NPS Form 10-900a
(8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section _____ Page ___

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 14000242 Date Listed: 05/22/2014

U.S. Inspection Station—Douglas, Arizona — Cochise — AZ
Property Name — County — State

U. S. Border Inspection Stations MPS
Multiple Name

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

Signature of the Keeper — Date of Action 5/22/2014

Amended Items in Nomination:

Significance:

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

Architecture is removed as an *Area of Significance*.
[Criterion C was not checked off and Architecture was not established in the introductory or concluding statements of significance for this property.]

Geographical Data:

The correct acreage is: *less than one acre.*

The omitted Verbal Boundary Justification should read: *The current U.S. Government owned property boundary is consistent with the original limits.*

These clarifications were confirmed with the GSA FPO office.

DISTRIBUTION:
National Register property file
Nominating Authority (without nomination attachment)

242

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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

NPS Form 10-900
(Rev. Aug. 2002)

OMB No. 1024-0018
(Expires 1-31-2009)

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—Douglas, Arizona

Other names/site number: U.S. Inspection Station—Douglas

2. Location

Street & Number: Pan American Highway and First Street — Not for Publication: N/A

City or Town: Douglas — Vicinity: N/A

State: Arizona — Code: AZ — County: Cochise — Code: 003

Zip Code: 85607

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X 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 X meets ____ does not meet the National Register Criteria. I recommend that this property be considered significant X nationally ____ statewide ____ locally. (__See continuation sheet for additional comments.)

Signature of certifying official — Date: 4/8/14

Federal Preservation Officer, US General Services Administration

State or Federal Agency or Tribal government

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

James W. Garrison AZSHPO — 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
✓ entered in the National Register		5/22/14
____ See continuation sheet.		
____ determined eligible for the National Register		
____ See continuation sheet.		
____ determined not eligible for the National Register		
____ removed from the National Register		
____ other (explain):		

5. Classification

Ownership of Property (Check as many boxes as apply)		Category of Property (Check only one box)		Number of Resources within Property Contributing	Noncontributing	
	private	3	building(s)	2	1	building(s)
	public-local		district			sites
	public-state		site			structures
X	public-federal		structure			objects
			object	2	1	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:	Sub:
Government	Custom House
Government	Government Office
Transportation	Road Related (Vehicular)

Current Functions (Enter categories from instructions)

Cat:	Sub:
Government	Custom House
Government	Government Office
Transportation	Road Related (Vehicular)

7. Description

Architectural Classification (Enter categories from instructions)

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

Materials (Enter categories from instructions)

foundation	Concrete
roof	Ceramic tile
walls	Stucco
walls	Brick
other	Wood (windows and doors)
	Glass (windows and doors)

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)

X A Property is associated with events that have made a significant contribution to the broad patterns of our history.

___ B Property is associated with the lives of persons significant in our past.

___ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

___ D Property has yielded, or is likely to yield information important in prehistory or history.

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
James A. Wetmore, Louis A. Simon
McKee Construction

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

X Federal agency

_____ Local government

_____ University

_____ Other

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

10. Geographical Data

Acreage of Property N/A

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

	Zone	Easting	Northing		Zone	Easting	Northing
1	12R	637013.29	3467574.81	3			
2				4			

x See continuation sheet.

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

11. Form Prepared By

Name/Title	Erica Kachmarsky, Elizabeth Weaver, and Daniel Paul, Architectural Historians.				
Organization	ICF Jones & Stokes			Date	July 2011
Street & Number	811 W. 7th 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.

Description

Summary

The U.S. Inspection Station—Douglas, is located immediately on the U.S. side of the international border in Douglas, Arizona at the international border with Aqua Prieta, Sonora, Mexico. International Avenues separates the two countries. The Douglas Port of Entry is the second largest commercial port in the state of Arizona, with over $1 billion in trade conducted each year.

Designed in the Spanish Colonial Revival style, the U.S. Inspection Station—Douglas is served by the main building (1933), which includes two connected annexes known as the Public Health Unit and the inspection shed, as well as the garage building (1933), head house (1993), and related ancillary structures. Currently the main building provides Customs/Immigration services, while the garage building houses the U.S. General Services Administration. Whereas the original structures of the original main building and the garage contribute to its period of significance (1933), the head house and other structures constructed during site renovations that occurred in the 1990s are not contributing elements to the significance of the site.

The main building is rectangular in plan and extends across the site on a north-south axis. Pedestrian access through the Inspection Station is entered from the south, while automobile traffic is entered through a large carport. The carport was added to the site in the 1990s and extends westward just south of the porch on the west elevation of the main building. The garage building is a small free standing 1-story structure that is positioned directly north of the main building. Directly north of the large carport is a large open-air facility with a central office where automobiles are searched. Directly to the east of the main building is a large L-shape plan loading dock, used for larger trucks.

The entire U.S. Inspection Station property is fenced to the north and east of the block in which it occupies for security purposes. A large wood fence extends along the border, south of International Avenue.

Setting

To the west of the border station complex, across from the Pan American Highway, is open terrain without an extant built environment. Pan American Highway is situated diagonally on a northeast-southwest axis, and is positioned along the western side of Douglas. To the north and east along Pan American Highway are a gas station and miscellaneous small commercial and retail shops located on adjacent blocks that provide convenience along the border crossing. 1st Street is a short east-west route in which intersects Pan American Highway with a slight curve of the road, where it provides alternative access to the residential area located south of Douglas. The immediate area that surrounds the complex is not heavily developed, whereas a higher density environment is present a couple blocks northeast of the border station with closer proximity to the center of Douglas.

The City of Douglas, in Cochise County, is located 118 miles southeast of Tucson and 229 miles southeast of Phoenix in Sulphur Springs Valley, Southeastern Arizona. The major traffic route to Douglas is Highway 80 south from Interstate 10. Douglas has a population of approximately 18,000 people, while the much larger city of Agua Prieta, Mexico, on the opposite side of the border, has a population of approximately 110,000 people.

Douglas was founded in 1901 and incorporated in 1905. The city developed as a smelter site for the copper mines in the area due to its abundant water supply and railroad service. The present site of Douglas originally served as a staging area for cattle ranchers during annual round-ups in the late 1800s. Agriculture and mining remain important to the economy of the Douglas area. Due to its location along the U.S. and Mexico border, international commerce also plays an important part in the local economy. Douglas is home to several nationally registered historic landmarks, including the Southern Pacific Depot, Gadsden Hotel, Church Square, Douglas Public Library, Douglas Municipal Airport, the Downtown [Douglas] Historic District, and the Sonoran District.

Construction History of the U.S. Inspection Station-- Douglas[1]

The original location of the Customs District in Douglas was in the Douglas Post Office and Customs House, designed in 1912 and constructed from 1915-1917. The Douglas Post Office and Customs House, also referred to as the Douglas Main Post Office, is located on 10th Street in the central business district. According to a National Register of Historic Places nomination prepared for the building in August 1985, the neoclassical building's design represents the philosophy of the federal government in the first two decades of the 20th Century. Designed by Supervising Architect James Wetmore, the predecessor of Louis Simon in the Treasury Department, the building had three functions: to house the city's post office, customs service, and federal offices. Today the building is the only remaining governmental building from the early era of Douglas' growth and development.

