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United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

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

1. Name of Property

Historic name U.S. Inspection Station—Chateaugay, New York

Other names/site number Chateaugay Border Station

2. Location

Street & Number State Highway 374 at the Canadian Border Not for Publication N/A

City or Town Chateaugay Vicinity N/A

State New York Code NY County Franklin Code 033

Zip Code 12920

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 *Robert Savage* Date 7/23/14
Federal Preservation Officer U.S. General Services Administration

State or Federal Agency or Tribal government

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

Signature of commenting official/Title *Ernest P. Rupert* Date 12/19/11
DSTHO

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

entered in the National Register *Edson B. Beall* Signature of Keeper 9.10.14 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):

5. Classification

Ownership of Property (Check as many boxes as apply)	Category of Property (Check only one box)	Number of Resources within Property Contributing	Noncontributing
<input type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	<u>1</u>	<u>0</u> building(s)
<input type="checkbox"/> public-local	<input type="checkbox"/> district	—	— sites
<input type="checkbox"/> public-state	<input type="checkbox"/> site	—	— structures
<input checked="" type="checkbox"/> public-federal	<input type="checkbox"/> structure	—	— objects
	<input type="checkbox"/> object	<u>1</u>	<u>0</u> total

Number of contributing resources previously listed in the National Register 0

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

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: <u>Government</u> <u>Government</u> _____ _____	Sub: <u>Government Office</u> <u>Custom House</u> _____ _____
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Current Functions (Enter categories from instructions)

Cat: <u>Government</u> <u>Government</u> _____ _____	Sub: <u>Government Office</u> <u>Custom House</u> _____ _____
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7. Description

Architectural Classification (Enter categories from instructions)

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

Materials (Enter categories from instructions)

foundation <u>concrete</u> roof <u>slate shingle</u> walls <u>brick</u> walls <u>wood clapboard (wings and dormers)</u> other <u>wood (windows and doors)</u> <u>glass (windows and doors)</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

1933

Cultural Affiliation

N/A

Significant Dates

1933

Architect/Builder

Wetmore, James A.
Simon, Louis A

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

Please see Section 8 Continuation Sheets.

9. Major Bibliographical References

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

Please see Section 9 Continuation Sheets.

Previous documentation on file (NPS)

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register (May 1996)
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey #
- recorded by Historic American Engineering Record #

Primary Location of Additional Data

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

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

10. Geographical DataAcreage of Property 1.2

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

	Zone	Easting	Northing	Zone	Easting	Northing
1	18	572031	4982379	3		
2				4		

 See continuation sheet.

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

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

11. Form Prepared By

Name/Title	Daniel D. Paul, Architectural Historian and Richard Starzak, Senior Architectural Historian	
Organization	ICF Jones & Stokes	Date July 2011
Street & Number	811 W. 7 th St., suite 800	Telephone (213) 627-5376
City or Town	Los Angeles	State CA Zip Code 90017

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

Photographs

Representative photographs of the property.

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

Property Owner

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

Name		
Organization	U.S. General Services Administration, Region 1	Telephone (212) 264-1575
Street & Number	26 Federal Plaza, Room 1609	
City or Town	New York	State NY Zip Code 10278

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

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

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*U.S. Inspection Station—Chateaugay Franklin
County, New York*

Section 7 Page 1

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

U.S. Inspection Station—Chateaugay: Description

Introduction

The Chateaugay Inspection Station is a rectangular plan, wood frame, 1 ½-story inspection station with American bond brick cladding and a steep-pitched side gabled roof. The total program of the inspection station consists of a taller central mass, the inspection station itself (primary building) with 1-story, 5-bay hipped roof garage wings affixed to either side. All three components of this program are painted white with roofs clad in slate shingle. An extended two-part porte-cochere is affixed to the front of the primary building. The inspection station has a Georgian inspired Colonial Revival design. The Chateaugay Inspection Station is located immediately south of the international border with Canada, where it faces east onto New York State Highway 374. The facility is situated on a 1.2-acre property in a rural agricultural setting. The mildly sloping yard is maintained as lawn with mature maple and blue spruce trees. Open fields and scattered farmhouses are present. The Chateaugay Inspection Station was built on the site of an early farmstead whose barn, as of 2001, was still extant to the north.¹ The surrounding area consists of agricultural fields, open fields with a small wetland to the west, and the Hinchinbrook Brook to the northeast. The property is elevated 470 feet above sea level.

