NPS Form 10-900a

OMB No. 1024-0018

(8-86)

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section _____ Page ___

==========

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 14000257 Date Listed: 05/22/2014

U. S. Inspection Station-Moyes, Minnesota — Kittson — MN
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*

Geographical Documentation:
The correct UTM Zone should read: 14

These clarifications were confirmed with the GSA FPO office.

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

RECEIVED 2280
APR - 8 2014
NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

257

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— Noyes, Minnesota

Other names/site number: Noyes Inspection Station

2. Location

Street & Number: U.S. Highway 75 — Not for Publication: N/A

City or Town: Noyes — Vicinity: N/A

State: Minnesota — Code: MN — County: Kittson — Code: 069

Zip Code: 56740

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: [signature] — 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.)

Signature of commenting official/Title: [signature] — Date: 12/19/11

MN Historical Society, Deputy State Historic Preservation Officer

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	[signature]	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	x	building(s)	1	2	building(s)
	public-local		district			sites
	public-state		site		3	structures
x	public-federal		structure			objects
			object	1	5	total

Number of contributing resources previously listed in the National Register 0

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

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat:	Sub:
Government	Government Office
Government	Custom House

Current Functions (Enter categories from instructions)

Cat:	Sub:
Government	Government Office
Government	Custom House

7. Description

Architectural Classification (Enter categories from instructions)

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

Materials (Enter categories from instructions)

foundation	Concrete
roof	Asphalt Shingle
walls	Brick
other	Aluminum (windows and doors)
	Wood (windows and doors)
	Glass (windows and doors)
	Vinyl (windows)

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.

x 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
1931

Cultural Affiliation
N/A

Significant Dates
1931

Architect/Builder
Wetmore, James A.
Simon, Louis A

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

Please see Section 8 Continuation Sheets.

9. Major Bibliographical References

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

Please see Section 9 Continuation Sheets.

Previous documentation on file (NPS)

___ preliminary determination of individual listing (36 CFR 67) has been requested.

___ previously listed in the National Register

___ previously determined eligible by the National Register

___ 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 2.29

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

	Zone	Easting	Northing		Zone	Easting	Northing
1	13	631169	5428972	3			
2				4			

X See continuation sheet.

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

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

11. Form Prepared By

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

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

Photographs

Representative photographs of the property.

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

Property Owner

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

Name					
Organization	U.S. General Services Administration, Great Lakes Region	Telephone	(312) 353-5395		
Street & Number	230 South Dearborn St., Room 3700				
City or Town	Chicago	State	IL	Zip Code	60604

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.

U.S. Inspection Station—Noyes: Description

Location and Setting

The U.S. Inspection Station—Noyes is located in the far northwestern corner of Minnesota in the St. Vincent Township of Kittson County. The Inspection Station faces northeast onto U.S. Highway 75 directly below the Canadian border. Two rail lines: the BNSF and Soo Lines are located on the opposite side of U.S. 75 from the inspection station. The town of Noyes has a population of 86 as of the 2000 census. The Inspection Station is located just north of a group of various 1-story residences. The U.S. Inspection Station--Noyes is roughly 795 feet above sea level. Originally the general area was forest, but has been cleared for agricultural purposes. Prairie land is also abundant in this area of northwestern Minnesota. This surrounding area is flat, and is prone to intense flooding. The Red River is located roughly two miles west of the Inspection Station. The town of Pembina, North Dakota now serves as the primary border checkpoint for the vicinity, and at 5.10 miles away is the closest large town to Noyes.

General Features

The U.S. Inspection Station—Noyes is comprised of a 2-story, rectangular plan central block (primary building) with a 1-story, rectangular plan garage wing affixed to either side of it. The primary building features a truncated hipped roof, and the roofs upon the garage wings are hipped. An original flat-roofed porte-cochere is centrally affixed to the front elevation. The U.S. Inspection Station--Noyes features a concrete foundation. The structure is wood framed with English Bond brick cladding across all components of the building. The U.S. Inspection Station—Noyes is designed in a Colonial Revival design system that is informed by Georgian influences.

Exterior Description

From the front elevation, the general massing of the U.S. Inspection Station—Noyes reads as horizontally oriented and highly symmetrical. The front elevation of the primary building is of seven horizontal bays. The center portion of the first level, front elevation of the primary building is largely obscured by a c.1964 modernist addition that traverses the three original middle bays. This rectangular plan entry addition is a grid of aluminum mullions with fiberglass paneling in its upper and lower courses, and fixed glass running along the middle course across all three sides of the addition. The dimensions of this addition fit squarely into one of three bays beneath the porte-cochere. A pair of centrally placed storefront aluminum doors within this addition serves as the main entry into the inspection station. Behind and at either side of the entry addition, two bays of windows are present at the primary building's first level. The inner of each of these bays features a large, rectangular 1/1 aluminum-frame window that is set above a marble sill. Each is topped with gauge brick jack arching with a centered, marble keystone. Each outer window bay at the first level of the front elevation consists of a three-sided protruding bay window that is topped by a copper clad canopy roof with stepped flashing where it is affixed to the front elevation. This canopy is underscored with a simple painted aluminum fascia, and the windows themselves are set above marble sills. The base of each bay window is brick. The southernmost of these window bays features an inset concrete commemorative plaque within its base. The bay window at the northern end of the front elevation features small, wood framed and screened ventilation ducts to the basement. The portion of the front elevation where each of these bay windows is located protrudes out slightly,

even at this portion above the bay window, upon the second level. A running marble stringcourse separates the first from the second level, and continues across all four elevations of the primary building. The second level features seven single ranked window bays each consisting of a rectangular, 1/1 aluminum-frame sash. A marble sill underscores each of these windows. The head of each of these windows runs flush to a marble frieze directly above it, and directly below the roofline. A-two part aluminum fascia, which covers the original wood molded eaves and fascia, traverses the edge of the roof across all four elevations. The roof itself of the primary building is clad in asphalt shingle. A low, square-shaped brick chimney with a rounded mortar head and a suspended metal panel is present at the southwest portion of the roof. Decorative brick quoins are present along the four corner edges of the primary building.