As early as 1928, the government granted a $65,000 appropriation for the construction of a new building to serve the ever-expanding customs service in this active border town. The Douglas Border Inspection Station was conceived and executed in the early 1930s, and was "a typical government job of the time, complete with special interest intercessions, delays and bureaucratic red tape."[2] In early 1932, plans for a new Inspection Station were revealed and consisted of a main building two stories high with a full basement underneath. A canopy was proposed that would extend west from the building's main entrance, covering three of four inspection driveways. Two, 1-story annexes spread north and south of the building. A March 1932 article in the local paper, the *Douglas Dispatch*, announced that plans for the new inspection building to be erected at the entrance to the port of Douglas had just been received by bidders, including Ed Powell, the only Douglas contractor to submit a bid on the project. The invitation for bids stated that the proposals of the contractors must be filed with the architect of the U.S. Treasury Department at Washington not later than April 14, 1932.[3]

Blueprints provided to bidders suggested that the inspection building would be a handsome structure able to instill a feeling of pride in the people of Douglas through its general appearance, adequacy and completeness of details. The main building, to be two full stories in height above a full height basement, was to stand parallel with Railroad Avenue. The main building would be 55 by 34 ½ feet. The proposed entrance to the main building would be from the west side, although there is an entrance provided for from the north end. On the west side of the main building would be the port canopy under which the driveway for the vehicles to pass for inspection would be built. The bid set of plans and

[1] Contextual history presented in this nomination has been largely taken from the National Register of Historic Places Inventory Nomination Form for Douglas Post Office and Customs House, prepared by Paul R. Secord of Beland Associations, Inc. and H. Jim Kolva of the Institute for Urban and Local Studies, August 1984/August 1985.
[2] "Douglas, Agua Prieta Port of Entry Holds History," March 28, 2001.
[3] "Plans for Inspection Building Call for Elaborate Structure Two Stories Above Full Basement and Two Annexes," March 31, 1932.

specifications provided for alternative bids to be filed, one to show the cost with a single driveway and one for four driveways. The four-driveway canopy would be 42 feet wide and 30 feet long.

The structure was to be clad in stucco with terra cotta trim. The roof was to be of tile on the main structure while the others would be built-up fabric. Specifications called for excellent finish on the interior, with most of the office finish calling for hard oak. Also written into the specification was a requirement for considerable brass and copper metal work and everything throughout the structure, according to the plans and specifications, was to be high quality, "first class" work. The Interior details announced included a basement housing two heavy vaults and a courtroom to be built on the third floor where the U.S. Commissioner could hear cases. There would also be two cells so that both women and men prisoners could be held safely at the same time and yet be segregated. There would be rooms for offices of the various services on the second floor, which would be the office portion of the building.

In addition to the main building section, original plans sent to bidders also proposed a 1-story annex extended to the north of the main structure that would be 43 feet wide and 65 feet long. A second annex built to the south of the main structure would then be constructed that would be 22 feet wide and 43 feet long, also 1-story in height. In addition to the main structure and annexes, there will be a separate building erected for garage service providing stalls for four cars. The entire construction was to be included in bids submitted by contractors.

The bid announcement called for a very quick construction of the Port building, with work to be done within 300 working days of the letting of the contract. The contract drew wide attention across not only Douglas and neighboring communities but also in neighboring states. Local lumber dealers were receiving multiple inquiries from building firms in several different cities. The work attracted sharp competition, and much discussion was had in the local paper, the *Douglas Dispatch*, as to whether contractors who had seen the detailed plans for the building believed it could be erected for the amount appropriated: $65,000.[4] According to the request for bids, the contract would call for the contractor to pay the current rate of wages for the different classes of labor that the work required, and it was expected that local firms would be able to land the material contracts. The time limit proposed on the construction contract suggested that the construction of the U.S. Inspection Station—Douglas would be a sizeable job because 300 working days accounts for about one year. Contractors bidding on the project knew that plans for the dedication of the new structure would likely call for an opening celebration in late spring of 1933.

A few short weeks after bidders first received and then proposed on plans for the Inspection Station, a contractor was chosen by the Treasury Department. An out-of-state company, McKee Construction of El Paso and Los Angeles, was selected to perform the work of constructing the Inspection Station, which would house inspection services for customs, immigration, and other patrol forces headquartered at Douglas. Soon after, on June 29, 1932, Deputy Collector E.M. Sprecht, in charge of the local customs office, received blueprints showing a new arrangement of the site for the structure. Changes made to the proposed site arrangement led to a delay on the part of the contractor, McKee Construction, in starting work on the building for which the contract was let several weeks prior. The delay was not of the contractor's making but was at the request of the United States government while the architect of the Treasury Department passed upon the proposal of Collector James McDonald to change the proposed site.

[4] Ibid.

Under the original plans made by the architect, the building would have been erected at the northwest corner of the block owned by the U.S. Customs (at the southeast corner of Railroad Avenue and First Street). This location was a full block from International Avenue and left that avenue unprotected by the patrol. Because of that fact, Collector McDonald brought to the attention of the department the advisability of locating the new building at the southwest corner of the government property or at the northeast corner of the street crossing formed by International Avenue and Railroad Avenue. The change in site would not only close up the gap between the inspection building and the international line but also would result in the entrance from the building into Mexico being made over a right-angle crossing of the international line and would carry traffic directly south from the building into the main street of Agua Prieta. It would shift the line of traffic more than 10 feet east of the present line in front of the building now used by the customs inspectors."[5] Collector McDonald sought the increased efficiency of the structure through this change. By changing the site from the north side of the block to the northwest corner, the location would provide a guard at the entrance from the south side of the international line, a much-improved plan as otherwise there would only be the width of the avenue to the international line.

The building, by this change, was moved approximately 140 feet south of the site originally proposed. The garage buildings, which were to be erected as a part of the buildings covered in the contract, would be erected as planned at the north side of the government block along First Street. Connecting the inspection building and the garages there would be a concrete sidewalk constructed by the government that would add improvement to that section. The change required an additional stretch of 140 feet of sanitary sewer to connect the inspection building with the city sewer system.

During the first six months of 1932, Douglas was the second busiest port on the Arizona-Sonora border; a larger facility was clearly needed. As the Depression deepened, Douglas also clearly needed the economic boost a big construction project would provide. Due to the shift in the location, the project was delayed by the latest act of Congress which required the approval of President Herbert Hoover to be obtained in signature for the change. However, this was quickly provided when it was called to the president's attention.[6] The city fathers asked Douglas jewelry storeowner Wilma Hoyal to intercede. Hoyal was Arizona's national Republican committeewoman. Herbert Hoover, a Republican, responded favorably to Hoyal's telegram requesting speedy action on the appropriations bill that included funding for the new port building and the project was approved. J.S. Maffeo, a subcontractor, brought his equipment down from Bisbee to excavate the basement.

