

United States Department of the Interior  
National Park Service

JUN 24 2016

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

**2. Location**

Street & Number International Street at Morley Avenue Not for Publication N/A  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

**3. State/Federal Agency Certification**

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

*[Signature]* Date 6/22/2016  
Signature of certifying official  
Federal Preservation Officer, U.S. General Services Administration  
State or Federal Agency or Tribal government

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

\_\_\_\_\_  
Signature of commenting official/Title Date  
\_\_\_\_\_  
State or Federal agency and bureau

**4. National Park Service Certification**

I, hereby certify that this property is:  
 entered in the National Register *[Signature]* Signature of Keeper 6/9/2016 Date of Action  
\_\_\_\_\_  
See continuation sheet.  
 determined eligible for the National Register  
\_\_\_\_\_  
See continuation sheet.  
 determined not eligible for the National Register  
\_\_\_\_\_  
 removed from the National Register  
\_\_\_\_\_  
other (explain): \_\_\_\_\_



United States Department of the Interior  
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### National Register of Historic Places Registration Form

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#### 1. Name of Property

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

#### 2. Location

Street & Number International Street at Morley Avenue Not for Publication N/A  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

State or Federal Agency or Tribal government

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

[Signature] Date 24 October 2011  
Signature of commenting official/Title  
ARIZONA STATE PARKS

#### 4. National Park Service Certification

I, hereby certify that this property is:

	Signature of Keeper	Date of Action
<input type="checkbox"/> entered in the National Register	_____	_____
<input type="checkbox"/> See continuation sheet.		
<input type="checkbox"/> determined eligible for the National Register	_____	_____
<input type="checkbox"/> See continuation sheet.		
<input type="checkbox"/> determined not eligible for the National Register	_____	_____
<input type="checkbox"/> removed from the National Register	_____	_____
<input type="checkbox"/> other (explain): _____	_____	_____

**5. Classification**

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

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

Name of related multiple property listing  
 U.S. Border Inspection Stations, States Bordering Canada and Mexico

**6. Function or Use**

Historic Functions (Enter categories from instructions)

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

Current Functions (Enter categories from instructions)

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

**7. Description**

Architectural Classification (Enter categories from instructions)

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

\_\_\_\_\_

\_\_\_\_\_

Materials (Enter categories from instructions)

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

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

Please see Section 7 Continuation Sheets.

**8. Statement of Significance**

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

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

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

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

Areas of Significance (Enter categories from instructions)

Architecture  
 \_\_\_\_\_  
 Politics/Government  
 \_\_\_\_\_

Significant Person (Complete if Criterion B is marked above)

N/A  
 \_\_\_\_\_  
 \_\_\_\_\_

Period of Significance

1930-1935  
 \_\_\_\_\_  
 \_\_\_\_\_

Cultural Affiliation

N/A  
 \_\_\_\_\_  
 \_\_\_\_\_

Significant Dates

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

Architect/Builder

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

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

Please see Section 8 Continuation Sheets.

**9. Major Bibliographical References**

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

Please see Section 9 Continuation Sheets.

Previous documentation on file (NPS)

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

Primary Location of Additional Data

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

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

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

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

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

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

**Additional Documentation**

Submit the following items with the completed form:

Continuation Sheets

Maps

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

Photographs

Representative photographs of the property.

**Property Owner**

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

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

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

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

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National Park Service

## National Register of Historic Places Continuation Sheet

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

Section 7 Page 1

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

### Description

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

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

### Setting

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

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

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

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

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

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## National Register of Historic Places Continuation Sheet

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

Section 7 Page 2

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

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

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

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

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

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

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

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

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## National Register of Historic Places Continuation Sheet

*U.S. Inspection Office, Morley Gate—Nogales  
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Section 7 Page 3

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

### *Architectural Style and Construction Materials*

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

James Wetmore had no formal training in architecture, but went to law school at George Washington University and worked in the court system before transferring to the Department of the Treasury. Wetmore became Supervising Architect of the Treasury in 1915 and continued until 1933, when Louis Simon took over. "Simon, trained in architecture at MIT, was instrumental in the image of government projected by its public buildings, an image derived from classical western architecture, filtered perhaps through the English Georgian style or given a regional gloss, but one which continues to operate in the collective public vision of Government. Simon was unwavering in his defense of what he considered a "conservative-progressive" approach to design in which he saw "art, beauty, symmetry, harmony and rhythm."<sup>5</sup>