Affixed to either side of the primary building is a 4-bay garage wing of the same English bond brickwork as the primary building. Each of these wings features a hipped roof. The southern wing was originally used for inspection purposes, and the north wing originally housed officer's vehicles and confiscated vehicles. Each of the garage bays on each wing features an aluminum door. Each garage bay is topped with undulating header and soldier course voussoir arching with an oversized, centered marble keystone. Scored aluminum cladding is present above each garage door within the arch itself. The spring beneath these arches consists of a running brick soldier course. Brick quoins are present at each outer corner of each garage wing. The window bay of the south-facing side elevation of the southern garage wing is in filled with glass block. The rear elevation of the garage wing is of four bays. The two outer bays contain 24-unit fixed aluminum-frame windows each set above a marble sill. The two inner bays have milled aluminum ventilation ducts that are a later alteration. The gauge brick jack arching and keystone detail top each of the rear bays of the south garage wing.

The rear elevation of the primary building is nine bays long. At its lower level are eight large rectangular window bays each consisting of a 1/1 aluminum-frame window. Each is topped with the gauge brick jack arching and oversized marble keystone seen above most other first level window bays, and each is set above a marble sill. A vinyl lap-clad, gable-roofed, enclosed entry hall, with a centered wood door and two fixed windows at either side of it, covers the center bay at the first level. This hall leads to a square plan, vinyl lap clad hipped roof auxiliary restroom facility that is located behind the inspection station. It is windowless, except for two boarded symmetrically placed window openings at its rear, west-facing wall. The roof of the restroom facility and its connecting hall are both clad in asphalt shingle. The auxiliary restroom facility is original to the Noyes Inspection Station.

The marble stringcourse seen at the front elevation of the primary building is also present across its rear elevation, and delineates the first from the second level. The second level of the primary building's rear elevation features nine identical, single ranked bays each consisting of a 1/1 aluminum-frame window set above a marble sill. As at the front elevation, the head of these windows runs flush to the marble frieze that traverses all four sides of the building. A concrete basement level is present below the first level of the primary building's rear elevation. This basement level is partially cordoned off from the rear yard by simple pipe railing, and multiple light wells are present within it.

The rear elevation of the north garage wing features four window bays each with 24-unit fixed aluminum-frame windows with the gauge brick jack arching, centered marble keystones, and marble sill underscores seen above similar windows across the first level of the inspection station. A paired set of these same 24-unit aluminum-frame windows,

also similarly accentuated, is centrally placed in the north side-end of the north garage wing. Brick quoins are present on all corner edges of both garage wings.

Each garage wing is affixed to the primary building at the rear portion of its side elevation. The front portion of the primary building's first level at its south side elevation contains a pedestrian entrance with a storefront aluminum and glass entry door. A boxed air conditioner is set into the transom above this door, which is topped with ogee molding and a wood frieze. Above this is the gauge brick jack arching and oversized marble keystone commonly seen above first level window bays. At either side of the door are lantern style decorative light fixtures held by large rings affixed to hooks in the wall. The second level of the south elevation features two 1/1 aluminum-frame windows: one toward the front of the building and one over the middle of the elevation. The one near the front is larger than the middle sash. The lower level of the north-side elevation of the primary building features a 1/1 aluminum-frame window of the same proportion as those seen at the first level, front elevation. This window is similarly accentuated as those commonly seen across the rest of the first level. A similar placement and sizing of two 1/1 aluminum-frame windows, as found on the south-side elevation, is also present at the upper level of the north-side elevation.

An original, flat-roofed porte-cochere is affixed to the front of the primary building and the height of its fascia runs flush to the marble stringcourse across the front of the primary building. This porte-cochere is supported by three rows of four wood columns, now encased in aluminum, that delineate three covered lanes. The innermost of these lanes is now in filled with the c.1964 entry addition. A metal balustrade runs along the edge of the porte-cochere's roofline. Within it are metal bar shaped balusters with a periodic concave diamond-in-circle motif. A wide frieze appears below the roof line, and upon it at its north and south facing sides are the words "United States" written in an affixed Roman style, serif font.

Landscape Features and Associated Resources

The U.S. Inspection Station—Noyes is set back upon its property. The entire front and side portions of the property are paved, except for a narrow strip of lawn abutting the highway. This strip contains a tall, mast style flagpole with a brass balloon finial, and an original, metal stop signal pole with a splayed base. The signal pole is topped with metal balloon finial which is topped with a spike. The signal light itself, which appears to be original, is side bracketed. The area behind the U.S. Inspection Station—Noyes features a mowed lawn yard that ramps upward beginning directly behind the rear auxiliary building. In the rear yard, a mature cedar specimen is located immediately south of the auxiliary building. Two cylindrical tanks and a recent store-bought storage shed (all non-contributing structures and objects) are located in the rear yard south of the cedar tree. A long, cinderblock stairwell, with a descending slope roof that almost touches the ground at its rear portion, is also in the rear yard and abuts the rear elevation of the south garage wing. This structure appears to be later, a non-contributing resource. Additional mature Cedar specimens are located at the southern portion of the rear yard. The northern portion of the rear yard, above the auxiliary building, contains an overgrown garden area enclosed by a wood plank and chain link fence.

A square plan, 1-story truck inspection garage with a hipped roof and English bond brick cladding is present at the northern portion of the property. This structure is elevated on a tall, concrete foundation, and has two garage bays that face south. An affixed flat roofed overhang is present above these garage bays. A simple painted fascia underscores

the roof of the structure. The east-side elevation of the structure has two symmetrical bays with a pair of 9/9 wood-frame double-hung windows topped by gauge brick jack arching with an oversized decorative marble keystone. A similarly accentuated 6/6 wood-frame double-hung window and entry door is present on the west-side elevation. A shared marble sill underscores each window pair. Brick quoins are present along the corners of this structure. A grove of mature trees is present directly behind/west of the truck inspection structure. A small triangular yard of grass is located in front of this structure. Though this structure is in keeping with the design system of the inspection station, it was built in 1961, is outside of the period of significance for the Noyes Inspection Station, and is not a contributing resource.