On August 30, 1932, ground was broken as dirt began to be moved to facilitate the starting of the foundation for the new building. The surveyors completed the work of running the lines and settling the stakes on the previous day, and the first of the lumber to be used in making forms was dumped on the site as well. From this day the construction was expected to go forward rapidly. The original appropriation for the building, $65,000, was provided almost four years prior in 1928. Work was largely in subcontracts, all of which were let several weeks prior in June/July, and work was to be completed within 300 days from the signing of the contract that occurred in March. However, since the delay was occasioned by the United States and was related to how to site the new construction, consideration was granted to

[5] "Site of Inspection Building Shifted Width of Government Block to Corner, International and Railroad Avenues": June 30, 1932.
[6] "Dirt Moves Today to Lay Foundation of Port Building," August 30, 1932.

the contractor for the delay thereby materially extending the time limit of the contract. It was believed, however, that the work could be done in a matter of five or six months at longest and would be finished in early 1933.[7]

Benefiting from the construction delays was the Ewart family, a bricklaying father and three sons. The Ewarts emigrated from Scotland to America in the early 1900s. By the late 1920s, "Ewart Bros. General Contractors" was developing a housing tract in Columbus, Georgia. Some houses were already sold and others were under construction when the Great Depression began. The Ewart Bros. Business folded, as did many businesses at the time. John Ewart and sons Forrester, Jack and Harold packed up their belongings and family members into two cars and headed for California. The men worked along the way to purchase food and gasoline for their vehicles. In late 1932, the Ewarts arrived in Douglas and quickly became active in the local Presbyterian Church and continued their involvement with the Masons. As experienced contractors, the Ewart men readily found jobs working on the construction of the U.S. Custom House.[8]

The final stages of construction were completed in May 1933. Edward M. Specht, deputy Customs Collector, was put in charge of the building. He spent the last week of May supervising installation of new furniture and movement of equipment from the Customs Service offices previously housed in the Douglas Post Office. There was $5,000 left over from the original $65,000 building appropriation. So plans were made for pavement and a bridge over the international line ditch. The U.S. Customs Office officials housed in the post office building awaiting completion of the new Douglas Inspection Station announced in the local paper, the Douglas *Dispatch*, that the new building would be occupied June 1, 1933. The announcement mentioned that business would begin with daily office duties being taken up by leader of the Port, Deputy U.S. Collector of Customs E.M. Sprecht. H.R. Chatham, Assistant Collector, traveled to Douglas for a few days prior to the opening of the station to help gets things into shape for the transfer of the customs service from the federal building to the new building. On June 4, 1933 Specht welcomed guests during a three-hour open house. Visitors toured his offices as well as those of Dewitt Kinney, Immigration Service chief in Douglas, and Raymond Collier, Department of Agriculture Inspector

An article in June 1933 stated that the U.S. Inspection Station--Douglas was not only built within the appropriation set aside in 1928 for its construction, but the United States government now had a sizable sum left from the appropriation. The sum left over was sufficient enough to warrant other improvements that would finish and refine the otherwise complete property. A fence of approximately seven feet high was proposed that would be built around the entire property, and constructed of steel wire of fine mesh. The fence, to be fastened to steel posts in concrete, was to be built impervious to bullets of small caliber.[9] It is unknown whether a contract was let for the fence, but the fence was one proposal under consideration due to the surplus of funds. A second proposal was to construct a concrete driveway of ample proportion, the equivalent of a paved street, from the port gate through the inspection shed, thereby greatly improving the general appearance and making it much more pleasant for the inspectors on duty at the port. The paved driveway was also expected to solve another issue with site paving, which was the need to get the entrance lined up with the porch under which vehicles and pedestrians were to pass when they went or came through the port gate. The new inspection building was more than the width of the street east of the present inspection building and unless the

[7] Ibid.
[8] Ibid.
[9] "Inspection Building Occupied Today by Federal Services Has Been Built Inside Appropriation Made for Work," June 1933.

plan for shifting the port gate east was fitted into the paving of the driveway, then there would be an abrupt and almost 90 percent turn to get the vehicle over to the driveway. Beyond the early delays of the construction project and these site issues, the construction of the Inspection Station occurred very quickly and within the funds appropriated.

Architectural Style and Construction Materials

The U.S. Inspection Station—Douglas was designed by the U.S. Department of Treasury in the Spanish Colonial Revival Style. The resource was designed under the tenure of James A. Wetmore, who served as Acting Supervising Architect of the Treasury Department. However, the architect of the building itself appears to have been Louis Simon. Serving as Chief of the Architectural Division (1904-1932) and Supervising Architect (1932-1941) of the Treasury Department, architect Louis A. Simon was responsible for all of the Roosevelt Administration prolific Depression Era federal building construction programs. His period revival interpretations of regional architecture were exemplary and influenced greatly that stylistic trend in the 20th Century among other Federal Architects.[10]

Like many other inspection station resources at the southwestern United States border, the U.S. Inspection Station--Douglas, in keeping with its regional context, employs the Spanish Eclectic design system. Architect Louis 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."[11]

During Simon's tenure as Supervising Architect, 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.

U.S. Inspection Station-- Douglas

The U.S. Inspection Station-- Douglas, designed by Supervising Architect Louis A. Simon and completed in 1933, functions as the inspection station of the Douglas Port of Entry. The main building of the station, constructed of brick and clad in stucco, consists of a 2-story main section with two annexed sections extending from its north and south ends. A garage building was also designed and built as part of the original complex. The main building is L-shaped in plan. Elements of the building include its brick construction, stucco clad elevations, and side-gabled medium-sloped

[10] Significance statement from July 1984 Arizona Historic Building Form prepared by Jim Woodward, surveyor within April1984 survey of Nogales, prepared for State Historic Property Inventory.
[11] 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.

roof sheathed in Spanish clay tile. The structure's eaves feature a boxed cornice. Elements of the Spanish Colonial Revival design system present in the architecture of the main building and garage building include the combination of stucco walls, Spanish tile roofs, arched and/or deeply recessed entries with wood doors, and window openings with wood windows and trim that are deeply recessed which give the stucco walls the thick appearance of adobe.

The primary (west) elevation of the main building is symmetrically aligned, with regularly spaced openings along a deep portico running along the ground floor of the main section, and fenestration consisting of double-hung steel windows, as well as five regularly spaced double-hung windows on the second level. Fenestration on the elevation consists of deeply recessed openings. The square posts supporting the portico include large round bases and have been adorned with ceramic square tiles. Above the portico the verticality of the posts continues, as each extends over the 1-story roofline and is used to link the simple steel balustrade that runs along the entire roofline of the feature. Non-original freestanding steel bars have been installed along the ground floor of the portico between the posts for security.

The actual north and south (side) elevations of the central section of the main building are otherwise clad in stucco and consist of similar window openings as on the other elevation that are deeply recessed. Each elevation has a wood door centered on the second level that leads from the main section to the roof of the annexes. Above and flanking these doors are arched decorative wood vents that provide ventilation to the building.

Spanning from the central section of the main building's north and south elevations are the inspection shed (north) annex and Public Health (south) annex. Both annexes are 1-story and clad in stucco and have flat roofs with a decorative shed roof parapet overhang on their primary elevations clad in Spanish clay tile. Centered between the four arched bays of each annex is a painted applied ornamental plaster shield. Adding further to the ornament of the annexes, a decorative parapet extends above the shield and the otherwise low-sloping simple rooflines.

The most decorative original entrance that is extant on the exterior of the main building is on the south elevation and includes a door with an original eave above the door similar to other entrances to the building, including on the primary western elevation, and yet which is more elaborate with a simple tile surround and wood pediment.

The rear (east) elevation of the U.S. Inspection Station is less symmetrically aligned, though the style of the openings along the ground and second floors is the same as on the primary elevation, and consists of deeply recessed openings with wood double-hung windows. The elevation is generally symmetrical, though a fifth smaller window opening is present near the southern end of the second floor of the elevation.