Description

The front elevation of the Chateaugay Inspection Station is five bays, and is highly symmetrical. The centered entrance consists of a single leaf storefront entry door set in aluminum framing. This entry is a later alteration. On either side of the entry are two bays of 12/12 woodframe double hung windows. Above these windows and the entry itself is gauge brick jack arching with a centered marble keystone. A wood ogee molded cornice underscores the roofline across the front elevation as well as the side and rear elevations of the primary building. Centered above the main entry, a three bay shed dormer in wood clapboard siding is present in the roof, which is clad in asphalt shingle. Each of the three closely spaced bays within the dormer features a double-hung window. Upon entry into the primary building, its interior is divided into two halves: one for Customs (north side) and one for Immigration services (south side). Centered between these halves is a public waiting space that is defined by two large service desks at either side, north and south. Behind the central service area is an open stairwell, and restrooms. This interior spatial arrangement is standard among numerous inspection stations.

The garage wings affixed to either side of the primary building are symmetrical in their massing. Each wing is covered in wood clapboard cladding, and features a hipped roof clad in asphalt shingle. The southern garage wing was originally designed for inspection purposes, and the north wing was originally used for confiscated vehicles and as garage space for the officer's vehicles. The innermost garage bay in the southern wing has been converted into two pedestrian entrances both covered by a shared pent overhang. The garage bay adjacent to this one has also been converted to a pedestrian entrance. However, the earlier garage door is in situ, with the pedestrian entrance cutting right through it. The outer two bays on the south wing feature 9-panel wood garage doors. An additional garage bay is

¹ Setting and landscape details courtesy: Mangi Environmental Group Inc, [New York Inspection Stations], Historic Building Preservation Plan. New York: Mangi Environmental Group, 2001: 11, 22.

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located at the south-facing end of the southern wing. Each of the garage bays is square shaped. The northern garage wing is likewise composed of four bays, clad in wood clapboard, and covered with a hipped roof clad in asphalt shingle. Its innermost bay has been converted to a pedestrian entry—cut through the original garage door. Centered within its north facing width-side is a pair of 12/12 wood frame double hung windows with molded wood frame surrounds and wood sills.

The rear of the primary unit of the Chateaugay Inspection Station, like the front elevation, is clad in painted American bond brickwork, later covered with stucco. Located at the outer bays on each side of its first level are two symmetrically placed pairs of 12/12 woodframe double hung windows. Placed off-center due slightly north on the rear elevation are two adjacent 4/4 double hung windows of a very thin, vertical design. A rear entrance is located below grade at the rear elevation. It features a wood door with nine unit upper glazing. A low, concrete watertable runs the length of the entire rear elevation of the program. The rear elevations of both garage wing feature window bays of 12/12 woodframed double hung windows with molded wood frame surrounds. Centered in the roof above the rear elevation is a 4-bay shed dormer clad in wood clapboard. This dormer is much longer than that above the front elevation, and each bay consists of an 8/8 double hung window, spaced well apart from each other. Centered in the roof directly above the rear dormer is a square shaped chimney and crown built of running course brick.

Each garage wing is affixed to the primary building at its side elevations. Above the point of connection, stepped metal flashing is present, and it runs the shape of the roofline. Above this flashing in the upper portion of each side is a pair of small-scale square 4-unit windows. The ogee molded cornice underscores the gable ends, and forms a pair of cornice returns at both sides of the primary building.

Affixed to the front of the primary building is a flat roofed one-lane porte-cochere supported by a pair of metal columns at each inner corner. Affixed to its outer edge is another porte-cochere that is similarly flat-roofed. This extension, however, is taller and larger than the inner porte-cochere. Multiple metal columns at each corner support it. All of the porte-cochere columns rest not on the paved ground, but on elevated concrete islands.

The Chateaugay Inspection Station is set back upon its property. The front portion of this property is paved, as are sections at either end of the inspection station program, for parking purposes. An elliptical shaped grass lawn island is present in front of and to the north of the inspection station property. A small, triangular shaped island landscaped in lawn is also present in front of the west side of the north garage wing.

Alterations

Alterations include: application of paint to the brickwork; non-original main entry program; expanded porte-cochere; two garage bays converted to pedestrian entries; southern end of southern garage wing converted in to a garage bay; non-original roofing material; and demolition of two single family dwellings originally on the property at either end of the inspection station. The porte-cochere extension appears to be a reversible alteration. The painting of the brick wall surface of the main building is a substantial change to the exterior materials, but may be reversible, and the wood cladding on the garage wings helps offset this alteration. Overall, it retains its original design, form, and intent.