Interior

The first level interior of the U.S. Inspection Station—Noyes is bilaterally divided by a hallway that separates Customs offices and related administration of the north portion from the Immigration offices and related services at the south portion. Originally a public waiting space was included in the southern half. This waiting space is now within the early 1960s entry addition. Molded baseboards are present at the first level, and the doors off the central corridor into offices are each topped by a large glass transom. Many, although not all, of the office doors in the inspection station are original and feature a large single-glazed unit of mottled privacy glass stop two molded panels, with original brass door hardware. An original vault is still present in the Customs portion of the building. At the rear of the central corridor is a stairway to the second level. This stairway has a balustrade of thin metal balusters supporting a lacquered blonde wood rail. At Noyes, quarters for twenty officers were originally provided on the second floor. The second floor hallway retains the original layout with transom-topped doors to either side. Its newel posts are square shaped and are each topped by a molded and apexed capital. At Noyes, quarters for twenty officers were originally provided on the second floor. The second floor hallway retains the original layout with a series of transom-topped doors to either side, which originally opened into quarters. An original row of jail cells is located in the basement.

Alterations

A circa 1964 entryway has been added to the front elevation; all multi-glazed wood-frame windows on the inspection station and its wings have been replaced by 1/1 aluminum frame-windows and multi-light aluminum windows; two of the rear window bays now house air conditioning ventilation ducts; all roofs have had original slate shingle replaced with asphalt shingle; drop acoustic ceilings and fluorescent lights are present throughout the interior.

Statement of Significance

Summary

The U.S. Inspection Station—Noyes was included in the Multiple Property Submission for *U.S. Border Inspection Stations, States Bordering Canada and Mexico* (Inspection Station MPS). As demonstrated in this registration form, the U.S. Inspection Station—Noyes retains the vast majority of the aspects of integrity and meets the registration requirements in the Inspection Station 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 1931. It retains all of its original program elements, and well demonstrates the historic characteristics of Inspection Station MPS Property Type Number 3: 7-bay Special Inspection Station.

In a letter dated May 6, 2008, the Minnesota Deputy State Historic Preservation Officer stated after reviewing a draft of the Inspection Station MPS: "we conclude that this property meets National Register criteria."[1]

Under Criterion A, the U.S. Inspection Station—Noyes retains the associative attributes necessary to convey that it was one of the first set of purpose-built U.S. Border Inspection Stations that were planned, designed and constructed by the U.S. Government to improve land border security. Constructed in 1931, 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, therefore, in direct response to a chain of events including the imposition of head taxes and country quotas on immigration in 1917 and 1921, smuggling arising from the prohibition of alcohol in 1919, and the increase in usage of the automobile and improved roads in the 1920s.

Under Criterion C, the U.S. Inspection Station—Noyes retains adequate integrity to convey the design, plan, and program from the time it was constructed by the Treasury Department. The exterior and interior of the station building still conveys the historical design, workmanship, and materials of the facility's original construction. The U.S. Inspection Station—Noyes is an expressive example of the Colonial Revival design system informed by strong Georgian influences. This style is indicated by the combination of: a strong degree of symmetry and horizontality; a large central block flanked by wings; transom windows above the entries; gauge brick jack arching with decorative keystones above these windows and above doorways; marble sills; English bond brick work; paneled doors; small eaves with simple wood molding and running fascias; marble string courses; hipped and truncated hipped roofs, and quoins at all corner edges of the resource. The building retains most aspects of integrity and is a good example of the Colonial Revival style, particularly for its associative values as a record of the self-image of federal government buildings during the 1930s.

[1] Britta L. Bloomberg, Deputy Minnesota State Historic Preservation Officer. Letter to Claire C. Hosker, Center for Historic Buildings, Office of the Chief Architect, U.S. General Services Administration. May 6, 2008.

U.S. Inspection Station—Noyes: Significance

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

> *The customs and immigration offices are located in the station of the Great Northern and Soo Line Railway, the Customs Service having two rooms and storage space for bonded goods at one end of the building and the Immigration Service having five rooms at the other end. The quarters are good but not properly located for highway work. Motorists have to stop their automobiles on the main road and then walk across the railroad tracks to report at the customs and immigration offices. There are also buildings between the present offices and the Boundary.*
>
> *The road through Noyes is improved, leads up through the State of Minnesota, crossing the boundary at this point, and is the main route of travel to Emerson and Winnipeg, Canada. The customs and immigration building should be located at the boundary on the right side of the road entering the United States, and should provide sufficient space for twenty officers. The customs receipts during the fiscal year 1927 amounted to $290,868, and 15,371 automobiles, carrying 48,858 passengers, entered the United States during that year at Noyes. It is recommended that the special office building (Type No. 3) be erected at Noyes.*[2]

The Benner & Hughes report estimated the cost of the U.S. Inspection Station—Noyes to be $73,000 to construct the building and $5,000 to acquire the site.[3]

The renderings for the U.S. Inspection Station—Noyes can still be found at the National Archives and Records Administration (NARA).[4] Aside from the front elevation addition and the 4-bay north garage wing (which is original), the U.S. Inspection Station—Noyes as extant today looks remarkably similar to its original front elevation rendering. The renderings for the U.S. Inspection Station—Noyes date from 1931, which is the same year the building was completed. This makes the U.S. Inspection Station—Noyes one of the earliest of the Public Works Administration (PWA)-era inspection stations. During this time, Judge James A. Wetmore was the Supervising Architect of the Treasury, and his name is on the commemorative plaque at the front of the building. Wetmore, however, had no formal architectural training. The U.S. Inspection Station—Noyes design is likely the product of Louis Simon, who effectively directed Wetmore's office during this period, and who had worked with the Treasury continually since 1896.[5] "Simon, trained in architecture at MIT, was instrumental in the image of government projected by its public buildings, an image derived from classical western architecture, filtered perhaps through the English Georgian style or given a regional gloss, but one which continues to operate in the collective public vision of Government. Simon was unwavering in his defense of what he considered a "conservative-progressive" approach to design in which he saw "art, beauty, symmetry, harmony and rhythm."[6]

