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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

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

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

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

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

1. Name of Property

Historic name: U.S. Inspection Station—Fort Fairfield, Maine

Other names/site number: Fort Fairfield Inspection Station

2. Location

Street & Number: Boundaryline Road (State Highway 167) at the Canadian Border — Not for Publication: N/A

City or Town: Fort Fairfield — Vicinity: N/A

State: Maine — Code: ME — County: Aroostook — Code: 003

Zip Code: 04742

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 X locally. (__See continuation sheet for additional comments.)

Signature of certifying official: [signature] — Date: 7/23/14

Federal Preservation Officer, U.S. General Services Administration

State or Federal Agency or Tribal government

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

Signature of commenting official/Title: [signature] — Date: 12/6/11

State or Federal agency and bureau: MAINE HISTORIC PRESERVATION COMMISSION

4. National Park Service Certification

I, hereby certify that this property is:

Signature of Keeper: [signature] — Date of Action: 9.10.14

✓ entered in the National Register
____ 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	0	building(s)
	public-local		district			sites
	public-state		site			structures
x	public-federal		structure			objects
			object	1	0	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	Slate
walls	Brick
walls	Synthetic / vinyl clapboard (garage wings)
other	Wood (windows and doors)
	Glass (windows and doors)

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

Please see Section 7 Continuation Sheets.

8. Statement of Significance

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

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

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

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

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

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

___ A owned by a religious institution or used for religious purposes.

___ B removed from its original location.

___ C a birthplace or a grave.

___ D a cemetery.

___ E a reconstructed building, object, or structure.

___ F a commemorative property.

___ G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)
Politics/Government

Significant Person (Complete if Criterion B is marked above)
N/A

Period of Significance
1933

Cultural Affiliation
N/A

Significant Dates
1933

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

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

Please see Section 8 Continuation Sheets.

9. Major Bibliographical References

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

Please see Section 9 Continuation Sheets.

Previous documentation on file (NPS)

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

_____ previously listed in the National Register

_____ previously determined eligible by the National Register

_____ 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 1.83

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

	Zone	Easting	Northing		Zone	Easting	Northing
1	19	592352	5179615	3			
2				4			

X See continuation sheet.

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

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)
See 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, Region 1			Telephone	(617) 565-8100
Street & Number	10 Causeway St., Room 900				
City or Town	Boston	State	MA	Zip Code	02222

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—Fort Fairfield, ME: Description

The U.S. Inspection Station--Fort Fairfield is located on one acre in Northeastern Maine off of State Route 167, which is also called Boundaryline Road. The property is located approximately 100 feet west of the U.S.-Canadian international boundary, and the building faces south to the road. The U.S. Inspection Station is located on the eastern edge of Fort Fairfield Maine, a town of roughly 3,600 as of 2005. The nearest city is Bangor, Maine, which is located 163 miles from Fort Fairfield. The immediate surrounding area is semi-isolated and pastoral, consisting of low rolling hills, meadows, farmland, and the Aroostook River which flows less than a mile to the west.

The primary component of the U.S. Inspection Station--Fort Fairfield is a rectangular plan, 1 ½ -story side gabled inspection station of wood frame construction, clad in American Bond brick veneer. Affixed to either side of it are two, 1-story, hipped, 4-bay garage wings clad in painted vinyl clapboard. The symmetrical relationship of the two 1-story wings attached to a 1 ½-story central building mass, associates the Inspection Station to the Colonial Revival design system, in which, the entire program at Fort Fairfield was designed.

