast.

Photo number: AZ\_SantaCruzCounty\_BorderStation4.tiff



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona*

Section Photos Page 29

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

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U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate

Santa Cruz County, Arizona

Photographer: Elizabeth Weaver, ICF Jones & Stokes

Date of photograph: June 17, 2008

Negative: GSA

Description of view: Custom House, west elevation, view northeast.

Photo number: AZ\_SantaCruzCounty\_BorderStation5.tiff



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona*

Section Photos Page 30

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

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U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate

Santa Cruz County, Arizona

Photographer: Elizabeth Weaver, ICF Jones & Stokes

Date of photograph: June 17, 2008

Negative: GSA

Description of view: Custom House, south elevation, view northeast.

Photo number: AZ\_SantaCruzCounty\_BorderStation6.tiff



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona*

Section Photos Page 31

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

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U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona

Photographer: Elizabeth Weaver, ICF Jones & Stokes

Date of photograph: June 17, 2008

Negative: GSA

Description of view: Custom House, south elevation, loading dock detail, view northwest.

Photo number: AZ\_SantaCruzCounty\_BorderStation7.tiff





United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona*

Section Photos Page 32

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

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U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona

Photographer: Elizabeth Weaver, ICF Jones & Stokes

Date of photograph: June 17, 2008

Negative: GSA

Description of view: Custom House, south elevation, window detail, view north.

Photo number: AZ\_SantaCruzCounty\_BorderStation8.tiff



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona*

Section Photos Page 33

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

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U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona

Photographer: Elizabeth Weaver, ICF Jones & Stokes

Date of photograph: June 17, 2008

Negative: GSA

Description of view: Custom House, south elevation door detail, view north.

Photo number: AZ\_SantaCruzCounty\_BorderStation9.tiff



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona*

Section Photos Page 34

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

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U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate

Santa Cruz County, Arizona

Photographer: Elizabeth Weaver, ICF Jones & Stokes

Date of photograph: June 17, 2008

Negative: GSA

Description of view: Custom House, interior lobby, view west/northwest.

Photo number: AZ\_SantaCruzCounty\_BorderStation10.tiff





United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona*

Section Photos Page 35

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

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U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate

Santa Cruz County, Arizona

Photographer: Elizabeth Weaver, ICF Jones & Stokes

Date of photograph: June 17, 2008

Negative: GSA

Description of view: Custom House, interior lobby floor detail.

Photo number: AZ\_SantaCruzCounty\_BorderStation11.tiff



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona*

Section Photos Page 36

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

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U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona

Photographer: Elizabeth Weaver, ICF Jones & Stokes

Date of photograph: June 17, 2008

Negative: GSA

Description of view: Custom House, interior second floor hallway, view east.

Photo number: AZ\_SantaCruzCounty\_BorderStation12.tiff



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona*

Section Photos Page 37

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

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U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona

Photographer: Elizabeth Weaver, ICF Jones & Stokes

Date of photograph: June 17, 2008

Negative: GSA

Description of view: Morley Gate, north and west elevations, view southeast.

Photo number: AZ\_SantaCruzCounty\_BorderStation13.tiff



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona*

Section Photos Page 38

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

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U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate

Santa Cruz County, Arizona

Photographer: Elizabeth Weaver, ICF Jones & Stokes

Date of photograph: June 17, 2008

Negative: GSA

Description of view: Morley Gate, east elevation, view west.

Photo number: AZ\_SantaCruzCounty\_BorderStation14.tiff





United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona*

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

Section Supplemental  
Information Page 39

### SUPPLEMENTAL INFORMATION

U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate

Santa Cruz County, Arizona

Photographer: Unknown.

Negative: Archival Research Catalog (ARC) of the National Archives and Records Administration

Date of photograph: c.1898-1899.

Description of view: Nogales, Santa Cruz Co. Showing boundary line between Arizona and Mexico. General view of center of town from hillside, looking west along International Street.