---

[2] Benner, H.A. and J.L. Hughes, Report on Standard Type of Customs-Immigration Inspection Buildings for Border Highways. Congressional report to the Commissioner General of Immigration. Washington D.C., May 13, 1928: 31-32.
[3] Ibid., page 54.
[4] U.S. Department of the Treasury. Cabinet Sketch No. 01, United States Inspection Station—Noyes, MN. in Records Group 36, at the National Archives and Records Administration in College Park, Maryland.
[5] Craig, Lois and the Staff of the Federal Architecture Project, The Federal Presence : Architecture, Politics and Symbols in United States Government Buildings (Cambridge and London : The MIT Press, 1978) 328.
[6] American Architect and Architecture, August, 1937, vol. 151, p. 51 in US General Services Administration, Historic Building Preservation Program: Inspection (Mooers) dated 04/27/94: 3.

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 PWA-era of construction, and the construction of this particular border station, initially resulted from the Public Buildings Act of 1926, a Congressional enabling act that doubled the number of U.S Federal buildings in existence.

The U.S. Inspection Station—Noyes evolved from the contexts of Prohibition (1919-1933), the increased popularization of automobile travel, and the Public Works Administration that developed out of the Great Depression of the 1930s. Contributing also to the need for an increase in Border Stations by 1919 was the imposition of head taxes and literacy tests on Canadian immigrants beginning in 1917 that had resulted in a sharp increase of illegal entry attempts into the United States. Property Type #3 inspection stations were often constructed in area with high traffic.

U.S. Highway 75 is a transnational artery that runs from Galveston Texas into the Canadian province of Manitoba. The largely rural and scenic route, which through Minnesota evolved from Indian trails, was originally called Minnesota Trunk Highway #6 before it became designated the "King of Trails" (KT) route in 1919, later to become U.S. Highway 75 in 1926.[7] When the U.S. Inspection Station—Noyes was completed in 1931, U.S. 75 was rerouted through Noyes directly in front of the facility.[8]

Nearby the U.S. Inspection Station—Noyes are also two railroad lines: the BNSF and Soo lines. The town of Noyes began in 1905 with the completion of a train depot, which from the start had a Customs inspection facility within it.[9] The town itself is named after J.A. Noyes, who was the first Deputy Collector of Customs at the new port. During the 1920s, Noyes saw a degree of investment and growth. A restaurant, store, oil station, and dance pavilion were all in business. Because of its close proximity to Canada (during the prohibition, with alcohol still legal and purchasable in Canada) the dance hall became a very popular destination for the region.[10]

When the U.S. Inspection Station—Noyes was first opened, a consolidation of immigration offices along the Canadian border occurred, and the Noyes office became the regional headquarters for a jurisdiction from Lancaster, Minnesota to Dunseith, North Dakota.[11] This included the Pembina, North Dakota Station, which had often been seen as a "rival" inspection station for North Dakota interests. At a certain later point, the U.S. Inspection Station—Noyes was moved into a district headquarters operated out of Pembina.[12] Perhaps because of state-specific interests and a degree of pre-existing competition, this proved detrimental for the U.S. Inspection Station—Noyes and the town itself, which has gotten smaller rather than grown. At the present time a newer border station exists in Pembina off Interstate 29, which sees much more traffic than the Noyes Inspection Station. Until 1985, the U.S. Inspection Station—Noyes was still seen as viable, since it was the only one available for Minnesota farmers and merchants to

[7] International Historic Highway 75 "King of Trails" Coalition, Inc., "Learn About This Historic Highway," http://www.highway75.com/about.html ,viewed 12 Apr 2007.
[8] Curtis, Carmen, "Noyes" in Kittson County Historical Society, Our northwest corner: histories of Kittson County, Minnesota, Dallas, TX: Taylor Pub. Co, c.1976-19179: 539.
[9] Ibid., 529.
[10] Curtis, "Noyes," 530.
[11] Casey, Joseph E., "U.S. Immigration," in Kittson County Historical Society, Our northwest corner: histories of Kittson County, Minnesota, Dallas, TX: Taylor Pub. Co, c.1976-19179: 238.
[12] The exact year that this occurred is unknown, but could likely have been around the 1960s, when a new Inspection Station was erected in Pembina. Curtis, "Noyes," 530.

compete with neighboring North Dakota interests, as these interests relate to trans-border trade with Canada.[13] That year, Canada redesigned its route 75 and 29 intersection so that route 29 became the primary route into the United States—an awkward 90-degree turn had been involved before to access route 75 south into the United States.[14] In 1999, Canada closed their border station off of Highway 75, which further reduced Highway 75 traffic, and activity at the Noyes Inspection Station.

The U.S. Inspection Station—Noyes has retained a generous amount of its Colonial Revival design features and still successfully projects its intended association of American architecture at the international border. The inspection station retains its original location and setting outside of the small town of Noyes, MN in a largely agricultural area. In feeling, the U.S. Inspection Station—Noyes successfully conveys its intended set of values and images, which are now historically associated with PWA-era Federal architecture as a whole. As a Property Type #3 inspection station, the large-scale Noyes complex is a highly expressive and ornamental example of a Georgian inspired Colonial Revival design system. The facility expresses sound workmanship through a combination of features such as quoins, gauged brick lintels and voussoir arches that is not commonly seen on most other PWA-era inspection stations. The Colonial Revival design system often used for Governmental buildings during this time, and was consciously associated with the American heritage and American past beginning with the 1876 Centennial celebration that triggered a desire for an understanding of American architectural lineage. The Colonial Revival style, as employed with the inspection stations, was simultaneously intended to evoke feelings of patriotism, power, and security.[15] The style was therefore seen as the symbolically appropriate one for the gateway and often first building viewed by immigrants, foreign tourists, and returning residents entering the United States.