The garage building which houses the offices of the GSA was built in the same year as the main building,1933, and was constructed with similar construction materials and design as its counterpart. The building is of brick construction and its elevations are clad in stucco. The roof of the garage is Spanish clay tile. Centered between the four arched bays of each annex is a painted applied ornamental plaster shield. Adding further to the ornament of the annexes, a decorative parapet extends above the shield and the otherwise low-sloping simple rooflines. The painted shield depicted in original plans of the building remains on the building's parapet and the northern elevation appears

to be as it was originally designed, with the same openings along the elevation. The garage building has not had any alterations other than the replacement of its entrance door.

The port facility also includes the head house, an open-air inspection facility located north of the non-original carport attached to the main building. The head house is a contemporary structure constructed in 1993 during the period of renovation that involved new construction on the property throughout the early 1990s. The building is largely open-air with stucco walls and a high-pitched front-gable roof clad in tile. The building includes applied ceramic ornament which has also been applied to the non-original posts of the porch addition along the western (primary) elevation of the main building as well as on the western elevation of the L-shaped loading dock also built in 1993, east of the main building.

A connecting wall between the main building and the L-shaped loading facility consists of two tall walls that intersect at a 90-degree angle. The walls are located along the south of the property and extend north to meet the southern elevation of the main building. The area is small in scale, where the southern wall is joined to the eastern wall of the loading facility, just south of the exterior stair access to the building. Site features near the wall include scored concrete wall benches and a corner garden wall. The ground cover in this area is pebbled concrete and contains circular picnic benches to provide a break area for port employees.

The interior of the U.S. Inspection Station has many original features intact and retains a good degree of integrity. The western (primary) elevation has two primary entrances located within a few short feet of each other. The primary entrance doors are metal and include 6 panes of glass with a large single pane transom above, all within a wood surround. The glass located within the transoms appears to have been replaced, whereas all other entrance features appear original. The interior entrance consists of a new tiled floor and dropped ceilings with fluorescent lighting; however, there is a thin wall with large arch and wood molding that joins the entrances together. An original staircase is within the central portion of the main building and includes decorative wood elements reflective of the Spanish Colonial Revival design system employed on the exterior of the building.

Original wood window trim has been retained, as evident in rooms such as the testing room. Interior rooms are otherwise devoid of much ornament, with smooth plaster walls and no ceiling trim.

Alterations

According to a recent article, "Douglas, Agua Prieta Port of Entry Holds History," although the Douglas Port of Entry building has recently been remodeled, much of the original design is still retained and evident. Alterations have been made to each of the structures at the border station since 1933. Specifically, the following alterations have been made since its original construction was completed:

Customs/Immigration (2-story portion)

- Removal of two bays of original porte-cochere
- Shutters removed

- Indeterminate reconfiguration of interior space (original plans unreadable)

Inspection Shed

- Former inspection bays now divided into restroom, kennel, and office space[12]

Public Health Unit

- Additions to front, presumably obscuring original façade
- Interior Space generally reconfigured
- Used new as office space for customs/immigration

Alterations that have been made were required in order to allow the U.S. Inspection Station--Douglas to continue to serve the people of Douglas and Agua Prieta and all who pass through he Port of Entry. Alterations have enabled the main building, garage, and contemporary buildings and their functions to be updated and viable, serving the ever-changing needs of the Customs Service.

Specifically, the construction of the head house and loading facility were constructed in 1993 due to the ever-increasing demand of port traffic. Also built in the early 1990s was the large carport booth entrance and a small addition made to the south elevation of the main building. Previous alterations to the site were made in the 1960s and involved the construction of the large carport and southern addition to the main building. The contractors leading the most recent construction effort were from San & Igle Corporation.

Neither the 1990s or 1960s alterations to the site had a significant effect on the architectural significance of the 1933 main building. Specific alterations to the significant buildings on the property include the removal of the original porte-cochere on the western elevation of the main building and its replacement with a new porch that no longer extended just along the central bays of the elevation but rather that extends from the north to the south end of the main building, along its entire west elevation. The non-original porch is adorned with the same applied tile decoration on its support posts as the other newer construction on the site, including the head house. A less significant alteration is the addition of an artistic application on the stucco wall of the western elevation that gives the appearance of people standing along the elevation. Both the main building and garage have also had some exterior door and window replacements. While original windows in the building are wood frame, replacement windows maintain the original wood frames but have had new glass installed with metal muntins that are black and therefore, distinguishable from the original fenestration.

Despite some interior alterations made during the 1960s and more recent renovations of the site, many interior spaces consist of original features and materials. The interiors of the main building and garage building have been partially compromised with dropped ceilings and new tile floors, as well as with the introduction of dividing walls. Despite these changes, original spaces are extant, including the basement in particular, and molding and trim remains in many

[12] Based on the materials and design of the windows and doors, plus the design of the porch over the restroom entries, this alteration appears to have occurred early (Pre-1958) in the history of the Douglas Inspection Station.

of the interior spaces including the front entrance and many of the offices. Original interior decorative details are believed to have been originally sparse, given the architectural style of the buildings, and it appears that those spaces that have been modified do not greatly detract from the original aesthetic of the interior spaces of the buildings.

Statement of Significance

Summary

The U.S. Inspection Station—Douglas is 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, despite some alterations the U.S. Inspection Station—Douglas retains most of the seven aspects of integrity 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 Criterion A at the local level of significance, period of significance 1933. It retains all of its original program elements, and well demonstrates the historic characteristics of Inspection Station MPDF Property Type Number 2: 5-bay Inspection Station.

Under Criterion A, the U.S. Inspection Station—Douglas 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. Designed in 1931 and 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 Benner and Hughes. Its construction was 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.

Background History

Founding and Settlement of Douglas[13]

Located in historic Cochise County, Douglas is a gateway to Mexico with which it shares a border. Douglas is a relatively small city, with a population of approximately 18,000 people. Comparatively, Agua Prieta, the Mexican city directly across the border in the state of Sonora, has approximately 110,000 people. The local economy is based on manufacturing, retail trade, agriculture, and services. The city is also the home of the Phelps-Dodge copper smelter, which has played a major role in the city's economy since its founding in 1901 as a distribution point and smelter for mining activity in the region.

Cattle ranchers first settled the area around Douglas after the Civil War. Ranchers continued to be involved in the early development of the town site, including "Texas" John Slaughter who played a key role in the development of the original Douglas town site. Copper from the mines at Bisbee provided the impetus for the development of the town. Dr. James Douglas, for whom the city was named, served as President of the Phelps Dodge Corporation of the Cooper Queen Consolidated Mining Company. Douglas decided that the area in which the city of Douglas developed would be a good location to which to extend a rail line and construct a smelter. At the same time the Calumet and Arizona

[13] Contextual history presented in this nomination has been largely taken from the National Register of Historic Places Inventory Nomination Form for Douglas Post Office and Customs House, prepared by Paul R. Secord of Beland Associations, Inc. and H. Jim Kolva of the Institute for Urban and Local Studies, August 1984/August 1985.