The front elevation of the inspection station features five bays: two window bays on either side of a centrally located entrance. Three of these four window openings appear to still be extant. A clapboard clad, shed roofed bumpout kiosk was constructed over the one of the window openings, probably in the 1980s. Each of the remaining windows and the main entry is topped with gauge brick jack arching with a centered, concrete keystone. The majority of the windows at the front elevation and across the entirety of the primary unit and the garage wings are rectangular, 1/1 vinyl frame double hung replacements of the original wooden sash. Within the primary unit itself, the window openings are underscored with original, rectangular marble sills. A concrete commemorative plaque is inset beneath the eastern-most front window bay of the primary component. The centered front entryway consists of a single leaf glass door in an aluminum frame, which is placed adjacent to one sidelight and topped with a large rectangular glass transom window. The roofs of both the wings and the primary unit are clad in multi-shade slate shingles. The roof atop the primary component is a medium-to-steep pitch side gable, and running continuously beneath it is a molded wood cornice underscored by a simple fascia. Affixed to the front of the inspection station building is a flat-roofed, two-lane, porte-cochere supported by thin, massed Tuscan-influenced columns. The metal columns are placed in various combinations to support the porte-cochere, triplets at the outside corners, single at the midpoint, and pairs where it connects to the station. The roof of the porte-cochere features a roof balustrade of simple metal balusters and a concave diamond-in-circle motif. Two short metal flagpoles with balloon finials are located at either corner end of the porte-cochere. The words, “United States Customs and Immigration,” are written in a Roman font with serif across the fascia at the porte-cochere’s east facing side. A later construction, blue metal panel sign reading, “Fort Fairfield, Maine: United States Inspection Station,” is affixed to the balustrade facing east. A recent, rectangular plan, metal kiosk with rounded corners is free-standing on a concrete island beneath the porte-cochere between the two traffic lanes.

Affixed to each side of the primary, central unit of the Inspection Station are the two one-level garage wings. The two inner bays of each wing have been converted to office and restroom space. As a result, the western wing now features a glassed pedestrian entrance, and the east wing has two windows where garage doors formerly were located. The

outer bays of each wing still possess garage entries with metal roll-up garage doors. At the width-side ends of each wing is a pair of 12/12 wood-frame double hung windows set in simple board framing. These windows are original to the building.

The rear of the property descends slightly in grade, revealing a concrete foundation that runs the length of both wings and the primary component. In the primary unit, two horizontal, 4-unit wood-frame windows are set within this foundation, providing light to the building's basement. The rear elevation of the primary unit features two symmetrical pairs of 1/1 vinyl frame windows of the type seen at the front of the building. These two pairs are located at the end bays. Like the windows at the front of the building, they are topped with gauge brick jack arching with concrete keystones, and are underscored with marble sills. Two thin vertical 1/1 windows are also present at the rear elevation, as is a rear entry door. The roof at the rear elevation features a centered, clapboard-clad shed dormer with four single ranked bays of 1/1 vinyl windows. Centered in the roof above this dormer is a square shaped English course brick chimney with a rowlock-course brick crown. The rear of each garage originally had four bays, each having 12/12 wood-frame double hung windows. The two outer bays of each wing still possess these at the rear elevation.

Each garage wing connects to the primary component at each side elevation. Directly above the connection of each is painted stepped flashing. Above this flashing is a pair of small, single unit rectangular windows each set into a deep ogee molded window opening. A shared marble sill underscores each pair of windows and each pair is topped with a brick soldier course. The cornice molding that runs beneath the roofline forms a set of gable returns at each side elevation of the primary building.

The U.S. Inspection Station--Fort Fairfield is set back from the street. Centered in front of it is a rectangular grass island that features an original tapered metal flagpole with a flared, beaded base, and a brass balloon finial. A highly rare signal and stop sign pole is also present within this island. This tapered pole is roughly 12' tall and features a flared, patterned base, a sphere topped by a point, an ornamental signal apparatus, and an original backing for a stop sign.

A mature pine specimen is located at either side of the inspection station. A paved driveway for rear parking wraps behind the building. Beyond it is a lawn covered rear yard with a few more mature tree specimens.