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Statement of Significance

Summary

The U.S. Inspection Station--Chateaugay was included in the Multiple Property Submission for *U.S. Border Inspection Stations, States Bordering Canada and Mexico* (Inspection Station MPS). As demonstrated in this registration form, the U.S. Inspection Station—Chateaugay retains most aspects of integrity and meets the registration requirements in the Inspection Station MPS to be eligible for listing in the National Register of Historic Places under Criteria A and C, at the local level of significance, period of significance 1933. Despite the removal of two detached residences from the property, the main building retains most of its original program elements, and well demonstrates the historic characteristics of Inspection Station MPS Property Type Number 2: 5-bay Inspection Station. The Chateaugay Inspection Station was previously determined National Register eligible after a visit by NY SHPO review staff in May 1996. It was also determined eligible for the National Register by GSA on July 20, 2004.

Under Criterion A, the U.S. Inspection Station—Chateaugay retains the associative attributes necessary to convey that it was one of the first set of purpose-built U.S. Border Inspection Stations that were planned, designed and constructed by the U.S. Government to improve land border security. Constructed in 1933, it was sited alongside a border highway at one of the locations recommended in 1928 by H.A. Benner of the Bureau of Customs and J.L. Hughes of the Bureau of Immigration. Its construction was, therefore, in direct response to a chain of events including the imposition of head taxes and country quotas on immigration in 1917 and 1921, smuggling arising from the prohibition of alcohol in 1919, and the increase in usage of the automobile and improved roads in the 1920s.

Under Criterion C, the U.S. Inspection Station—Chateaugay retains adequate integrity to convey the design, plan, and program from the time it was constructed by the Treasury Department. Despite the painting of the brickwork, the exterior and interior of the station's buildings still convey the historical design, workmanship, and materials of the facility's original construction. The Colonial Revival design system was employed throughout the facility through a combination of: brick and clapboard exterior wall surfaces, symmetrical design, steep gable roofs, multi-light double-hung sash windows, and keystones in flat arches. The building retains a high degree of integrity and is distinguished, both in its exterior and interior features and materials, as a good example of the Colonial Revival style, particularly for its associative values as a record of the self-image of Federal government buildings during the 1930s.

U.S. Inspection Station—Chateaugay: Significance

In their Report on Standard Type of Customs-Immigration Inspection Buildings for Border Highways dated March 13, 1928, H.A. Benner and J.L. Hughes, representatives of the Bureau of Customs and Bureau of Immigration, respectively, made the following analysis and recommendations that led to the authorization for the U.S. Inspection Station—Chateaugay:

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The rented building in this village consists of a single room used by both the Customs and Immigration Services. The building, an old cottage, has one other room downstairs and two rooms upstairs. The building is four miles from the border and two cross roads intersect the highway between the boundary and the inspection office.

In order to provide proper supervision of international traffic on this highway, the office should be located close to the boundary so as to cut off all cross roads, and it is recommended that a standard office building (Type No. 1) be erected at such point².

The Benner & Hughes report estimated the cost of the U.S. Inspection Station--Chateaugay to be \$55,000 to construct the building and \$100 to acquire the site.³

The various elements of the Chateaugay program, including the primary building, the porte-cochere, and the two attached garage wings, are original and were constructed in 1933. The overall building program remains intact and is an example of the Colonial Revival design system with Georgian design influences. Upon the primary unit and its wings, this Colonial Revival detailing makes itself present through the combination of: a strongly symmetrical lengthwise massing featuring a taller centered mass flanked by identical lower wings; a centered and differentiated entry; American bond brickwork; a side gabled primary building; hipped roof wings; multi-glazed double hung window units often in pairs; gauged brick jack arching often with centered keystone above windows and entry; ogee style cornice molding with cornice returns at the gable ends; a centered entry program between two pairs of multi- glazed windows, and a centered chimney.

The renderings for the Chateaugay Inspection Station can still be found at the National Archives and Records Administration (NARA).⁴ Though some alterations have occurred, the inspection station as currently extant is true to the overall form of the original front elevation rendering. Original details still present include the presence of paired, wood frame, multi-glazed double hung windows, the hipped gabled symmetrically placed garage wings, and a centered chimney.

The renderings for the Chateaugay Inspection Station date from 1932, when Judge James A. Wetmore was the Supervising Architect of the Treasury. Wetmore, however, had no formal architectural training, and effectively directing Wetmore's office during this period was Louis A. Simon, who had worked with the Treasury continually since 1896.⁵ Most likely, it was Simon who developed the designs for the Chateaugay Inspection Station. "Simon, trained in architecture at MIT, was instrumental in the image of government projected by its public buildings, an image derived from classical western architecture, filtered perhaps through the English Georgian style or given a regional gloss, but one which continues to operate in the collective public vision of Government. Simon was unwavering in his defense of what he considered a "conservative-progressive" approach to design in which he saw "art, beauty, symmetry, harmony and rhythm"⁶

² Benner, H.A. and J.L. Hughes, Report on Standard Type of Customs-Immigration Inspection Buildings for Border Highways, Congressional report to the Commissioner General of Immigration. Washington D.C., May 13, 1928: 28.