Mining Company proposed a similar scheme, and two smelters were soon developed. In the fall of 1900 a group including James S. Douglas, John Slaughter, William Brophy, and others, and a rival group headed by Charles A. Overlock, joined forces and laid out the first town site in January of 1901. Soon thereafter, on April 9, 1901, the first post office was established and led by Postmaster C.A. Overlock.

Douglas literally sprang from the earth. Irrigation development, enabling cattle raising and framing, broadened its economy. Established in 1901, Douglas boomed to a population of 6,437 in 1910. By 1920, the population had reached 9,916. With the decline of the copper industry in 1940, the population began to decline and reached a low of 8,623.

The Evolution of the Customs District in Douglas

The original location of the Customs District in Douglas was in the Douglas Post Office and Customs House, designed in 1912 and constructed from 1915-1917. The Douglas Post Office and Customs House, also referred to as the Douglas Main Post Office, is located on 10th Street in the central business district. According to a National Register of Historic Places nomination for the building prepared in August 1985, and research completed for a survey of all pre-1945 buildings in Douglas prepared in 1983, the building is a restrained version of Beaux-Arts styling that represents the philosophy of the federal government in the first two decades of the 20th Century. Designed by Supervising Architect James Wetmore, the predecessor of Louis Simon in the Treasury Department, the building is considered to be one of the finest examples of the Neo-Classical style, of which Douglas has many fine examples.

The Port of Douglas continued growing in activity as a Port of Entry in Arizona, and in 1917 became the most active Port, a position most often held by Nogales, Arizona. In that year, the closure of the great Cananea plant throughout the summer months was responsible for the change. Exports of ores and hides through Agua Prieta averaged $1,000,000 to $2,000,000 a month. The bulk of the ore imports from Mexico consisted of concentrates from the great mill of the Moctezurna Copper Company at Nacozari consigned to the Copper Queen smelter in Douglas, although the shipments from the other mines were constantly increasing. Every car of concentrates from Nacozari was worth $2,000, so that the average daily train of 10 cars represented $20,000. Exports from the United States consisted mainly of provisions for the big mining companies and cmps. Although the region of Mexico along the border near Douglas consisted of some agricultural establishments, the Mexican farmers were not yet raising enough produce to supply the mines. At Frontera, large quantities of fine potatoes were raised and many of them were shipped to the United States. In 1917, however, due to the embargo, many tons of them were reported as rotting in the fields. Other exports included big trucks for the mines, autos for the ranchers, agricultural machinery, furniture, musical instruments and miscellaneous merchandise.[14]

[14] "Port Here Has Taken Front Rank," December 1917.

As the economy of Douglas and Agua Prieta on the opposite side of the border continued to evolve, so too did the role of the Customs Service at the Douglas Port of Entry. As one local article stated, it didn't matter to the Collector of the U.S. Customs whether there is "gold in them thar hills" or not, but it was certain that there was no gold coming through the port of the Arizona district without it properly and formally declared.[15] In many cases, items became the subject of seizure and the Collector took jurisdiction of them.

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—Douglas:

> *The main office of the Customs Service at Douglas is located in the Federal Building. This, however, is several miles from the boundary and an inspection office is maintained in a rented building on the line. This building, which is owned by the Southern Pacific Railroad, contains six rooms, one of which is used for customs purposes, and the remainder for immigration purposes. Three customs inspectors are stationed at the line and then immigration officers. The customs receipts for the fiscal year 1927 amounted to $22,730, and 325,000 vehicles entered the United States and 900,000 persons by highway [...] The present buildings are on the wrong side of the street and provide no shelter for the inspection of automobiles. It is recommended that the standard office building (Type No. 1) should be erected at this port.*[16]

The Benner & Hughes report estimated the cost of the U.S. Inspection Station—Douglas to be $58,500 to construct the building and $500 to acquire the site.[17]

During the design and bidding phase for the new Douglas Port of Entry, in July 1932, Collector of the District James W. McDonald distributed an invaluable report that sheds light on the growth of the Douglas District between 1930 and 1931. The report provides statistics on seizures and other customs activities. According to the report, in 1931 there were 145 seizures compared to 117 in the previous year and that indicates an increase over one year of about 24 percent. Automobiles confiscated almost doubled, there being 31 confiscated in 1931 against 19 for the previous year. The narcotics seizures were one of the outstanding items of the list. There was a tremendous increase in the results in that effort, the number of ounces in 1931 being 261 compared to 14 ounces in the previous year. That may have been the result of the Depression, because it may have been that those trying to bring narcotics across were endeavoring to make some easy money that way. They found, however, a well-protected portion of the border in Douglas and the result was the seizure of the narcotics. The following charts are from a local article published in the Douglas *Dispatch* outlining results of the Collector's report:

[15] "Customs Reports Suggest Busy Year for Arizona District, Items Hinting Enforcement Activities are Fruitful," July 1932.
[16] 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: 52.
[17] Ibid., page 54.

Activities of the Customs Border Patrol, Period July 1, 1930, to June 30, 1931				
Seizures	***Number***	***Other***	***Number***	***Total Number of Miles Traveled***
Total	117	Court Cases	22	Vehicle: 27,570,80
Automobiles	19	Arrests	20	Horse: 31,307
Narcotics	10 ounces	Total Fines Assessed	$5,221	Boat: 573
Liquor	3,150 pints	Aliens	64	
Alcohol	55 gallons			
Airplanes	0			
Livestock	18 head			
Wagons	0			
Harness	0			
Gold Bullion	0			

Activities of the Customs Border Patrol, Period July 1, 1931, to June 30, 1932				
Seizures	***Number***	***Other***	***Number***	***Total Number of Miles Traveled***
Total	145	Court Cases	35 (6 pending)	Vehicle: 380,673
Automobiles	21	Arrests	67	Horse: 34,201
Narcotics	251 ounces	Total Fines Assessed	$11,007.33	Boat: 60
Liquor	2,568 pints	Aliens	179	
Alcohol	231 gallons			
Airplanes	1			
Livestock	18 head			
Wagons	1			
Harness	1 set			
Gold Bullion	31.3 ounces			

In 1932 financial receipts disclose that in terms of customs transactions for the District of Arizona, Nogales came in first, Naco in second, and Douglas third. Despite the fact that Douglas was not often the most active Port of Entry in Arizona, the Douglas Customs Service and Port of Entry facility continued to expand and evolve.

The Modern Era of Customs in Douglas

Sweeping changes began to affect the Douglas District beginning in the 1950s brought about by a need for modernization to meet the rapidly changing times. Political patronage was finally eliminated in 1965 when the Customs Service became an all-career service. All personnel within the District were now Civil Service appointees.

An emphasis on training began in the early 1950s when regular classes were given within the District. These classes were designed to assist an Inspector in every facet of his job. New personal were sent to Service academy in various locations throughout the United States and training is now centralized at the Service Academy in Glynco, Georgia. No longer were employees forced to learn through on-the-job training alone. The latest development to significantly modernize the Customs Service was the advancement of information sharing, as information can now be gleaned in all of the law enforcement through a national computer system that encompasses State and Local as well as other Federal agencies. Now information is available in seconds instead of days or weeks.

The demand for imported merchandise has increased steadily into the 1980s. Since commercial facilities began to be expanded in the District beginning in the 1960s, many manufacturing plants have been constructed in many Mexican border towns. These factories, which produce a multitude of products from sophisticated electronic components to Mexican curios, have had a significant impact on the economies of both sides of the international line.