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona*

Section Supplemental Page 40  
Information

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

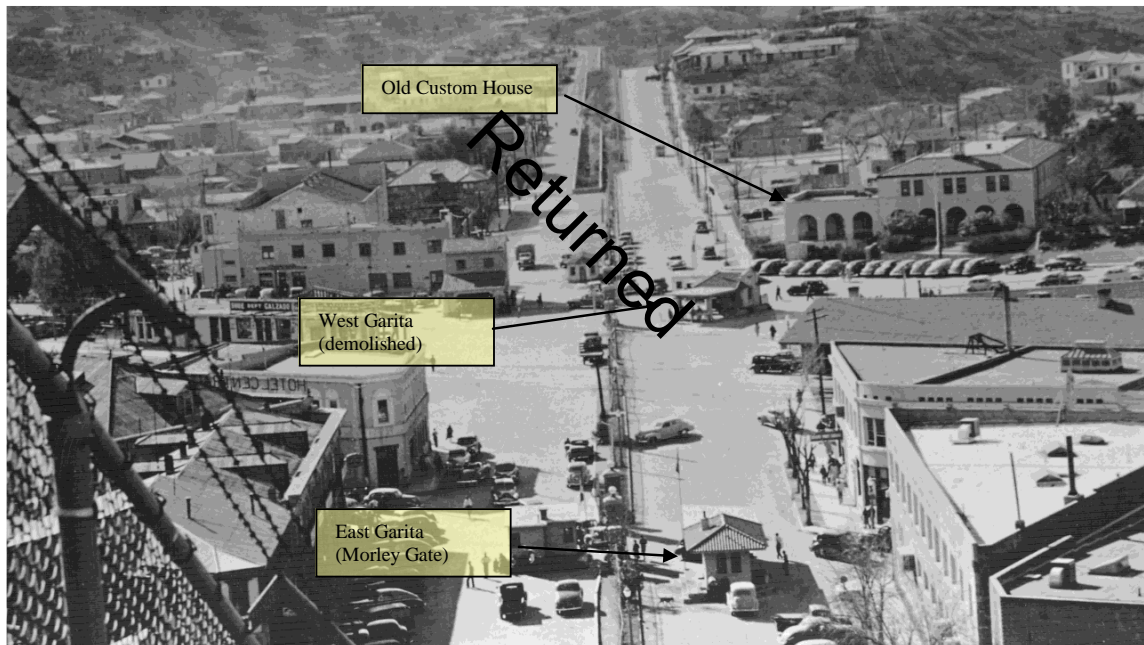
U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona

Photographer: Unknown

Date of photograph: 1945

Negative: GSA

Description of view: Context of Buildings, view: west



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona*

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

Section Supplemental Information Page 41

U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona  
Photographer: Fisher  
Date of photograph: 1936  
Negative: Pomona Public Library  
Description of view: U.S. Custom House



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona*

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

Section Supplemental Information Page 42

U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona  
Photographer: Fisher  
Date of photograph: 1936  
Negative: Pomona Public Library  
Description of view: East Garita (Morley Gate)





United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona*

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

Section Supplemental Information Page 43

U.S. Custom House—Nogales and U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona  
Photographer: Fisher  
Date of photograph: n.d.  
Negative: Pomona Public Library  
Description of view: West Garita (West Gate, demolished)





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Returned



UNITED STATES CUSTOMS  
NOGALES ARIZONA

Returned

HENRY MONTGOMERY JR.  
SECRETARY OF THE TREASURY  
1892 A 1893  
A 1894 AND 1895  
SECRETARY OF THE TREASURY  
1904

NOTICE



Returned



Returned





UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY U.S. Custom House and U.S. Inspection Office, Morley Gate--N  
NAME: ogales, Arizona

MULTIPLE U.S. Border Inspection Stations  
NAME:

STATE & COUNTY: ARIZONA, Santa Cruz

DATE RECEIVED: 4/08/14 DATE OF PENDING LIST: 5/07/14  
DATE OF 16TH DAY: 5/22/14 DATE OF 45TH DAY: 5/25/14  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 14000244

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: Y SAMPLE: N SLR DRAFT: N NATIONAL: Y

COMMENT WAIVER: N

\_\_\_ACCEPT \_\_\_RETURN \_\_\_REJECT \_\_\_\_\_DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA RETURN

REVIEWER \_\_\_\_\_ DISCIPLINE \_\_\_\_\_

TELEPHONE \_\_\_\_\_ DATE 5/25/14

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.

## **U.S. Custom House and U.S. Inspection Office, Morley Gate—Nogales, Arizona Santa Cruz County, AZ**

### **National Register of Historic Places -- Review Comments**

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#### **Significance**

The appropriate level of significance as justified in the nomination is: *local*.

#### **Resource Count**

The Resource Count should be revised to read: one (1) contributing building.

[The U.S. Custom House was individually listed in the National Register of Historic Places (Nogales MRA) on 8/6/1987. As a result it should not be included as a new contributing resource in this nomination. Its inclusion is accounted for under Previously Listed Resources.]