³ Ibid., page 54.

⁴ U.S. Department of the Treasury. Cabinet Sketch No. 21, United States Inspection Station—Chateaugay, New York . in Records Group 36, at the National Archives and Record Administration in College Park, Maryland.

⁵ Craig, Lois and the Staff of the Federal Architecture Project, The Federal Presence: Architecture, Politics and Symbols in United States Government Buildings (Cambridge and London: The MIT Press, 1978) 328.

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

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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 inspection 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 inspection station, initially resulted from the Public Buildings Act of 1926, a Congressional enabling act that doubled the number of U.S. Federal buildings in existence.

The Chateaugay Inspection Station evolved from the contexts of Prohibition (1919-1933), the increased popularization of automobile travel, and the Public Works Administration that developed out of the Great Depression of the 1930s. Contributing also to the need for an increase in Inspection Stations by 1919 was the imposition of head taxes and literacy tests on Canadian immigrants beginning in 1917 that had resulted in a sharp increase of illegal entry attempts into the United States.

The Chateaugay Inspection Station has retained a generous amount of its Colonial Revival design features and still successfully projects its intended association of American architecture at the international border. The inspection station retains its original location in a rural agricultural setting among maple and blue spruce trees, fields, and wetlands. In feeling, the Chateaugay Inspection Station successfully conveys its intended set of values and images, which are now historically associated with PWA-era Federal architecture as a whole. It features the Colonial Revival design system often used for Governmental buildings during this time; one that was consciously associated with the American heritage and American past since the 1876 Centennial celebration which triggered a desire for an understanding of American architectural lineage. The Colonial Revival, as depicted upon the inspection stations, was simultaneously intended to evoke feelings of patriotism, power, and security.⁷ The style was therefore seen as the stylistically appropriate one for the gateway and often first building viewed by immigrants, foreign tourists, and returning residents entering the United States.

Significance within the Related Multiple Property Submission

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

⁷ The style was also seen as a morale booster for the officers who lived and worked on the properties. Often, their prior facilities were rented buildings that ill suited the purpose at hand. The prior residences were often temporary structures, including train cars. 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: 2-4.

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law. Under Criterion C, Criterion A, or both criteria, properties would be eligible at the local level of significance with a period of significance based on the year construction was completed, between 1930 and 1943.

Evaluation under Criterion A

In order to qualify for listing in the National Register under Criterion A in the area of government, a property must have been used by the U.S. Government as a customs and immigration border inspection facility and must represent the government's response to the important chain of events related to customs and immigration law and the increased use of motor vehicles at border crossings. The border inspection stations must have been purchased, planned, designed or constructed by the U.S. Treasury Department in response to a chain of events including the imposition of head taxes and country quotas on immigration in 1917 and 1921, smuggling arising from the prohibition of alcohol in 1919, and the increase in usage of the automobile and improved roads in the 1920s. Properties that retain the aspects of integrity necessary to convey the associative attributes would be significant at the local level, within the period of significance beginning in 1930, when the first station of this group was constructed and closing in 1943, the year construction of the last station of this group was completed.

Associative Attributes

U.S. Government Ownership and demonstration of federal authority and presence: To represent the government's response to this chain of events, the U.S. Inspection Station—Chateaugay was planned, designed and constructed by the U.S. Government between 1928 and 1943 for use as a customs and immigration station at a land border crossing. It was designed in 1932 by the Supervising Architect of the U.S. Treasury, built in 1933, and sited along State Route 374 near the International Border with Canada. It was sited at one of the locations recommended by Benner and Hughes in their 1928 report, as follows: "In order to provide proper supervision of international traffic on this highway, the office should be located close to the boundary so as to cut off all cross roads, and it is recommended that a standard office building (Type No. 1) be erected at such point."⁸ It remained under U.S. Government ownership through and after the end of the Inspection Station MPS period of significance (1943), continues to demonstrate federal authority and presence from the historic era, and continues to retain overall integrity of **location, setting, feeling, and association.**

Proper location: To represent the proper location to inspect motor vehicles and control illegal immigration and smuggling at land borders, the property must be located at the border before traffic can disperse, or after major roads conjoin, and must be located on the right side of inbound traffic. The U.S. Inspection Station—Chateaugay retains **integrity of location** because it is still in its original location along State Route 374 near the International Border with Canada. In their 1928 report, Benner and Hughes recommended the station be relocated because of the distance from the then-existing location from the border: "The [rented] building is four miles from the border and two cross roads intersect the highway between the boundary and the inspection office."⁹

⁸ Benner, H.A. and J.L. Hughes, Report on Standard Type of Customs-Immigration Inspection Buildings for Border Highways. Congressional report to the Commissioner General of Immigration. Washington D.C., May 13, 1928: 28.