The connection between the cities of Douglas and Agua Prieta was strengthened in the modern era with the coordinated efforts of both local governments for the expansion of the existing port of entry. Having recognized the need to improve and expand its aging Douglas facility, which had become inadequate, the GSA announced plans for expansion and rehabilitation in 1989. Plans unveiled by the GSA included adding seven new passenger vehicle inspection slots, secondary inspection stations, new administrative space and a 20-bay commercial truck inspection dock.[18] Work proposed to update the port of entry and make both Douglas and Agua Prieta highly attractive for industry and international trade was completed in 1994. The construction was completed quickly and involved a $5.3 million project funded by the local government. Buildings constructed during this remodeling of the facility include the Head house and loading dock.

Significance within the Related Multiple Property Documentation Form

Within the context developed in the 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.

[18] "Port Expansion in Progress," undated.

U.S. Inspection Station-- Douglas Significance

Evaluation under Criterion A

According to the Registration Requirements of the Border Station MPDF, in order to qualify for registration 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. The associative attributes stated in the registration requirements of the MPDF are applied to the U.S. Inspection Station–Douglas in the following section.

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—Douglas 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. Inspection Station--Douglas was designed in December1931 by the office of the Supervising Architect of the U.S. Treasury.[19] Constructed in 1932-1933 along the Pan American Highway near the International Border with Mexico, it was sited at one of the locations recommended by Benner and Hughes in their 1928 report. The Douglas Inspection Station remained under U.S. Government ownership through the end of the MPDF period of significance in 1943. The U.S. Inspection Station—Douglas is in its original ***location***. The presence of a formidable, intact primary building with Spanish Colonial overtones is a fair but incomplete expression of 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 compromised. This is due to the addition of a large head house in front of the Inspection Station, and more specifically the recent addition to the Public Health Unit that destroyed the front elevation of the south wing, obscuring the all remaining historical fabric when viewing the front elevation.

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—Douglas retains ***integrity of location*** because it is still in its original location along the Pan American Highway near the International

[19] U.S. Department of the Treasury, Cabinet Sketch No. 14, United States Inspection Station—Douglas, Arizona, December 4, 1931. In Records Group 36 at the National Archives and Record Administration in College Park, Maryland.

Border with Mexico. In their 1928 report, Benner and Hughes recommended this location because the former inspection station was on the wrong side of the street and provided no shelter for the inspection of automobiles.[20]

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. In their 1928 report, Benner and Hughes recommended proper facilities be constructed at Douglas because the former buildings provided no shelter for automobile inspections.[21] At Douglas, protection from the sun was provided by a porte-cochere, freestanding garage buildings, covered automobile inspection sheds, and the efficient placement of combined functions within an office building, including a public health unit at the south wing. Over time, facilities modifications at the U.S. Inspection Station-- Douglas include: the replacement of the attached porte-cochere with a large, freestanding canopy to accommodate greater traffic, the obscuring of the public health unit wing with a recent building; and the remodeling of offices. In a change that appears to have occurred early in the history of the resource, the 4-bay inspection shed was converted to restrooms, kennel, and office use. A free-standing 4-bay garage building is still present and retains very good integrity. The loss of the original porte-cochere, the obscuring of the original public health unit, and the conversion of inspection sheds into offices have compromised the integrity of ***design*** and ***materials*** as it pertains to original 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 addition of a large head house and canopy upon the property, plus the addition of a new building to the front of the south wing have greatly compromised integrity of ***setting***, ***feeling*** and ***association*** as pertaining to dignified and attractive surroundings. Presumably because of these new additions, there appear to be no landscaping elements remaining from the period of significance.

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. The full 2-story building at Douglas is larger than most of the standard office buildings used by the Treasury Department, and it provided more space to provide safety and adequate service to the public. A detached garage was provided in addition to the typical garage wings, increasing inspection capacity from a typical station. At Douglas, the vehicle lanes and canopy have greatly increased since the period of significance. The loss of the original inspection sheds in addition to the loss of the front façade of the south wing, which represented the original public health unit are significant alterations. However, the retention of the primary building in addition to one service wing altered early in the history of the resource somewhat conveys the concept of fair and adequate service to the public.

[20] 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: 52.
[21] Ibid.

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 U.S. Inspection Station—Douglas was not designed with on-site residences because quality residences were available in the town.

The U.S. Inspection Station—Douglas is symbolic of the City of Douglas' 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 Douglas. 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 continues to be a customs and immigration border inspection facility.

Evaluation under Criterion C

The U.S. Inspection Station--Douglas is included in the MPDF as a variation of Property Type Number 2: 5-bay Standard Inspection Building, specifically, it is a 5-bay, full 2-story Spanish Colonial Revival style station with affixed single story wings, a detached garage, and no separate residences. As described in the 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.

Under Criterion C, despite the presence of various Spanish Colonial Design features, the architectural design of the U.S. Inspection Station—Douglas and its associated garage building has been significantly altered due to a combination of: the removal of the original porte-cochere; the recent addition to the south wing which obscured that wing's original front elevation; the early conversion of inspection bays into office and restroom space at the north wing, plus the addition of a large building (the head house) and a large structure (the multi-bay inspection canopy) onto the property which together have altered the setting of the original resource.

Significance – Conclusion

The U.S. Inspection Station—Douglas 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 the Multiple Property Documentation Form (MPDF), despite some alterations the U.S. Inspection Station—Douglas retains its associative attributes and 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 A at the local level of significance, period of significance 1933. The U.S. Inspection Station—Douglas continues to demonstrate its planning, design and construction 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 & 1921, smuggling arising from the prohibition of alcohol in 1919, and the increase in usage of the automobile and improved roads in the 1920s. The building is distinguished, both in exterior and interior, as a strong example of the Spanish Colonial Revival style, and for its associative values as a record of the self-image of federal government buildings during the 1930s. The U.S. Inspection Station—Douglas retains all of its original program elements and well demonstrates the historic characteristics of Inspection Station MPDF Property Type Number 2: 5-bay Inspection Station.

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"Dirt Moves Today to Lay Foundation of Port Building," *Daily Dispatch*, August 30, 1932, 8.

"Douglas, Agua Prieta Port of Entry Holds History," *Daily Dispatch*, March 28, 2001, 1A.

"Inspection Building Occupied Today by Federal Services Has Been Built Inside Appropriation Made for Work," *Daily Dispatch*, June 1, 1933, 2.

"Plans for Inspection Building Call for Elaborate Structure Two Stories Above Full Basement and Two Annexes," *Daily Dispatch*, March 31, 1932, 2.

"Port Expansion in Progress," 90th Anniversary Edition, *Daily Dispatch*, undated, 5.

"Port Here Has Taken Front Rank," Inter, December 1917.

"Site of Inspection Building Shifted Width of Government Block to Corner, International and Railroad Avenues," *Daily Dispatch*, June 30, 1932.

U.S. Department of the Treasury. Cabinet Sketch No. 14, United States Inspection Station— Douglas, Arizona. December 4, 1931. In Records Group 36 at the National Archives and Record Administration in College Park, Maryland.

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.