In 1933, Simon became the Supervising Architect of the Treasury, a post he held until 1939. During Simon's tenure, the Department of the Treasury was the largest architectural office in the United States, with over 700 million dollars worth of various Post Offices, Border Checkpoints, Custom Houses, and other Federal buildings. The construction of United States border stations, inspection stations, and customs and immigration inspection stations was approved by Legislation under the Act of June 25, 1910. The spate of Public Works Administration (PWA)-era construction, and the construction of this particular border station, initially resulted from the Public Buildings Act of 1926, a Congressional enabling act that doubled the number of U.S Federal buildings in existence.

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

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

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

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

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

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**National Register of Historic Places  
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*U.S. Inspection Office, Morley Gate—Nogales  
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Section 7 Page 4

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

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

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

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

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

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

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

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

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

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

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

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

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

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*U.S. Inspection Office, Morley Gate—Nogales  
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*MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico*

### Significance

#### *Summary*

The U.S. Inspection Office—Morley Gate was included in the Multiple Property Submission (MPS) for U.S. Border Inspection Stations, States Bordering Canada and Mexico. As demonstrated in the Description section of this registration form, the U.S. Inspection Office, Morley Gate retains integrity at a high degree and meets the registration requirements outlined in the U.S. Border Inspection Stations Multiple Property Documentation Form (MPDF) to be eligible for listing in the National Register of Historic Places under Criteria A and C, at the local level of significance, period of significance 1930-1935. The building was constructed alongside a border crossing in direct response to a chain of events including the imposition of head taxes and country quotas on immigration in 1917 and 1921, smuggling arising from the prohibition of alcohol in 1919, and the increase in usage of the automobile and improved roads in the 1920s. The building is distinguished as a good example of the Spanish Colonial Revival style, particularly for its associative values as a record of the self-image of federal government buildings during the 1930s as interpreted by the Supervising Architect of the Treasury.

#### *Narrative*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### *Period of Growth*

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

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

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

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

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

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

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

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

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

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

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

### *Nogales Becomes a Collection District*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**1935**—Canopy added to Morley Gate.

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

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

**1994**— Two new buildings constructed.

### *Significance within the Related Multiple Property Submission*

Within the context developed in the Inspection Station MPDF, the U.S. Border Inspection Stations are considered significant as the nation's first set of purpose-built customs and immigration inspection stations for land crossings. Properties are eligible for listing in the National Register under Criterion C if they served this function and retain their essential physical characteristics and integrity from their original plan and design by the Supervising Architect of the Treasury. Properties are eligible for listing in the National Register under Criterion A if they retain overall integrity and the associative attributes that demonstrate the significant chain of events that led to their need, planning, and construction, including: the increased motor vehicle traffic at border highways in the 1920s, increased illegal immigration after the 1917 and 1921 immigration laws, and increased smuggling activity after the 1919 prohibition law. Under Criterion C, Criterion A, or both criteria, properties would be eligible at the local level of significance with a period of significance based on the year construction was completed, between 1930 and 1943.

### *Evaluation under Criterion A*

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

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

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

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

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

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

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

### Associative Attributes

**U.S. Government Ownership and demonstration of federal authority and presence:** To represent the government’s response to this chain of events, the U.S. Inspection Office—Morley Gate, as well as the U.S. Custom House, at Nogales were planned, designed and constructed by the U.S. Government between 1928 and 1943 for use as

<sup>8</sup> Benner, H.A. and J.L. Hughes, *Report on Standard Type of Customs-Immigration Inspection Buildings for Border Highways*. Congressional report to the Commissioner General of Immigration. Washington D.C., May 13, 1928: 51.

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

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

**Proper location:** To represent the proper location to inspect and control immigration and smuggling at land borders, the property must be located at the border before traffic can disperse, or after major roads conjoin, and must be located on the right side of inbound traffic. The relocation of Morley Gate to the center of International Street in 1930 was undertaken because of traffic queuing and passage problems encountered at its original location in the center of Morley Avenue.<sup>12</sup> Morley Gate was situated next to the historic location of the Southern Pacific Railway passenger depot. The U.S. Inspection Office, Morley Gate retains integrity of location because it is still in its 1930's location.