Interior

The first level of the Fort Fairfield Inspection Station is bilaterally divided, with one half, as originally conceived, a service space for Customs, and the other half a service space for Immigration. Between these two halves is a public lobby space, which is defined by an identical service counter at either end. The rear half of the first level features two symmetrically placed private offices. The wall that separates these offices from their public service areas is of four bays, and each is topped with four privacy glass hopper transom windows. The central rear area of the Fort Fairfield Inspection Station contains a quarter turn stairway that leads to the second level and the basement. Within the stairway are square shaped, crown molded metal newel posts and a lacquer wood rail that is original to the building. Matchstick balusters are also part of the railing design. The upper level of the U.S. Inspection Station--Fort Fairfield

contains three offices, a storage space, and a restroom all aligned on an axial corridor. Similar to numerous other inspection stations of this type, the basement is trilaterally divided into a fuel room, boiler room, and pump room. The doors between these rooms are paired. Each features diagonal wood boards set within two rounded corner panels. This type of door is common in basements at other border stations of this era.

Alterations

A projecting kiosk, ca. 1980s has replaced a window bay at the front elevation; vinyl cladding is present upon the garage wings; four of eight garage bays have filled in and converted to a different use; the main entry door program has been replaced; transom windows have been covered or replaced with air conditioning units along the primary elevation; and numerous 1/1 vinyl frame double hung windows are present on the building. The brick-clad surface of the primary building has been sandblasted.[1]

Early NARA renderings are extant for two detached residences at this site. It is inconclusive at this time if these residences were ever constructed. If so, they have been demolished.

[1] Barba + Wheelock Architecture, Preservation + Design, and OEST Associates. Maine Border Stations, Historic Preservation review: Observations and Recommendations. Portland, ME: self published, May 11, 2004.

Statement of Significance

Summary

The U.S. Inspection Station—Fort Fairfield was included in the Multiple Property Submission for *U.S. Inspection Stations, States Bordering Canada and Mexico* (Border Station MPS). As demonstrated in the Description section of this registration form, the U.S. Inspection Station—Fort Fairfield retains the majority of the seven aspects of integrity, despite some alterations, and meets the registration requirements in the MPS to be eligible for listing in the National Register of Historic Places under Criterion A, at the local level of significance, period of significance 1933. It is one of the few border stations that maintain its original porte-cochere height; most were increased from 12 feet to 14.5 feet to accommodate taller vehicles. It retains important original program elements, and despite numerous alterations, continues to demonstrate the historic characteristics of Border Station MPS Property Type Number 2: 5-bay Inspection Station.

Under Criterion A, the U.S. Inspection Station—Fort Fairfield retains the associative attributes necessary to convey that it was one of the first set of purpose-built U.S. Border Inspection Stations that were planned, designed and constructed by the U.S. Government to improve land border security. Constructed in 1933, it was sited alongside a border highway, State Route 167 (Boundaryline Road), 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.

On September 9, 2008, the Maine SHPO concurred with the finding that the U.S. Inspection Station—Fort Fairfield meets Criterion A.

U.S. Inspection Station—Fort Fairfield, ME: 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—Fort Fairfield:

> *The present office is located in rented quarters consisting of one room and a small storeroom. There are four customs officers, two customs patrol officers, one immigration inspector and one immigration patrol officer operating at this port, and the effort to transact the business in one room results in great confusion and interferes with the orderly and efficient transaction of business.*
>
> *It is understood that the erection of a Federal Building is contemplated and that a lot for the purpose is now owned by the Government. The location of this, however, as is general with Federal Buildings, makes it impractical to use it for highway inspection work. While the main office for the Customs and immigration Services for the transaction of clerical and general office work may well be located in this building, it will, nevertheless, be necessary to provide facilities on the highway for customs and*

> *immigration inspection. The present rented quarters are located too far in the town to permit of proper supervision of international highway traffic, as local vehicles can not be distinguished from those which arrive from Canada. The officers, therefore, are required to accept the statements of the drivers of the vehicles without question as to whether they have crossed the boundary or not.*
>
> *It is recommended that the standard office building (Type No. 1) be erected on the right side of the road coming from Canada, at a point closer to the boundary but removed far enough to cut off several roads which join the main highway this side of the boundary.*[2]

The Benner & Hughes report estimated the cost of the U.S. Inspection Station--Fort Fairfield to be $55,000 to construct the building and $8,000 to acquire the site.[3]

The U.S. Inspection Station--Fort Fairfield accurately expresses the aspects of design, location, setting, feeling, and associational integrity that convey the resource as a Public Works Administration (PWA)-era Colonial Revival Inspection Station of the type commonly used in semi-isolated places.