⁹ *Ibid.*, page 28.

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Proper facilities: To represent the proper facilities for a border inspection station, a property must convey the protection of officers, motorists, and goods from the elements. In their 1928 report, Benner and Hughes recommended proper facilities be constructed at Chateaugay because of the inadequacy of the building then being rented. “The rented building in this village consists of a single room used by both the Customs and Immigration Services. The building, an old cottage, has one other room downstairs and two rooms upstairs.”¹⁰

At Chateaugay, protection from inclement weather was provided by a porte-cochere, garage wings, inspection pits and the efficient placement of combined functions within the office building. While the porte-cochere was extended, the station building and property retain an adequate degree of integrity of *design and materials* of these elements and continues to convey its original range of proper facilities.

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

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

Decent living quarters for officers: To represent the government’s responsibility to retain quality officers, a property may have separate living quarters downstairs, upstairs, or in detached residences. The Benner and Hughes report of 1928 recognized that the need for living quarters was flexible and could be changed to accommodate the needs of a particular station over time. Therefore, because of the changing needs of Customs and Immigration over time, alteration of the living quarters for another use or removal of detached residences would not disqualify a property for listing. At Chateaugay, the original two detached residences were removed. While it no longer retains integrity of *design and materials*, the removal of the detached residences does not disqualify the main station from listing.

¹⁰ Ibid., page 28.

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Evaluation under Criterion C

The U.S. Inspection Station—Chateaugay is included in the Inspection Station MPS as a variation of Property Type Number 2: 5-bay Inspection Building. As described in the Inspection Station MPS, in order to be eligible for listing under Criterion C in the areas of government and architecture, the border inspection stations must retain adequate integrity to convey their design, plan, and program from the time they were purchased, designed or constructed by the Treasury Department. The border inspection stations must exemplify the regional designs, standardized plans and program developed by the Supervising Architect of the Treasury to make land border customs and immigration inspections more efficient and secure, demonstrate federal authority and presence, provide protection and privacy to automobile travelers and their goods, and provide better working and living conditions for officers. Stylistic variation is quite limited according to the region and climate, employing the Colonial Revival, Georgian Revival with classical details, Log Cabin Rustic, Spanish Colonial Revival and Pueblo Revival styles. In general, to qualify for registration under Criterion C at the local level of significance, the U.S. Border Stations designed and constructed from 1930 to 1943 should retain the essential design characteristics of their original style, materials, and plan, and their original location and setting alongside a roadway near the U.S. borders with Canada and Mexico. To be eligible under Criterion C, the property must adequately retain a majority of design features and retain most of the seven aspects of integrity. Properties that retain their essential physical characteristics and integrity would be significant at the local level, within the period of significance beginning in 1930, when the first station of this group was constructed and closing in 1943, the year construction of the last station of this group was completed.

The U.S. Inspection Station—Chateaugay is representative of one of the property types identified in the Inspection Station MPS: Property Type Number 2: 5-bay Inspection Station. The Property Type Number 2 design was used often and appears in extant Inspection Stations not only in New York but also in Vermont, North Dakota, Maine, and once in California, where it is designed in the Spanish Colonial Revival style. Most of the type-2 designs were constructed in the northern states. The steep pitch roof combined and brick cladding of the primary building have been referred to as “Northern Style” design qualities in regards to the inspection stations. Such designs are ubiquitous in the northern states, where these features allow the building to buffer the affects of cold climates, rain, and snow.¹¹

The U.S. Inspection Station--Chateaugay exemplifies the regional designs, standardized plans and program developed by the Supervising Architect of the Treasury to make land border customs and immigration inspections more efficient and secure, demonstrate federal authority and presence, provide protection and privacy to automobile travelers and their goods, and provide better working and living conditions for officers. Stylistic variation within border stations is quite limited according to the region and climate, and like many other inspection stations along the northern United States border, the U.S. Inspection Station--Chateaugay exhibits the Colonial Revival design system. The Colonial Revival design system was employed throughout the main building through a combination of: brick and clapboard exterior wall surfaces, symmetrical design, steep gable roofs, multi-light double-hung sash windows, and keystones in flat arches. The period of significance of the U.S. Inspection Station--Chateaugay is 1933, the year the facility was constructed, which falls within the period of significance for the Inspection Station MPS.