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

**Dignified and attractive surroundings:** To represent the government's efforts to create an environment to raise morale and convey an impression of federal authority, a property must be well sited and retain elements such as flagpoles and landscaped areas. To be eligible for listing, it must retain integrity of setting, feeling, and association. The U.S. Inspection Office, Morley Gate prominently displays the U.S. flag. Morley Gate has been in the center of International Street since 1930, its Spanish Colonial architecture is quite dignified, and the porte-cochere is a substantial feature that provides a dignified respite from the open asphalt of International Street. Another aspect of attractive surroundings is the continued presence of several cut stone fence piers constructed in 1928. As a result, the building retains integrity of setting, feeling and association as pertaining to its surroundings.

**Fair and adequate service to the public:** To represent the government's responsibility to the treatment of the public, a property must have features or spaces to protect goods against dust and the elements, provide privacy from

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

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

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

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

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onlookers, and have adequate capacity to serve the increasing volume of motor vehicle traffic. Generally, a property meeting the requirements for proper facilities would also represent this associative attribute. Adequate services are also provided to the public. Morley Gate's porte-cochere has been one lane since it was added to the building in 1935.

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

### *Evaluation under Criterion C*

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

The border station at the Nogales-DeConcini port exemplifies the regional designs, standardized plans and program developed by the Supervising Architect of the Treasury to make land border customs and immigration inspections more efficient and secure, demonstrate federal authority and presence, provide protection and privacy to automobile travelers and their goods, and provide better working and living conditions for officers. Stylistic variation within border stations is quite limited according to the region and climate, and like many other inspection stations along the southwestern United States border, the Nogales-DeConcini Port of Entry buildings exhibit the Spanish Revival design system. The Spanish Revival design system was employed throughout the Nogales facility through a combination of: stucco walls, arched entry and window openings that are deeply recessed which give the stucco walls the thick appearance of adobe, and Spanish tile roofs. The period of significance of the Morley Gate, Nogales U.S. Port of Entry is 1930-1935, the year it was constructed in 1930, and the porte-cochere at Morley Gate in 1935, all of which falls within the period of significance for the U.S. Border Inspection Stations MPS.

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### Discussion of the Seven Aspects of Integrity

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

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

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

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

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

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

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

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

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

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## National Register of Historic Places Continuation Sheet

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

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

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

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

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

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

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## National Register of Historic Places Continuation Sheet

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

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

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### Geographical Data –

#### *Boundary Description*

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

#### **Boundary Justification**

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

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# National Register of Historic Places Continuation Sheet—Additional Documentation

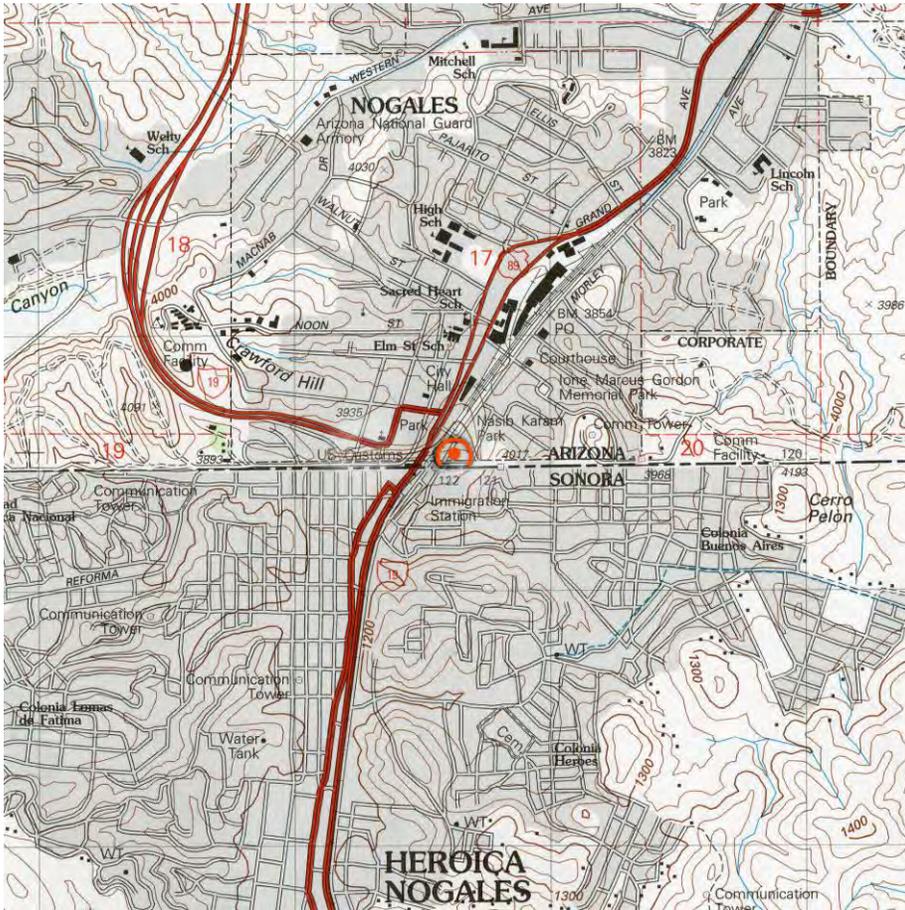
*U.S. Inspection Office—Morley Gate  
Santa Cruz County, Arizona*