#### **Narrative**

The current nomination contains two substantial non-contributing buildings, yet the narrative description provides very little information on their physical character or their effect on the integrity of the nominated complex. [The only real discussion is found on pages 7-1 & 7-7, and notes little more than their current names.] Given the nature of these resources and their obvious effect on the operations of the border crossing it would seem essential that additional information be provided. While extant outbuildings at some of the other nominated Border Stations were equally short on descriptive materials, their scale and location within the station complexes somewhat mitigated the need for extensive discussion. The case at Nogales, however, is slightly different in that the complex contains two, widely separated historic resources and two rather substantial modern intrusions. The lack of a quality site map (see below) further muddies the issue.

Among the unanswered questions include, where exactly are the non-contributing resources located within the nominated site? What is their impact on the nominated property and the ability of the extant historic buildings to convey their significance? Do these non-contributing buildings dominate the current border crossing complex? Is there even a clear line of sight between the historic Customs House and the Morley Gate? Given the Custom House's previous listing in the National Register and the substantial intrusions, why was the Inspection Office-Morley Gate property not nominated as a stand-alone resource?

Section 7-1 Setting. The current narrative reads, "U.S. Custom House and Morley Gate face west on Morley Avenue..." Isn't the Custom House a good distance away and facing east onto North Terrace and the modern plaza? Again, without an accurate map such determinations are difficult to assess.

The Custom House is repeatedly termed "a contributing element of the Nogales MRA," which is a bit of odd phrasing since the building was in fact individually listed in the National Register of Historic Places, not as part of a specific district, but merely under the thematic contexts developed in the MRA.

#### **Geographical Data**

It is not at all clear that the extensive verbal boundary description (VBD) language provided in the nomination actually contains any information specifically delineating an actual boundary. Most of the notes reference additional maps or plats, easements, or markers. The VBD should clearly denote an exact boundary or reference an attached map that does so.

Given the constraints of the urban site, it would seem important to provide some type of map for the nominated property, as long as the entire border crossing station is being included in the nomination.

The three UTM points are not visibly recorded on the USGS map, nor on any other identifiable map in the nomination.

#### **National Register Eligibility.**

The current narrative does support the NR eligibility of both the U.S. Custom House and the Inspection Office-Morley Gate, as individually eligible historic resources.

Paul Lusignan, Historian  
NRHP, NPS  
Paul\_Lusignan@nps.gov



## Border Station

Lusignan, Paul <paul\_lusignan@nps.gov>  
To: Claire Hosker - PCAB <claire.hosker@gsa.gov>

Thu, Feb 25, 2016 at 11:21 AM

Hi Claire,

OK here goes. Give this a look over and we can discuss this afternoon if you like.

I think the overriding issue was the huge, non-contributing modern border control facilities that effectively separated the two historic resources. With no real documentation of these non-historic intrusions it was hard to see how the nominated property was held together. Leaving us with two options--creating a discontinuous boundary with the previously listed custom house and the small Morley Gate building being the only nominated resources with boundaries encompassing just the footprints of each of those two facilities, OR documenting just the Morley Gate as an individually eligible property and leaving the Custom House as its own, old stand-alone NR listing. Your office can decide how best to proceed, but given the fact that I've already gone on record as supporting individual eligibility for the Morley Gate, that is perhaps the easiest and quickest approach. (If there is information in the nomination regarding the Old Custom House that you feel provides strong updated information that should/must be documented, you can either submit it as an independent amendment to the 1987 listing or create the "discontinuous" district nomination outlined at the bottom of the page.)

### **Create Individual Morley Gate NR Nomination**

Necessary changes:

Historic Name: U.S. Inspection Office, Morley Gate--Nogales, Arizona

FPO Certification: Check local level of significance and obtain new certification signatures.

Resource Count: Revise to read One (1) contributing Building [No previously listed. No noncontributing.]

Description: Revise the narrative to reflect a discussion of the current physical condition of Morley Gate only. Brief mention can be made of the nearby Custom House and modern border station, but only as it pertains to setting and location. The primary focus is on describing the small gate building. The majority of the general information can remain as long as references are to Morley Gate.

Significance: Keep the same Criterion/Areas/Period. Revise the narrative to address the eligibility of the Morley Gate as a stand alone resource conveying the early history of the Border Station. Again, note the adjacent previously listed resource but clarify that the nomination significance rests solely on the Gate.

Bibliographic References: Delete references to previous listing.

Geographical Data: Revise Verbal Boundary Description to read: *The boundary of the nominated resource is contained with the footprint of the existing building, including the extended canopy.* Revise the Verbal Boundary Justification to read: *The boundary is limited to the historic Gate resource as the surrounding area has been significantly altered to reflect modern border control requirements. The building still functions as a gateway facility, but adjacent border features have been modernized. The historic NR-listed custom house is now separated from the gate by additional non-historic, modern border facilities.*

A single new UTM point should be provided and the acreage listed as: *less than one.*

The UTM Point should be noted on the accompanying USGS/Google Earth map.