¹¹ Boyle • Wagoneer Architects, U.S. Border Stations: Metaline Falls, Laurier and Curlew (Ferry), Washington, Seattle: Boyle • Wagoneer Architects, 1996: 2. Despite their ubiquity in the north, one station of this type was constructed in Sasabe Arizona in 1937.

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

Discussion of the Seven Aspects of Integrity

According to the Registration Requirements of the Inspection Station MPS, to qualify for registration under Criterion C at the state level of significance, the U.S. Border Stations designed and constructed from 1930 to 1943 should retain the essential design characteristics of their original style, materials, and plan, and their original location and setting alongside a roadway near the U.S. borders with Canada and Mexico. To be eligible under Criterion C, then, the stations must adequately retain most of the seven aspects of integrity. As described in the Inspection Station MPS, certain modifications may have occurred in response to changing traffic volume or staffing that is part of the changing historic function of the border inspection stations, and would not necessarily disqualify the properties from registration.

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

The overall *setting* of the U.S. Inspection Station--Chateaugay retains its relationship to State Highway 374 has not been significantly changed from the historic period, as evidenced by the relationship of the porte-cochere to the highway. The removal of the two detached residences is a change to the setting of the main station building, however, this change does not disqualify the property from listing in the National Register.

The architectural *design* of the original U.S. Inspection Station--Chateaugay, including the station building with porte-cochere and garage/inspection wings continues to have integrity of design, interior as well as exterior. The buildings continue to retain various design features that indicate that the structures have a Colonial Revival design aesthetic, including the brick and clapboard wall surface treatments, steep roof shape, symmetry and windows, despite some alterations such as the painting of the brickwork, and modifications to the main entrance and garage wing openings.

The *feeling* of the U.S. Inspection Station--Chateaugay property and buildings constructed on the property during the period of significance is reinforced by its close proximity to the border and State Highway 374, its Colonial Revival design system, and the aesthetic and character of the facility, which reads as a small outpost in a northern environment.

The *materials* of the U.S. Inspection Station--Chateaugay appear to be original. These include brick (later painted) and clapboard exterior walls, wooden sash windows and interior features such as wood window trim and wooden stairwells.

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

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

Integrity Considerations

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

- Alterations conforming to the Secretary of the Interior's Standards for Rehabilitation.
- Raising the porte-cochere height from 12 feet to 14.5 feet in response to the 1956 minimum vertical clearance design standard of the Interstate Highway System¹² or otherwise altering it to accommodate larger vehicles.
- Alteration or removal of detached garages or residences, in cases where the main building retains integrity.
- Interior modifications that reflect the intended flexibility of program.
- Filling in of the inspection pit(s).
- Minor or reversible exterior alterations.

At Chateaugay, the porte-cochere was expanded, but the redesign was similar in scale and design to the original. Although the original capacity was three lanes of traffic, the alteration reduced the capacity to two lanes. The height differential also reflected the change in response to the 1956 minimum vertical clearance requirement of the Interstate Highway System. Garage/inspection wings were altered to accommodate station needs by conversion of two garage bays converted to pedestrian entries, and a window conversion to a garage opening at the southern end of the southern garage wing. The changes to the main entrance and painting of brickwork do not detract from the overall design integrity of the station, and are largely offset by retention of many original features, such as the wooden windows and exterior brick wall surface. Overall, then station building retains its original design, form, and intent. The removal of detached residences does not disqualify the property from listing in the National Register.

¹² "When the American Association of State Highway Officials (AASHO) issued design standards for the Interstate System, the minimum design value of 14 feet was included for vertical clearance (that is, the distance from the Interstate pavement to the bottom of overpasses)." The minimum value of 14 feet was approved on July 17, 1956. In 1960, the minimum value was increased to 16 feet. U.S. Department of Transportation-Federal Highway Administration website entitled Highway History: Right of Passage: The Controversy Over Vertical Clearance on the Interstate System, <http://www.fhwa.dot.gov/infrastructure/50vertical.cfm>, 2/19/2006.

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

Significance – Conclusion

The U.S. Inspection Station—Chateaugay was included in the Multiple Property Submission (MPS) for *U.S. Border Inspection Stations, States Bordering Canada and Mexico*. As demonstrated in the Description section of this registration form, the U.S. Inspection Station—Chateaugay meets the registration requirements in the Inspection Station MPS to be eligible for listing in the National Register of Historic Places under Criteria A and C, at the local level of significance, period of significance 1933. It was sited alongside a border highway, State Highway 374, in direct response to a chain of events including the imposition of head taxes and country quotas on immigration in 1917 and 1921, smuggling arising from the prohibition of alcohol in 1919, and the increase in usage of the automobile and improved roads in the 1920s. The building is a good example of the Colonial Revival design system and retains its associative values as a record of the self-image of Federal government buildings during the 1930s as interpreted by the Supervising Architect of the Treasury. It retains most of its original program elements despite the removal of two detached residences, and continues to demonstrate the historic characteristics of MPS Property Type Number 2: 5-bay Inspection Station.