Significance within the related Multiple Property Submission

Within the context developed in the Inspection Station MPS, the U.S. Border Inspection Stations are considered significant as the nation's first set of purpose-built customs and immigration inspection stations for land crossings. Properties are eligible for listing in the National Register under Criterion C if they served this function and retain their essential physical characteristics and integrity from their original plan and design by the Supervising Architect of the Treasury. Properties are eligible for listing in the National Register under Criterion A if they retain overall integrity and the associative attributes that demonstrate the significant chain of events that led to their need, planning, and construction, including: the increased motor vehicle traffic at border highways in the 1920s, increased illegal immigration after the 1917 and 1921 immigration laws, and increased smuggling activity after the 1919 prohibition 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.

[13] Ibid.
[14] "Emerson, Manitoba." http://en.wikipedia.org/wiki/Emerson%2C_Manitoba , viewed 12 Apr 2007.
[15] The style was also seen as a morale booster for the officers who lived and worked on the properties. Often, their prior facilities were rented buildings that ill suited the purpose at hand. The prior residences were often temporary structures, including train cars. Benner, H.A. and J.L. Hughes, Report on Standard Type of Customs-Immigration Inspection Buildings for Border Highways, Congressional report to the Commissioner General of Immigration. Washington D.C., May 13, 1928: 2-4.

Evaluation under Criterion A

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

Associative Attributes

U.S. Government Ownership and demonstration of federal authority and presence: To represent the government's response to this chain of events, the U.S. Inspection Station—Noyes was planned, designed and constructed by the U.S. Government between 1928 and 1943 for use as a customs and immigration station at a land border crossing. It was designed in 1931 by the Supervising Architect of the U.S. Treasury, built by the U.S. Government and sited along U.S. Highway 75. It was sited at one of the locations recommended by Benner and Hughes in their 1928 report, as follows: "The customs receipts during the fiscal year 1927 amounted to $290,868, and 15,371 automobiles, carrying 48,858 passengers, entered the United States during that year at Noyes. It is recommended that the special office building (Type No. 3) be erected at Noyes."[16] Federal authority is symbolized by the prominent flagpole in front of the inspection station building and an original row of jail cells in the basement.. It remained under U.S. Government ownership through and after the end of the Inspection Station MPS period of significance (1943), continues to demonstrate federal authority and presence from the historic era, and continues to retain overall integrity of **location**, **setting, feeling**, and **association**.

Proper location: To represent the proper location to inspect motor vehicles and control illegal immigration and smuggling at land borders, the property must be located at the border before traffic can disperse, or after major roads conjoin, and must be located on the right side of inbound traffic. The U.S. Inspection Station—Noyes retains ***integrity of location*** because it is still in its original location along U.S. Highway 75 near the International Border with Canada. In their 1928 report, Benner and Hughes recommended this location because: "The road through Noyes is improved, leads up through the State of Minnesota, crossing the boundary at this point, and is the main route of travel to Emerson and Winnipeg, Canada. The customs and immigration building should be located at the boundary on the right side of the road entering the United States, and should provide sufficient space for twenty officers."[17]

[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: 31-32.
[17] Ibid., page 31-32.

Proper facilities: To represent the proper facilities for a border inspection station, a property must convey the protection of officers, motorists, and goods from the elements. In their 1928 report, Benner and Hughes recommended proper facilities be constructed at Noyes, not only because the new highway would increase motorists, but because there were no dedicated facilities for officers. "The customs and immigration offices are located in the station of the Great Northern and Soo Line Railway, the Customs Service having two rooms and storage space for bonded goods at one end of the building and the Immigration Service having five rooms at the other end. The quarters are good but not properly located for highway work. Motorists have to stop their automobiles on the main road and then walk across the railroad tracks to report at the customs and immigration offices."[18]

At Noyes, protection from inclement weather was provided by a porte-cochere, garage wings, inspection pits, and the efficient placement of combined functions within the office building. With the exception of alterations to the windows and main entrance, the station building at Noyes retains a relatively high degree of integrity ***of design and materials***, and continues to convey its original range of proper facilities.

Dignified and attractive surroundings: To represent the government's efforts to create an environment to raise morale and convey an impression of federal authority, a property must be well sited and retain elements such as flagpoles and landscaped areas. To be eligible for listing, it must retain ***integrity of setting, feeling, and association***. The setting of the U.S. Inspection Station—Noyes has not been significantly changed, and it retains among the highest original appearance of any station in the MPS, including its original flagpole. Its regionally appropriate Colonial Revival architecture has been maintained, and it continues to be used as an inspection station, and therefore retains integrity of feeling and association.

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

Decent living quarters for officers: To represent the government's responsibility to retain quality officers, a property may have separate living quarters downstairs, upstairs, or in detached residences. The Benner and Hughes report of 1928 recognized that the need for living quarters was flexible and could be changed to accommodate the needs of a particular station over time. Therefore, because of the changing needs of Customs and Immigration over time, alteration of the living quarters for another use or removal of detached residences would not disqualify a property for listing. At Noyes, quarters for twenty officers were originally provided, and it retains ***integrity of design and materials*** of the living quarters that were present on the property before or until 1943.

[18] Ibid., page 31-32.

Evaluation under Criterion C

The U.S. Inspection Station—Noyes is included in the Inspection Station MPS as a variation of Property Type Number 3: Special 7-bay Inspection Building. 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 U.S. Inspection Station—Noyes was built as a Property Type No. 3, what Benner & Hughes termed “the Special Office Building.” In terms of design, the Property Type No. 3 inspection station was often the most lavish of the PWA-era inspection stations. The Property Type No. 3 design is also the largest, and was intended to service high traffic areas. Seven of the ten Property Type No. 3 inspection stations were built at the U.S.-Canada Border, and are designed in the Colonial Revival design system.

The U.S. Inspection Station—Noyes exemplifies the regional designs, standardized plans and program developed by the Supervising Architect of the Treasury to make land border customs and immigration inspections more efficient and secure, demonstrate federal authority and presence, provide protection and privacy to automobile travelers and their goods, and provide better working and living conditions for officers. Stylistic variation within border stations is quite limited according to the region and climate, and like many other inspection stations along the northern United States border, the U.S. Inspection Station—Noyes exhibits the Colonial Revival design system.