Geographical Data

Boundary Description

1.The bearings on this survey are based upon the ½" rebar (found) on the north line of the 60 foot wide public reserve strip controlled by the International Water and Boundary Commission at the southwest corner of the subject property and International Boundary Monument No. 85 (found) on the international boundary line between Mexico and the United States of America (S 89° 54' 05H E) as recorded in Document Fee no. 960821241 and 920407444 records of Cochise County, Arizona with (R) indicating record bearing/distance and (M) indicating this survey measured bearing/distance.

2.The Arizona State plane, east zone NAD83, U.S. foot coordinate for the ½ " rebar (found) mentioned in the bearing basis in general note 1 above has a northing 122060.81, easting 889046.60 and NAVD88 elevation 3952.45.

3.A utility locate was called in Arizona Blue Stake, Inc. (Ticket # 3004032401806) on 3/24/2004 and the following utilities were requested to respond: APS, Arizona Dot, City of Douglas, Cox, El Paso Natural Gas, Qwest and Southwest Gas. 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 utility lines.

5. The boundary field traverse error of closure = N 56° 38' 32h W -- 0.02' and the precision = 1: 265091.

6. The subject parcel shown as tax map id # 409-09-7 on the Cochise County assessor's tax map is also shown on filed map no. 12 as lots 1 thru 15 and lots 20 thru 32 in block 10 of Douglas town site, dated Jan. 12, 1901.

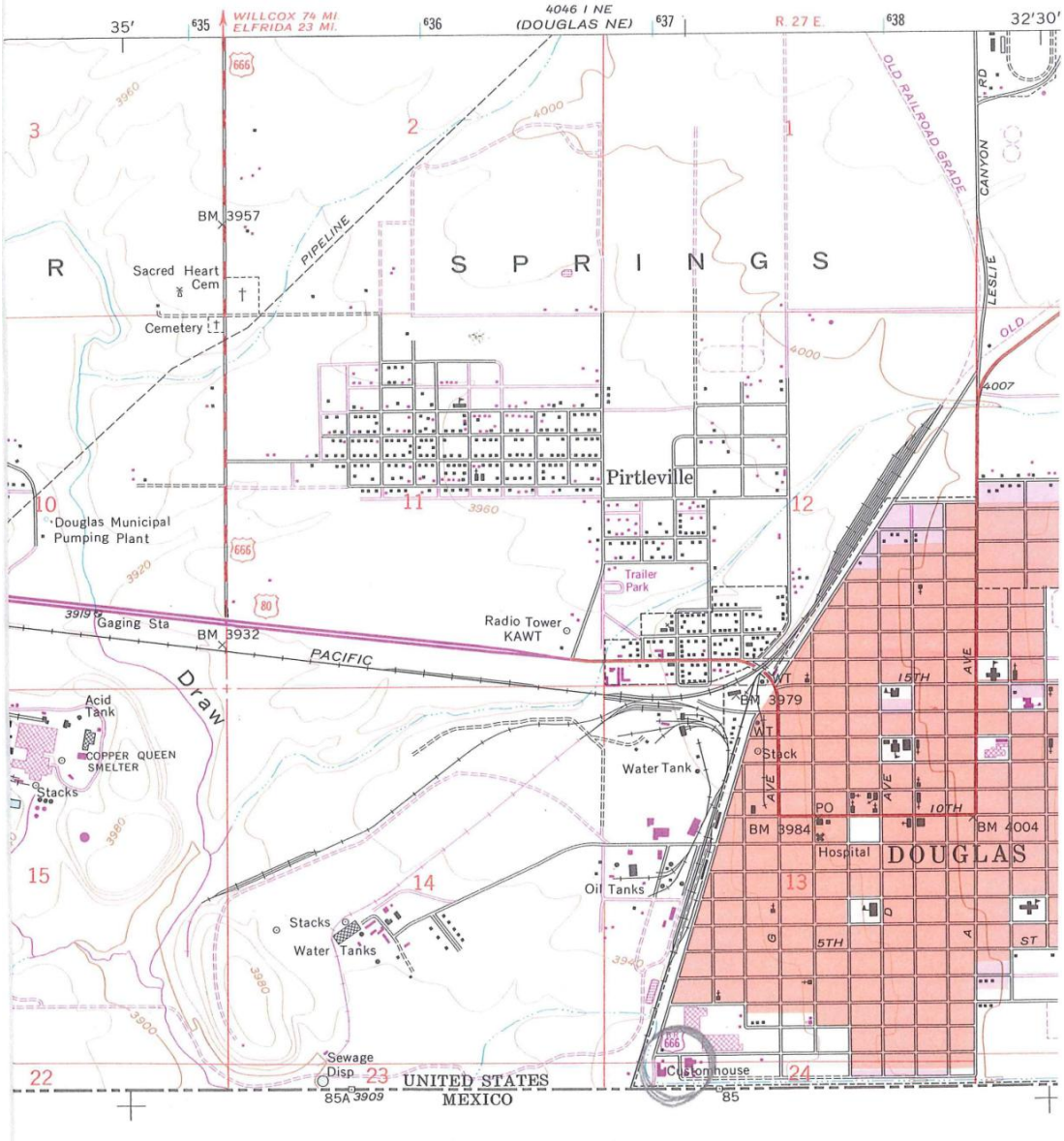
7. This survey represents the compilation of all available records and information provided from the various government agencies or researched by the surveyor or from the referenced title report. Certain Land Ports of Entry (LPOE) sites can have a wide variance in the amount and details of past records, 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.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet—Additional Documentation

USGS Map

UTM References:
Zone: 12R
Easting: 637013.29
Northing: 3467574.81



Photographs

U.S. Border Station - Douglas
Cochise County, Arizona
Photographer: Unknown
Date of photograph: Unknown
Negative: Unknown
Description of view: Original Custom's House at international border.
Photo number: AZ_CochiseCounty_BorderStation1.tiff

U.S. Border Station - Douglas
Cochise County, Arizona
Photographer: Elizabeth Weaver, Jones & Stokes
Date of photograph: June 18, 2008
Negative: GSA
Description of view: west elevation, view southeast.
Photo number: AZ_CochiseCounty_BorderStation2.tiff

U.S. Border Station -Douglas
Cochise County, Arizona
Photographer: Elizabeth Weaver, Jones & Stokes
Date of photograph: June 18, 2008
Negative: GSA
Description of view: west elevation, view east.
Photo number: AZ_CochiseCounty_BorderStation3.tiff

U.S. Border Station -Douglas
Cochise County, Arizona
Photographer: Elizabeth Weaver, Jones & Stokes
Date of photograph: June 18, 2008
Negative: GSA
Description of view: west and south elevation, western connecting wall, view northeast.
Photo number: AZ_CochiseCounty_BorderStation4.tiff

U.S. Border Station -Douglas
Cochise County, Arizona
Photographer: Elizabeth Weaver, Jones & Stokes
Date of photograph: June 18, 2008
Negative: GSA
Description of view: south elevation, view north.
Photo number: AZ_CochiseCounty_BorderStation5.tiff

U.S. Border Station -Douglas
Cochise County, Arizona
Photographer: Elizabeth Weaver, Jones & Stokes
Date of photograph: June 18, 2008
Negative: GSA
Description of view: south elevation, view north.
Photo number: AZ_CochiseCounty_BorderStation6.tiff

U.S. Border Station -Douglas
Cochise County, Arizona
Photographer: Elizabeth Weaver, Jones & Stokes
Date of photograph: June 18, 2008
Negative: GSA
Description of view: north and east elevations, view south/southwest.
Photo number: AZ_CochiseCounty_BorderStation7.tiff