The Chateaugay Inspection Station was previously determined National Register eligible after a visit by NY SHPO review staff in May 1996. It was also determined eligible for the National Register by GSA on July 20, 2004.

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Bibliographic References

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- Berger, Louis & Associates, Inc. U.S. Border Stations, Vermont. Historic Preservation Plan: Draft Submission. East Orange, NJ: Louis Berger & Associates, Inc. October, 1994.
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- U.S. General Services Administration. Historic Building Preservation Program: Inspection (Mooers) dated 04/27/94.

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

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

Geographical Data

Boundary Description

1. The bearings on this survey are based upon the monumented east line of the subject tract and the west right of way line of State Route #374 (Earlville Road) being south 01° 15" 00" east as shown on documentation at The United States Customs building on this site. The documentation was old and considered too fragile for copying. With (R) indicating record bearing / distance and (M) indicating this survey's measured bearing / distance.
2. The New York State Place, east zone, NAD83, U.S. foot coordinate for the concrete monument (found) at the southeast corner of the subject tract has a northing = 2244864.114, easting = 599265.36 and NAVD88 elevation = 467.96
3. A utility locate was called in to Underground Facility Protection Organization (Ticket # 0601-114-042) on 6/1/04 and the following utilities were requested to respond: Verizon, Time Warner. All field marked utilities and field observed utilities were subsequently field located and are shown as normal weight lines on this plan.
4. Unconfirmed utilities shown on this drawing as screened back lines are approximate only and were transferred from various best available government and utility sources. Any future development or construction must be aware of certain unknown or underground lines that may exist and follow all appropriate construction and utility notifications. This survey is not responsible for the complete resolution of all buried or obscure lines.
5. The Boundary Field Traverse Error of Closure = S 78° 15' 42" W - 0.02' and the precision = 1: 169813.
6. The subject parcel shown as Tax Map ID # 14-1-7 on the Franklin County Tax Map is also shown on filed Map Number 14 as Lot 84, Tract 7.
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 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 the survey effort. All such findings or boundary determinations will be duly noted.
8. No deed into the United States of America was found for the subject property. That land was deeded was verified by researching the tax records, which states the United States Customs is the owner of the subject property. A part of the legal was found on an indenture dated July 17, 1941 and recorded in Liber 233, Page 39; "Excepting and reserved out of the above described premises a lot of land deeded to the United States government, which land is 165 feet by 300 feet being the same premises deeded to the party of the first part by deed of Rebecca La Barge, dated August 28, 1940, not yet recorded..". From Exhibit "A" of LandAmerica Title Report # 20040201046 (CHT) effective date: July 16, 2004.

Boundary Justification

The Chateaugay LPOE is located west of the Hinchinbrook River in a sparsely populated area on Route 374 approximately ten miles north of Chateaugay, NY. The topography onsite is generally flat. The eastern portion of the site, along Route 374, is paved for vehicle circulation and parking. The site is surrounded by an abandoned cottage, duty-free store, Canadian border and lightly wooded area to the north, Route 374 and a wooded area to the east, an abandoned cottage and open fields to the south and open fields to the west. The present property boundary is consistent with the original limits of the property.