The U.S. Inspection Station—Noyes is an expressive example of the Colonial Revival design system informed by strong Georgian influences. This style is indicated by the combination of: a strong degree of symmetry and horizontality when viewing the building from the front elevation; a larger primary building with long, lower wings at either side; large rectangular window bays at the lower level; an odd number of bays across the front elevation; transom windows above the entries; gauge brick jack arching with decorative keystones above these windows and above doorways; marble sills; English bond brick work; a “porch”-like porte-cochere topped by a decorative balustrade; paneled doors; small eaves with simple wood molding and running fascias; marble string courses; hipped and truncated hipped roofs, and quoins at all corner edges of the resource.

Discussion of the Seven Aspects of Integrity

According to the Registration Requirements of the Inspection 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 Inspection Station 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.

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

The ***setting*** of the U.S. Inspection Station—Noyes has not been significantly changed from the historic period, as evidenced by the retention of the flagpole, landscaped areas, and relationship of the porte-cochere to the highway.

The architectural ***design*** of the original U.S. Inspection Station—Noyes building, including the station building with porte-cochere and garage/inspection wings, continues to have integrity of design, interior as well as exterior. The building continues to retain various design features that demonstrate a Colonial Revival design aesthetic.

The ***feeling*** of the U.S. Inspection Station—Noyes property and buildings constructed on the property during the period of significance is reinforced by its close proximity to the border and U.S. Highway 75, its Colonial Revival design system, and the aesthetic and character of the facility, which reads as a major government facility in a rural northern environment.

The ***materials*** of the U.S. Inspection Station—Noyes appear to be original, with the exception of the windows and entrance area. Exterior materials such as brick and marble and interior features such as wood window trim, wooden stairwells, and wooden service counters are also original and contribute to the integrity of the materials.

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

The ***workmanship*** of the buildings was likely executed by PWA employees, and the building at Noyes retains much of its ornament and finishes and continues to demonstrate the skill and care that went into the brickwork, metalwork, and woodwork.

Integrity Considerations

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

- Alterations conforming to the Secretary of the Interior's Standards for Rehabilitation.
- Raising the porte-cochere height from 12 feet to 14.5 feet in response to the 1956 minimum vertical clearance design standard of the Interstate Highway System[19] or otherwise altering it to accommodate larger vehicles.
- Alteration or removal of detached garages or residences, in cases where the main building retains integrity.
- Interior modifications that reflect the intended flexibility of program.
- Filling in of the inspection pit(s).
- Minor or reversible exterior alterations.

At Noyes, the porte-cochere itself appears intact, but its original capacity of three lanes of traffic was reduced to two lanes by the alteration to the entryway. Changes to the main entrance and garage doors do not detract from the overall design integrity of the station, and are offset by the large scale of the building and its retention of many original features and surfaces, such as the porte-cochere, marble ornament, and exterior brick wall surface.

Significance – Conclusion

The U.S. Inspection Station—Noyes was included in the Multiple Property Submission (MPS) for *U.S. Border Inspection Stations, States Bordering Canada and Mexico*. As demonstrated in this registration form, the U.S. Inspection Station—Noyes largely retains all aspects of integrity and meets the registration requirements in the Inspection Station 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 1931. Constructed in 1931, it was sited alongside a border highway, U.S. Highway 75, in direct response to a chain of events including the imposition of head taxes and country quotas on immigration in 1917 and 1921, smuggling arising from the prohibition of alcohol in 1919, and the increase in usage of the automobile and improved roads in the 1920s. The building is a good example of the Colonial Revival style, and is particularly important for its associative values as a record of the self-image of federal government buildings during the 1930s as interpreted by the Supervising Architect of the Treasury. It retains all of its original program elements, and well demonstrates the historic characteristics of MPS Property Type Number 3: 7-bay Special Inspection Station.

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

In a letter dated May 6, 2008, the Minnesota Deputy State Historic Preservation Officer stated after reviewing a draft of the Inspection Station MPS including the U.S. Inspection Station—Noyes: "we conclude that this property meets National Register criteria."[20]

[20] Britta L. Bloomberg, Deputy Minnesota State Historic Preservation Officer. Letter to Claire C. Hosker, Center for Historic Buildings, Office of the Chief Architect, U.S. General Services Administration. May 6, 2008.

Bibliographic References

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.

Berger, Louis & Associates, Inc. U.S. Border Stations, Vermont. Historic Preservation Plan: Draft Submission. East Orange, NJ: Louis Berger & Associates, Inc. October, 1994.

Bloomberg, Britta L., Deputy Minnesota State Historic Preservation Officer. Letter to Claire C. Hosker, Center for Historic Buildings, Office of the Chief Architect, U.S. General Services Administration. May 6, 2008.

Casey, Joseph E. "U.S. Immigration," in Kittson County Historical Society, Our northwest corner: histories of Kittson County, Minnesota, Dallas, TX: Taylor Pub. Co, c.1976-1979.

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

Curtis, Carmen. "Noyes." in Kittson County Historical Society. Our northwest corner: histories of Kittson County, Minnesota. Dallas, TX: Taylor Pub. Co. c.1976-1979.

"Emerson, Manitoba." http://en.wikipedia.org/wiki/Emerson%2C_Manitoba . viewed 12 Apr 2007.

International Historic Highway 75 "King of Trails" Coalition, Inc. **"**Learn About This Historic Highway," http://www.highway75.com/about.html viewed 12 Apr 2007.

ICF Jones & Stokes on behalf of U.S. GSA. U.S. Border Inspection Stations, States Bordering Canada and Mexico. Multiple Property Submission Historic Context Statement. Los Angeles: ICF Jones & Stokes, 10/14/2008.

U.S. Department of the Treasury. Cabinet Sketch No. 01. United States Inspection Station: Noyes, Minnesota. in Records Group 36, at the National Archives and Records Administration in College Park, Maryland.

U.S. General Services Administration. Historic Building Preservation Program: Inspection (Mooers) dated 04/27/94.