U.S. Border Station -Douglas
Cochise County, Arizona
Photographer: Elizabeth Weaver, Jones & Stokes
Date of photograph: June 18, 2008
Negative: GSA
Description of view: east elevation, view west.
Photo number: AZ_CochiseCounty_BorderStation8.tiff

U.S. Border Station -Douglas
Cochise County, Arizona
Photographer: Elizabeth Weaver, Jones & Stokes
Date of photograph: June 18, 2008
Negative: GSA
Description of view: north and east elevation, view southwest.
Photo number: AZ_CochiseCounty_BorderStation9.tiff

U.S. Border Station -Douglas
Cochise County, Arizona
Photographer: Elizabeth Weaver, Jones & Stokes
Date of photograph: June 18, 2008
Negative: GSA
Description of view: north elevation, second floor, view south
Photo number: AZ_CochiseCounty_BorderStation10.tiff

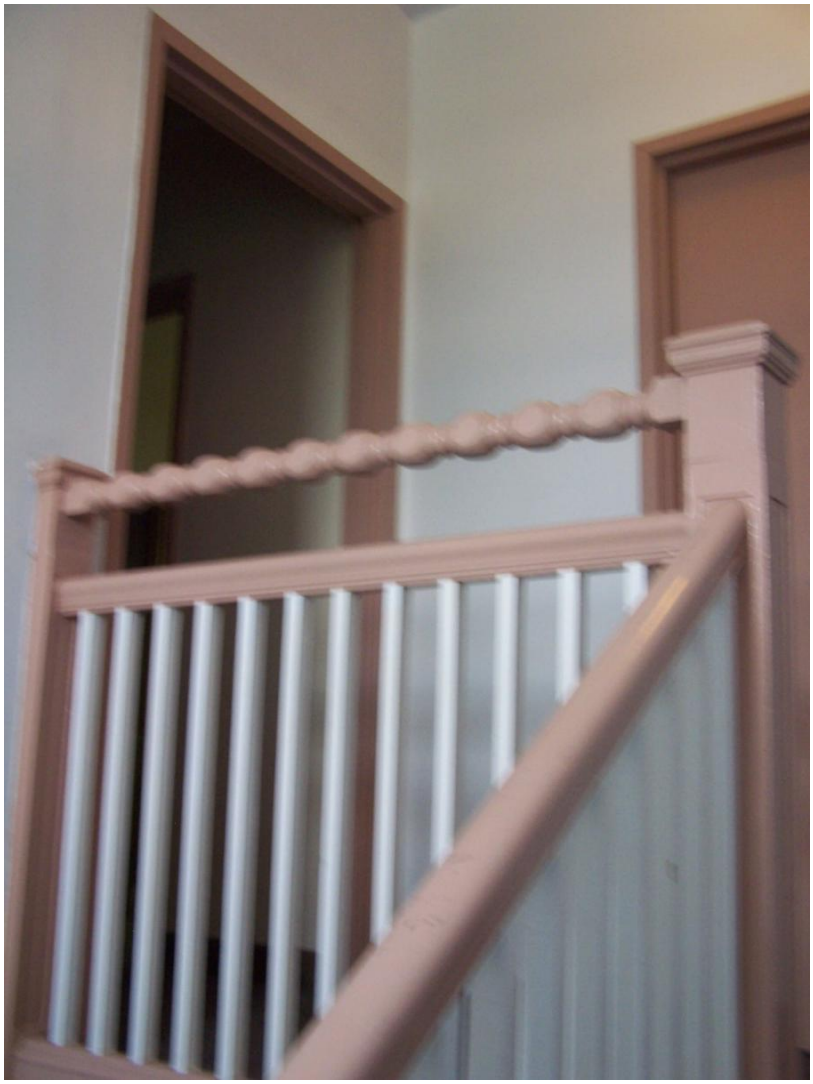
U.S. Border Station -Douglas
Cochise County, Arizona
Photographer: Elizabeth Weaver, Jones & Stokes
Date of photograph: June 18, 2008
Negative: GSA
Description of view: original garage, now building manager office, south and east elevations, view northwest.
Photo number: AZ_CochiseCounty_BorderStation11.tiff

U.S. Border Station -Douglas
Cochise County, Arizona
Photographer: Elizabeth Weaver, Jones & Stokes
Date of photograph: June 18, 2008
Negative: GSA
Description of view: south elevation, view northwest.
Photo number: AZ_CochiseCounty_BorderStation12.tiff

U.S. Border Station -Douglas
Cochise County, Arizona
Photographer: Elizabeth Weaver, Jones & Stokes
Date of photograph: June 18, 2008
Negative: GSA
Description of view: interior detail of testing room.
Photo number: AZ_CochiseCounty_BorderStation13.tiff

U.S. Border Station -Douglas
Cochise County, Arizona
Photographer: Elizabeth Weaver, Jones & Stokes
Date of photograph: June 18, 2008
Negative: GSA
Description of view: interior detail of entrance from west elevation.
Photo number: AZ_CochiseCounty_BorderStation14.tiff

U.S. Border Station -Douglas
Cochise County, Arizona
Photographer: Elizabeth Weaver, Jones & Stokes
Date of photograph: June 18, 2008
Negative: GSA
Description of view: interior detail of stairway and banister.
Photo number: AZ_CochiseCounty_BorderStation15.tiff



U.S. Border Station -Douglas
Cochise County, Arizona
Photographer: Elizabeth Weaver, Jones & Stokes
Date of photograph: June 18, 2008
Negative: GSA
Description of view: detail of lock box door in basement.
Photo number: AZ_CochiseCounty_BorderStation16.tiff

U.S. Border Station -Douglas
Cochise County, Arizona
Photographer: Elizabeth Weaver, Jones & Stokes
Date of photograph: June 18, 2008
Negative: GSA
Description of view: detail of entrance kiosks at point of entry, view southwest.
Photo number: AZ_CochiseCounty_BorderStation17.tiff

U.S. Border Station -Douglas
Cochise County, Arizona
Photographer: Elizabeth Weaver, Jones & Stokes
Date of photograph: June 18, 2008
Negative: GSA
Description of view: Inspection station located northwest of original Custom's House, view south.
Photo number: AZ_CochiseCounty_BorderStation18.tiff

U.S. Border Station -Douglas
Cochise County, Arizona
Photographer: Elizabeth Weaver, Jones & Stokes
Date of photograph: June 18, 2008
Negative: GSA
Description of view: loading dock addition, view northeast.
Photo number: AZ_CochiseCounty_BorderStation19.tiff

SUPPLEMENTAL INFORMATION
U.S. Inspection Station -Douglas
Cochise County, Arizona
Courtesy: National Archives and Records Administration (NARA)
Date: December 4, 1931
Description of view: front elevation

FROM AGUA PRIETA, MEXICO, IN 20 THE GOOD OLD U.S.A.

U.S. PORT OF ENTRY
DOUGLAS, ARIZONA

DANGER
ELECTRICAL
HAZARD
AREA

NO PARKING
LOADING
ZONE

ATTITUDE

EXIT

DANGER
EXPLOSIVE
NO SMOKING

2
3
4
5
FIRST AID

DO NOT
ENTER