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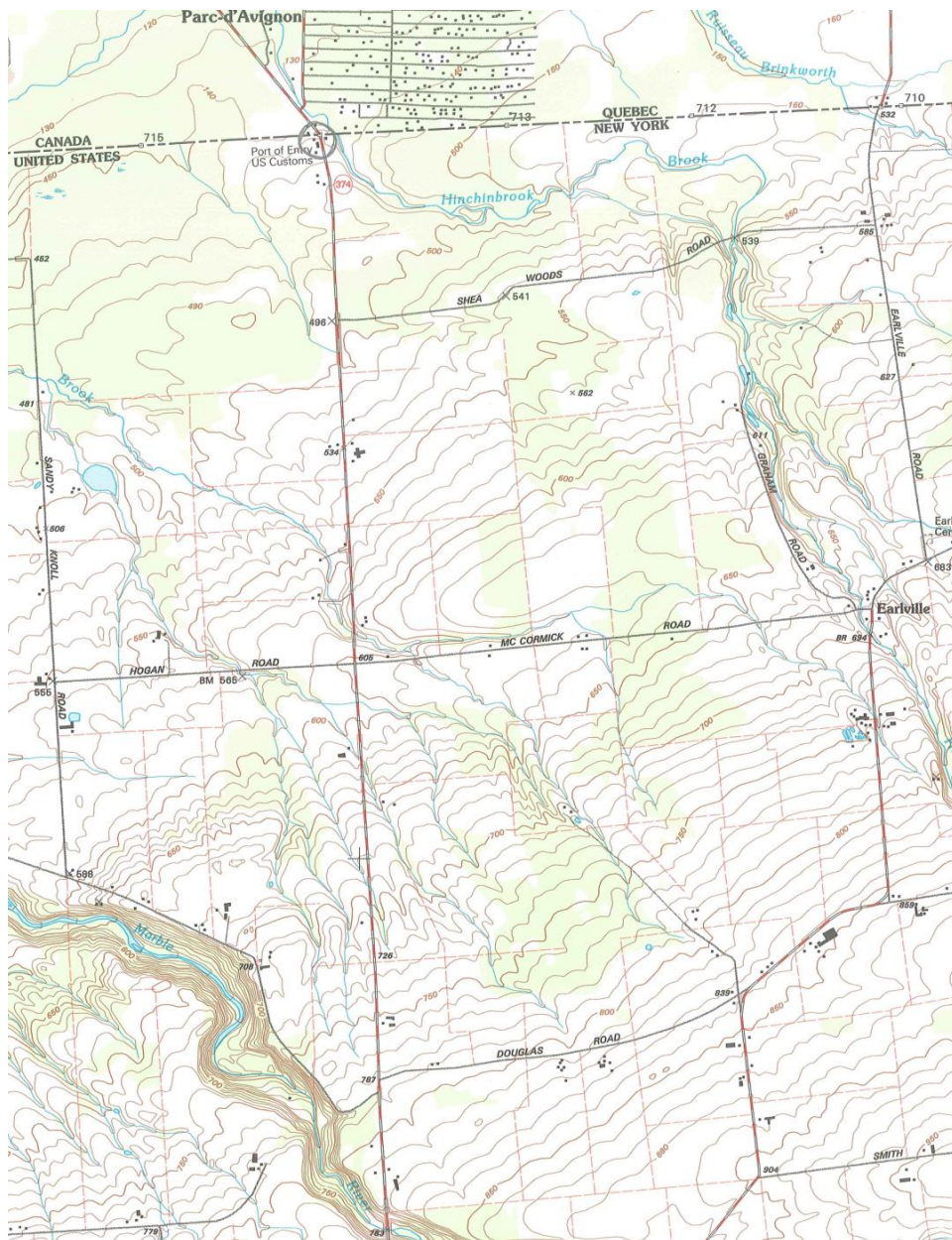
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MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico

USGS Map

Copy of map also included as supplemental information.

UTM References:
Zone: 18
Easting: 572031
Northing: 4982379



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

U.S. Inspection Station – Chateaugay
Franklin County, New York

Photographer: David Anthon, GSA

Date of photograph: 2004

Negative: GSA

Description of view: front and side elevations, view: northwest

Photo number: NY_FranklinCounty_ChateaugayBorderStation1.tiff



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

U.S. Inspection Station – Chateaugay
Franklin County, New York

Photographer: David Anthon, GSA

Date of photograph: 2004

Negative: GSA

Description of view: porte-cochere and side elevation, view: south

Photo number: NY_FranklinCounty_ChateaugayBorderStation2.tiff



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

U.S. Inspection Station – Chateaugay
Franklin County, New York

Photographer: David Anthon, GSA

Date of photograph: 2004

Negative: GSA

Description of view: rear elevation, view: northeast

Photo number: NY_FranklinCounty_ChateaugayBorderStation3.tiff



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Information

*MPS: U.S. Border Inspection Stations, States Bordering Canada and
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U.S. Inspection Station – Chateaugay
Franklin County, New York

Courtesy: National Archives and Records Administration

Date of photograph: 1932

Description of view: front elevation









UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: U.S. Inspection Station—Chateaugay, New York

MULTIPLE NAME: U.S. Border Inspection Stations MPS

STATE & COUNTY: NEW YORK, Franklin

DATE RECEIVED: 07/25/14 DATE OF PENDING LIST:
DATE OF 16th DAY: DATE OF 45th DAY: 09/10/14

REFERENCE NUMBER: 14000861

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

ACCEPT RETURN REJECT 9.10.14 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITEREA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attsched comments Y/N

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