Section Map Page 20

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

## USGS Map

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



U.S. Inspection Office,  
Morley Gate

Latitude:  
31.332825  
Longitude:  
-110.941320

Also reference detailed  
Sketch Map of Morley Gate

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

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

Section Photos Page 21

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

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

Photographer: Elizabeth Weaver, ICF Jones & Stokes

Date of photograph: June 17, 2008

Negative: GSA

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

Photo number: AZ\_SantaCruzCounty\_BorderStation1.tiff



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

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

Section Photos Page 22

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

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



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

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

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

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Information

U.S. Inspection Office—Morley Gate

Santa Cruz County, Arizona

Photographer: Unknown.

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

Date of photograph: c.1898-1899.

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



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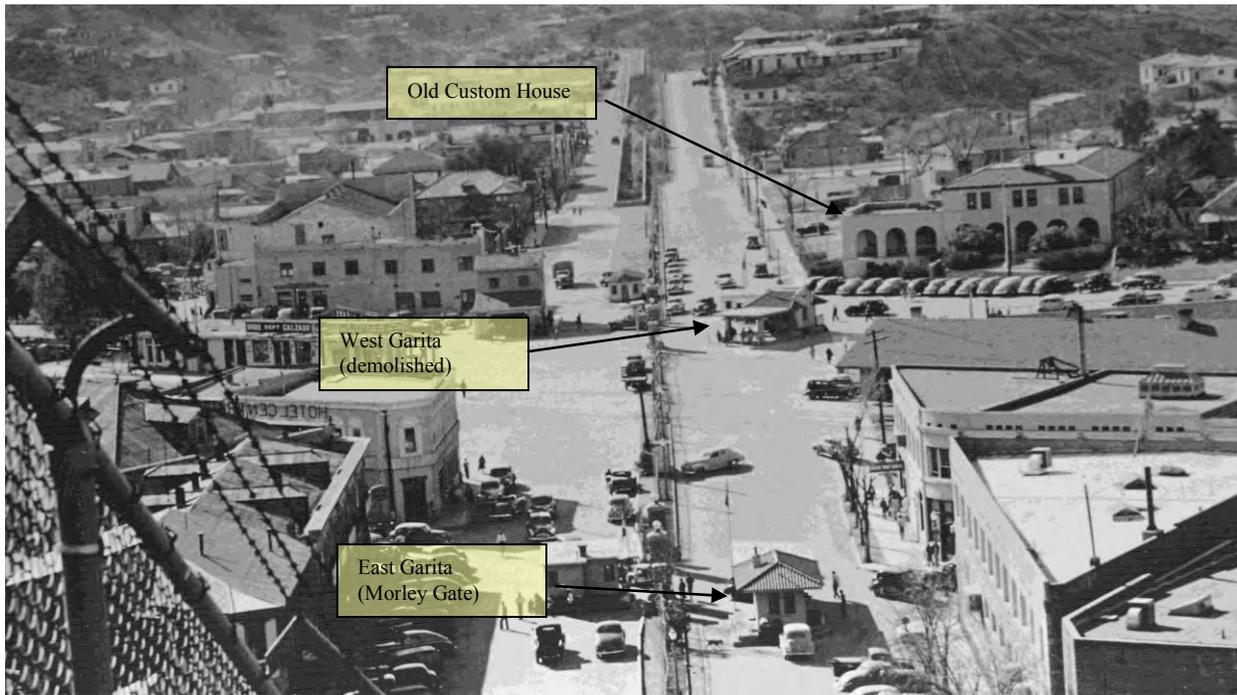
# National Register of Historic Places Continuation Sheet—Additional Documentation