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

Geographical Data

Boundary Description

A part of section 25, T 164, R 51, lying and being in Noyes, MN., beginning at a point in the international boundary, the same being a concrete monument set in said boundary line and the line of a highway, (State T.H. no. 6) running thence in a westerly direction along the said International Boundary Line, a distance of 241.5 feet to a point being a 6" x 6" concrete monument; thence in a southeasterly direction along the line of other land of Alexander Turner, Jr., and Agnes Turner, a distance of 566 feet to a point, being a 6" x 6" concrete monument; set in said boundary line; thence in a northeasterly direction with the line of other land of Alexander Turner, Jr., and Agnes Turner, a distance of 225 feet to a point in the line of land of W.F. Mackay, being a 6" x 6" concrete monument; thence in a northwesterly direction with the line of land of W.F. Mackay a distance of 349 feet to a point, being a 6" x 6" concrete monument, in the line of highway (State T.H. no. 6); thence continuing in a northwesterly direction with the line of said highway a distance of 73.5 feet to the international boundary, being the point or place of beginning, said tract containing approximately 1 3/4 acres,

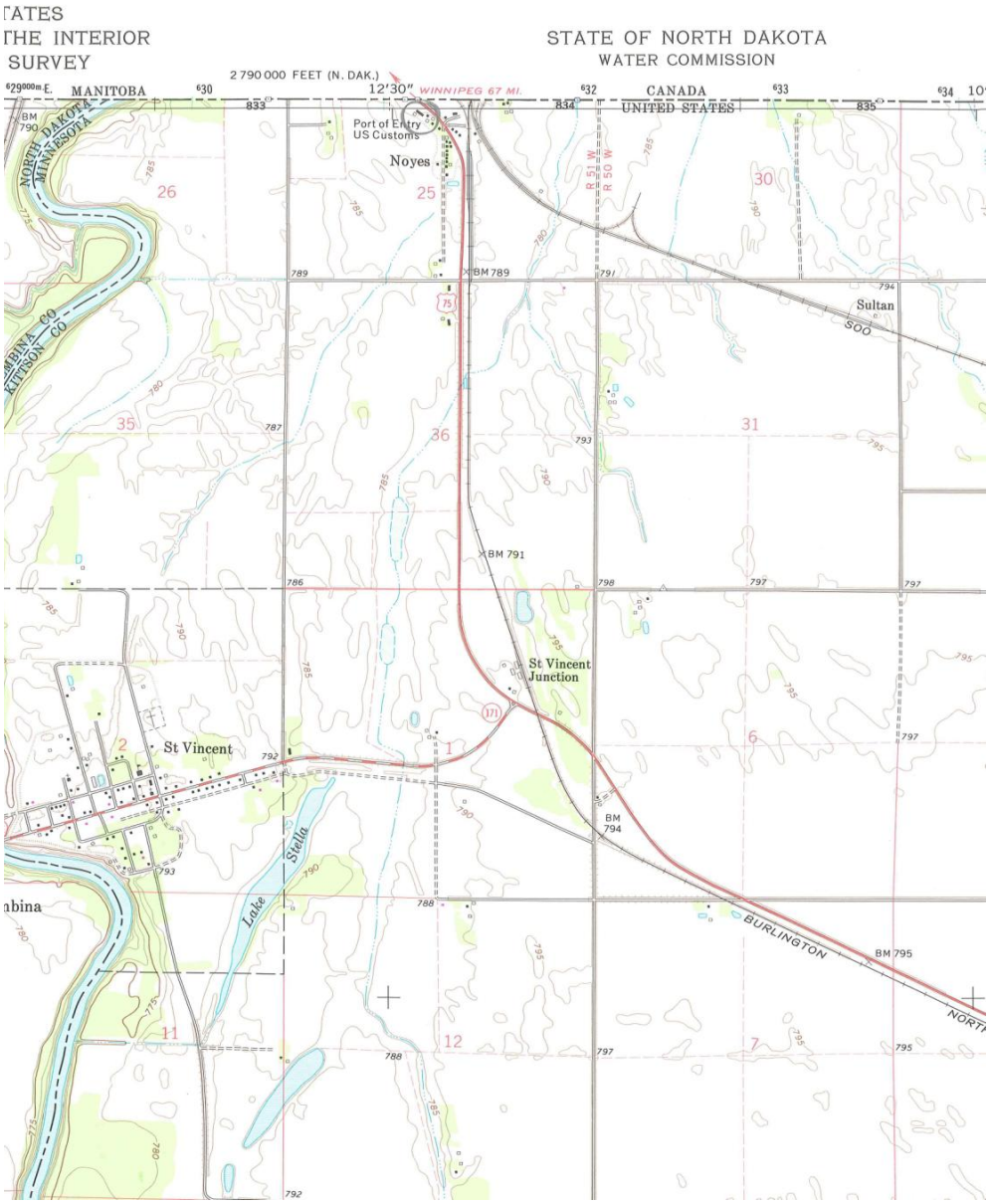
And a part of section 35, T 164, R 51 lying and being in Noyes, MN. beginning at a point in the line of a highway (State T.H. no. 6) at a point 73.5 feet distant in a southeasterly direction from a 6" x 6" concrete monument in the international boundary; running thence in a southeasterly direction with the line of said highway a distance of 98 feet to a point being 6" x 6" concrete monument; thence continuing with the line of said highway a distance of 55 feet to a point, being a 6" x 6" concrete monument; thence continuing further with the line of said highway a distance of 208 feet to a point, being a 6" x 6" concrete monument; thence in a southwesterly direction with the line of other land of W.F. Mackay a distance of 84 feet to a point, being a 6" x 6" concrete monument; thence in a northwesterly direction with the line of land of A. Turner (to be conveyed to the United States as a part of an inspection station site) a distance of 349 ft. to the highway (State T.H. no. 6), being the point of place of beginning, said tract containing approximately 1/4 acres.