The vast majority of the U.S. Inspection Stations designed and built in the 1930s are of the Colonial Revival design system. The Colonial Revival design system was one associated, by citizens and the government, with the values and identity of the United States of America. Such had been the case since the U.S. Centennial celebration in 1876 that triggered a desire for the understanding of American architectural lineage. The style was seen as the symbolically appropriate one for the gateway and often first building seen by immigrants, foreign tourists, and returning residents entering the country. The Fort Fairfield Inspection Station expresses the Colonial Revival style, with strong Georgian influences, through the combination of: strong bilateral symmetry of the overall composition and massing; a taller, centered primary unit to which are attached two identical lower wings; symmetrically placed bays around a centered entrance; a side gabled primary building with English course brickwork; paired windows; multi-glazed double hung windows (where still extant); gauge brick jack arch molding with keystone above numerous windows; molded cornices beneath the roofline that form gable returns at the gable ends; and a decorative balustrade centered in front of the entrance. The renderings for the Fort Fairfield Inspection Station can still be found at the National Archives and Records Administration (NARA). Though some additions and alterations have occurred, the inspection station as currently extant is true to the form of the original front elevation rendering.[4]

At the time of it completion in 1933, the Supervising Architect of the Treasury was Judge James Wetmore, who held the position from 1915 until that year, and whose signature is present on the Fort Fairfield renderings. Wetmore however, had no formal architectural training, and effectively directing Wetmore's office during this period was Louis A. Simon, who had worked with the Treasury continually since 1896.[5] Most likely, it was Simon who developed the designs for the Fort Fairfield Inspection Station. "Simon, trained in architecture at MIT, was instrumental in the image of government projected by its public buildings, an image derived from classical western architecture, filtered perhaps through the English Georgian style or given a regional gloss, but one which continues to operate in the

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[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: 17-18.
[3] Ibid., page 54.
[4] U.S. Department of the Treasury. Cabinet Sketch No. 15, United States Inspection Station: Fort Fairfield, Maine. in Records Group 36, at the National Archives and Record Administration in College Park, Maryland.
[5] Craig, Lois and the Staff of the Federal Architecture Project, The Federal Presence : Architecture, Politics and Symbols in United States Government Buildings (Cambridge and London : The MIT Press, 1978) 328.

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]

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--Fort Fairfield 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 1930. 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.

The U.S. Inspection Station--Fort Fairfield has retained a considerable amount of Colonial Revival design features and still successfully projects its intended association of American architecture at the international border. It is one of the few border stations that maintain its original porte-cochere height; most were increased from 12 feet to 14.5 feet to accommodate larger vehicles. The inspection station retains its original location in a northern, pastoral, open, and semi-isolated setting that is relatively unchanged from its period of significance. In feeling, the U.S. Inspection Station Fort Fairfield successfully conveys its intended set of values and images, which are now historically associated with PWA-era Federal architecture as a whole.

Significance within the related Multiple Property Submission

Within the context developed in the Inspection Station Multiple Property Documentation Form (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.

[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.