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

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

Section Supplemental Page 24  
Information

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



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# National Register of Historic Places Continuation Sheet—Additional Documentation

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

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

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



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*U.S. Inspection Office—Morley Gate  
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*MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico*

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



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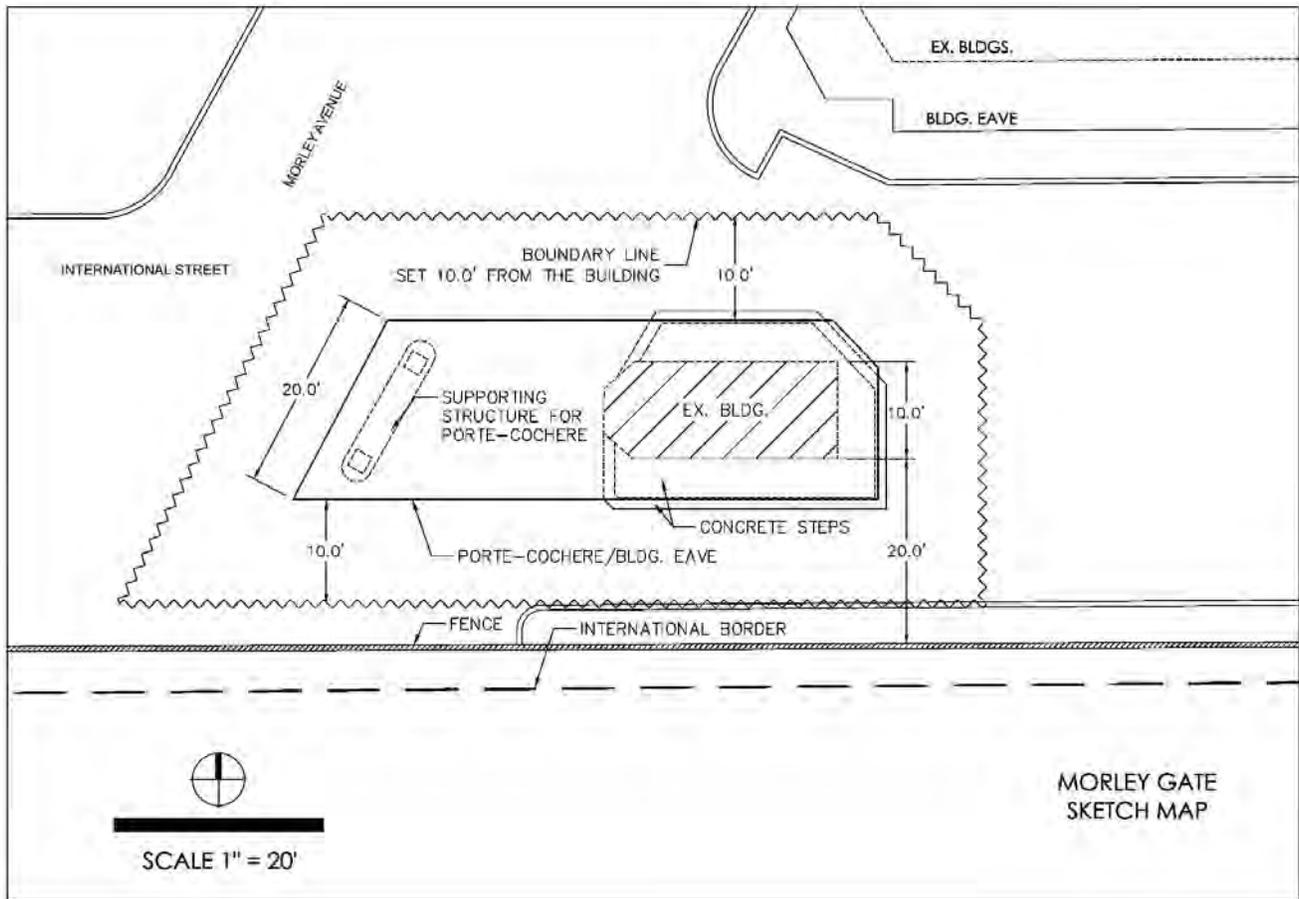
# National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Office—Morley Gate  
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## Sketch Map



Morley Gate U.S. Inspection Office