Boundary Justification

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

USGS Map

UTM References:
Zone: 13
Easting: 631169
Northing: 5428972



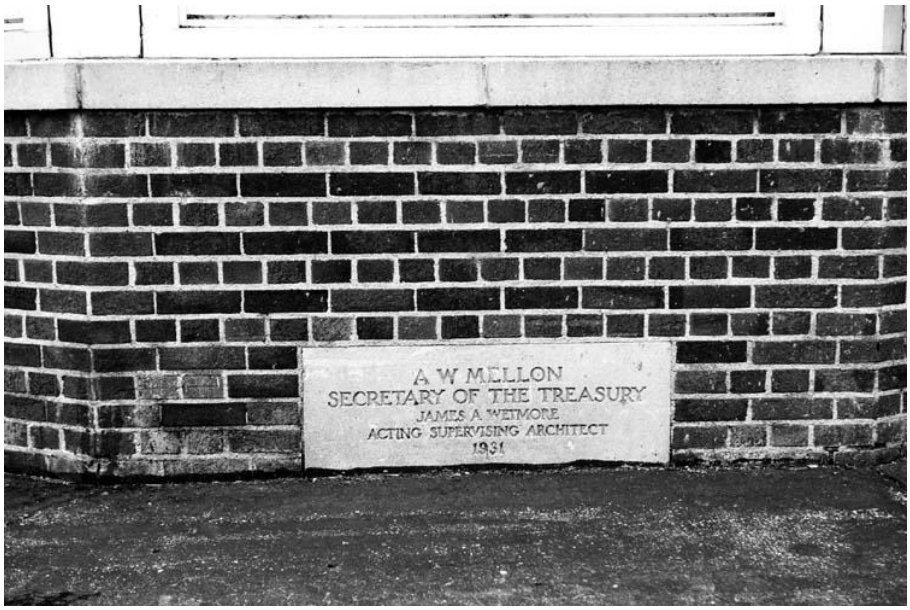
U.S. Inspection Station – Noyes
Kittson County, Minnesota
Photographer: Andrew Schmidt, Jones & Stokes
Date of photograph: December 2006
Negative: GSA
Description of view: front elevation, view: southwest
Photo number: MN_KittsonCounty_BorderStation1.tiff

U.S. Inspection Station – Noyes
Kittson County, Minnesota
Photographer: Andrew Schmidt, Jones & Stokes
Date of photograph: December 2006
Negative: GSA
Description of view: front and side elevations, view: west
Photo number: MN_KittsonCounty_BorderStation2.tiff

U.S. Inspection Station – Noyes
Kittson County, Minnesota
Photographer: Andrew Schmidt, Jones & Stokes
Date of photograph: December 2006
Negative: GSA
Description of view: north garage wing, view: southwest
Photo number: MN_KittsonCounty_BorderStation3.tiff

U.S. Inspection Station – Noyes
Kittson County, Minnesota
Photographer: Andrew Schmidt, Jones & Stokes
Date of photograph: December 2006
Negative: GSA
Description of view: front elevation detail, view: southwest
Photo number: MN_KittsonCounty_BorderStation4.tiff

U.S. Inspection Station – Noyes
Kittson County, Minnesota
Photographer: Andrew Schmidt, Jones & Stokes
Date of photograph: December 2006
Negative: GSA
Description of view: commemorative plaque, view: southwest
Photo number: MN_KittsonCounty_BorderStation5.tiff



U.S. Inspection Station – Noyes
Kittson County, Minnesota
Photographer: Andrew Schmidt, Jones & Stokes
Date of photograph: December 2006
Negative: GSA
Description of view: side entry into primary building, view: northwest
Photo number: MN_KittsonCounty_BorderStation6.tiff

U.S. Inspection Station – Noyes
Kittson County, Minnesota
Photographer: Andrew Schmidt, Jones & Stokes
Date of photograph: December 2006
Negative: GSA
Description of view: rear of the property and resource, view: southeast
Photo number: MN_KittsonCounty_BorderStation7.tiff

U.S. Inspection Station – Noyes
Kittson County, Minnesota
Photographer: Andrew Schmidt, Jones & Stokes
Date of photograph: December 2006
Negative: GSA
Description of view: toilet facility, underground stair, and tanks at rear of the property; view: northwest
Photo number: MN_KittsonCounty_BorderStation8.tiff

U.S. Inspection Station – Noyes
Kittson County, Minnesota
Photographer: Andrew Schmidt, Jones & Stokes
Date of photograph: December 2006
Negative: GSA
Description of view: side elevation, view: southeast
Photo number: MN_KittsonCounty_BorderStation9.tiff

U.S. Inspection Station – Noyes
Kittson County, Minnesota
Photographer: Andrew Schmidt, Jones & Stokes
Date of photograph: December 2006
Negative: GSA
Description of view: truck inspection facility, view: northwest
Photo number: MN_KittsonCounty_BorderStation10.tiff

U.S. Inspection Station – Noyes
Kittson County, Minnesota
Photographer: Andrew Schmidt, Jones & Stokes
Date of photograph: December 2006
Negative: GSA
Description of view: stop signal, view: southeast
Photo number: MN_KittsonCounty_BorderStation11.tiff

U.S. Inspection Station – Noyes
Kittson County, Minnesota
Photographer: Andrew Schmidt, Jones & Stokes
Date of photograph: December 2006
Negative: GSA
Description of view: second floor corridor
Photo number: MN_KittsonCounty_BorderStation12.tiff

U.S. Inspection Station – Noyes
Kittson County, Minnesota
Photographer: Andrew Schmidt, Jones & Stokes
Date of photograph: December 2006
Negative: GSA
Description of view: basement level jail
Photo number: MN_KittsonCounty_BorderStation13.tiff

U.S. Inspection Station – Noyes
Kittson County, Minnesota
Courtesy: National Archives and Records Administration
Date: 1933
Description of view: front elevation and floor plan including wings

UNITED STATES
NOYES, MN

BORDER PATROL

A W MELLON
SECRETARY OF THE TREASURY
JAMES A WETMORE
ACTING SUPERVISING ARCHITECT
1931

NITED STATES

BORDER PATROL

STOP

PHILIPS