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—Fort Fairfield was planned, designed and constructed by the U.S. Government between 1928 and 1943 for use as a customs and immigration station at a land border crossing. It was designed in 1932 by the Supervising Architect of the U.S. Treasury, and built in 1933 along State Route 167 near the international border with Canada. It was sited at one of the locations recommended by Benner and Hughes in their 1928 report, as follows: "It is understood that the erection of a Federal Building [in Fort Fairfield] is contemplated and that a lot for the purpose is now owned by the Government. The location of this, however, as is general with Federal Buildings, makes it impractical to use it for highway inspection work. While the main office for the Customs and immigration Services for the transaction of clerical and general office work may well be located in this building, it will, nevertheless, be necessary to provide facilities on the highway for customs and immigration inspection…It is recommended that the standard office building (Type No. 1) be erected on the right side of the road coming from Canada, at a point closer to the boundary…"[7] Federal authority is symbolized by the prominent flagpole in front of the inspection station building and atop the corners of the porte-cochere. A rare original signal and stop sign pole is also present within this island. 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—Fort Fairfield retains ***integrity of location*** because it is still in its original location along State Route 167 (Boundaryline Road) near the International Border with Canada. In their 1928 report, Benner and Hughes recommended this location because:

[7] 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: 17-18.

"The present rented quarters are located too far in the town to permit of proper supervision of international highway traffic, as local vehicles can not be distinguished from those which arrive from Canada. The officers, therefore, are required to accept the statements of the drivers of the vehicles without question as to whether they have crossed the boundary or not.

It is recommended that the standard office building (Type No. 1) be erected on the right side of the road coming from Canada, at a point closer to the boundary but removed far enough to cut off several roads which join the main highway this side of the boundary."[8]

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 Fort Fairfield in part because the rented facilities were inadequate for the officers. "The present office is located in rented quarters consisting of one room and a small storeroom. There are four customs officers, two customs patrol officers, one immigration inspector and one immigration patrol officer operating at this port, and the effort to transact the business in one room results in great confusion and interferes with the orderly and efficient transaction of business."[9]

At Fort Fairfield, 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. It is one of the few border stations that maintain its original porte-cochere height; most were increased from 12 feet to 14.5 feet to accommodate taller vehicles. Despite the infill of two of the eight garage bays, the overall property retains 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—Fort Fairfield has not been significantly changed, and it retains much of its original appearance, including its original flagpole in a landscaped traffic island. It's regionally appropriate Colonial Revival architecture has been maintained despite the noted alterations, it continues to be used as an inspection station, and therefore it 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 Fort Fairfield, adequate service to the public is demonstrated by the original design of the porte-cochere to accommodate three lanes

[8] Ibid., page 17-18.
[9] Ibid., page 17-18.

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. Early NARA renderings are extant for two detached residences at this site, but it is inconclusive at this time if these residences were ever constructed or if officers' quarters were provided upstairs.

Significance – Conclusion

The U.S. Inspection Station—Fort Fairfield was included in the Multiple Property Submission (MPS) for *U.S. Border Inspection Stations, States Bordering Canada and Mexico*. As demonstrated in the Description section of this registration form, the U.S. Inspection Station—Fort Fairfield retains most 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 Criterion A, at the local level of significance, period of significance 1933. Designed in 1932 and constructed in 1933, it was sited alongside a border highway 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. Despite some alterations, the building 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 as interpreted by the Supervising Architect of the Treasury. It well demonstrates the historic characteristics of MPS Property Type Number 2: 5-bay Inspection Station.

In a letter dated September 9, 2008, the Maine State Historic Preservation Officer (SHPO) stated: "We concur with GSA's findings that the buildings and grounds associated with the following border stations meet one or more of the criteria for listing in the National Register of Historic Places: Ferry Point, Calais; Coburn Gore; Fort Fairfield; Limestone; and Orient." [10]

In the same letter, the SHPO made the recommendation that because of alterations, the U.S. Inspection Station—Fort Fairfield would only be eligible for the National Register under Criterion A.

[10] Earle G. Shettleworth, Jr., State Historic Preservation Officer (Maine). Letter to Ms. Claire C. Hosker, Assoc. AIA, Center for Historic Buildings, Office of the Chief Architect, US. General Services Administration, September 9, 2008.

Bibliographic References

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

Barba + Wheelock Architecture, Preservation + Design, and OEST Associates. Maine Border Stations, Historic Preservation review: Observations and Recommendations. Portland, ME: self published, May 11, 2004.