Photographs: Reduce submitted photographic images to those showing the Morley Gate (#13-14).

## **Create Discontiguous District NR Nomination**

Necessary changes:

Historic Name: Same as original

Location: Revised to read *International Street at Morley Avenue and International Street at North Terrace.*

FPO Certification: Check local level of significance and obtain new certification signature.

Resource Count: Revise to read One (1) contributing Building [One previously listed. No noncontributing buildings.]

Description: The majority of the information can remain as long as references to the modern intrusions are not categorized as "non-contributing resources." There should be a clear notation regarding the general scale of these modern resources, their basic construction materials, and their impact on the historic setting, providing justification for their exclusion and the creation of a discontiguous nomination.

Significance: Keep the same Criterion/Areas/Period. Again, note the adjacent non-historic properties and justify the creation of discontiguous parcels by conveying the shared history of the historic buildings, but the subsequent separation due to modern border control demands.

Geographical Data: Revise Verbal Boundary Description to read: *The boundaries of the nominated resources are contained with the footprint of the existing buildings, including the extended canopy of the gate and the immediate grounds of the Custom House (also known as parcel 101-46-94 ID #AZ0551BB, as per original listing).*

Revise the Verbal Boundary Justification to read: *The discontiguous boundary was selected to encompass the two extant historic resources while excluding the substantial modern intrusions of the improved border facility. The historic buildings remain in their original locations in general and functional proximity to one another and the city, but are visually and physically separated at this time.*

Two single new UTM points should be provided and the acreage listed as: *less than one*. Each point should be centered on the individual building with no need to create a polygon surrounding the entire area.

The UTM Points should be noted on the accompanying USGS/Google Earth map.

Photographs: Same as original.

Paul R. Lusignan  
Historian, National Register of Historic Places  
National Park Service  
202-354-2229, fax 202-371-2229

[Quoted text hidden]





GSA Public Buildings Service

June 22, 2016

RECEIVED 2280

JUN 24 2016

Nat. Register of Historic Places  
National Park Service

Mr. Paul Loether  
Chief, NRHP & NHL Program  
National Park Service  
1201 Eye Street, NW (2280), 8<sup>th</sup> Floor  
Washington, DC 20405

Dear Mr. Loether,

The U.S. General Services Administration (GSA) is pleased to re-submit the nomination for the sole remaining border station component to be included as part of the Multiple Property Documentation Form for GSA's first generation U.S. Border Inspection Stations Multiple Property Submission (MPS) to the National Register of Historic Places. These border stations are located at land crossings along the international southern and northern borders in Arizona, California, Idaho, Maine, Minnesota, Montana, North Dakota, New York, Texas, Vermont, and Washington, and were constructed from 1930 to 1943.

GSA originally nominated the U.S. Custom House and the U.S. Inspection Office, Morley Gate, in Nogales, Arizona together because of their related historic functions. National Register reviewer Paul Lusignan returned the nomination and requested that just the U.S. Inspection Office, Morley Gate (Morley Gate) be resubmitted due to the physical separation between the two buildings because of intervening new construction. In response to Mr. Lusignan's comments, the nomination has been revised and the boundary is now limited to only the historic Morley Gate.

Morley Gate is hereby re-submitted for consideration for inclusion in the National Register of Historic Places, and the nomination is submitted on disk in accordance with the May 6, 2013, guidance and includes the following:

- Signed original first page of the National Register of Historic Places nomination form;
- Disk 1 - The enclosed disk contains the true and correct copy of the nomination for the U.S. Inspection Office, Morley Gate, located in Nogales, AZ, to the National Register of Historic Places; and,
- Disk 2 - The enclosed disk contains the .tif image files for the above referenced nomination.

If for any reason the nomination package that GSA submits needs to be returned, please do so by a delivery service as items returned to our offices via regular mail are irradiated and the materials severely damaged. Should you have any questions or concerns regarding this nomination package, please contact Claire Hosker at (202) 501-1578 or [claire.hosker@gsa.gov](mailto:claire.hosker@gsa.gov).

We look forward to Morley Gate's listing as the last remaining component of the U.S. Border Inspection Stations MPS.

Sincerely,

A handwritten signature in blue ink, appearing to read "Beth L. Savage", with a long horizontal line extending to the right.

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

Enclosures

Cc: Paul Lusignan  
Jane Lehman, Regional Historic Preservation Officer