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

Boyle • Wagoner Architects, *U.S. Border Stations: Metaline Falls, Laurier and Curlew (Ferry), Washington*. Seattle: Boyle • Wagoner Architects, 1996:

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.

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

Shettleworth, Earle G., Jr., State Historic Preservation Officer (Maine). Letter to Ms. Claire C. Hosker, Assoc. AIA, Center for Historic Buildings, Office of the Chief Architect, US. General Services Administration, September 9, 2008.

U.S. Department of the Treasury. Cabinet Sketch No. 15. United States Inspection Station: Fort Fairfield, Maine. in Records Group 36, at the National Archives and Record 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. Border and Inspection Stations.

Geographical Data

Boundary Description

A certain lot or parcel of land located in the town of Fort Fairfield, in the county of Aroostook and the state of Maine, bounded and described as follows:

Beginning at a 5/8" capped iron rod on the northerly sideline of boundary line road, so-called, at the southeasterly corner of land now or formerly of Clifford I. Boaz and Loretta M. Boaz as described in a deed recorded in the Aroostook County Registry of Deeds in book 2825, page 224;

Thence north 00°53'04" west by said land of Boaz and by land now of formerly of Alphonse Dixon and Kirsten J Dixon as described in a deed recorded in said registry in book 1905, page 337, a distance of two hundred fifty and 00/100 (250.00) feet to a 5/8" capped iron rod;

Thence south 74°20'04" east by said land of Dixon, a distance of one hundred fifty and 00/100 (150.00) feet to a 5/8" capped iron rod;

Thence south 00°53'04" east by said land of Dixon, a distance of one and 42/100 (1.42) feet to a 5/8" capped iron rod;

Thence south 74°20'04" east by said land of Dixon, a distance of one hundred sixty-five and 00/100 (165.00) feet to a 5/8" capped iron rod on the International Boundary between the United States of America and Canada;

Thence south 00°53'04" east by said International Boundary, a distance of one hundred eighteen and 58/100 (118.58) feet to a 5/8" capped iron rod at the northeast corner of land now or formerly of Claude H.J. Knapp as described in a deed recorded in said registry in book 256, page 73;

Thence north 74°20'04" west by said land of Knapp, a distance of twenty-six and 00/100 (26.00) feet to a 5/8" capped iron rod;

Thence south 00°53'04" east by said land of Knapp, a distance of one hundred thirty and 00/100 (130.00) feet to a 5/8" capped iron rod on the northerly sideline of said boundary line road;

Thence north 74°20'04" west by said boundary line road, a distance of two hundred eighty-nine and 00/100 (289.00) feet to the point of beginning.

1. The bearings on this survey are based upon the Maine state plane coordinate system, east zone, NAD 83, as determined by Global Positioning System (GPS) observations.

2. The Maine state plane, east zone, NAD83, U.S. foot coordinate for the concrete monument #78 found on the International Boundary Line between the United States and Canada has a northing = 1,130,549.200, easting = 1,162,328.907, and NAVD88 elevation = 559.41.

3. On-target locating service was contacted to locate utilities and the following utilities were observed: electric (Maine Public Service Company), water (Fort Fairfield Utilities District), sewer (onsite septic) and telephone (Verizon). All field marked utilities and field observed utilities were subsequently field located and are shown as normal weight lines on this plan.

4. Unconfirmed utilities shown on this drawing as screened back lines are approximate only and were transferred from various best available government and utility sources. Any future development or construction must be aware of certain unknown or underground lines that may exist and follow all appropriate utility notifications. This survey is not responsible for the complete resolution of all buried or obscure utility lines.

5. The boundary field traverse error of closure =1:52,163.

6. This survey represents the compilation of all available records and information provided from the various government agencies or researched by the surveyor or from the referenced title report. Certain Land Ports of Entry (LPOE) sites can have a wide variance in the amount and details of past records, lease areas, fee ownerships, previous surveys, utilities, etc. Certain remote LPOEs may have never had any clearly defined boundary limits prior to this survey effort. All such findings or boundary determinations will be duly noted.

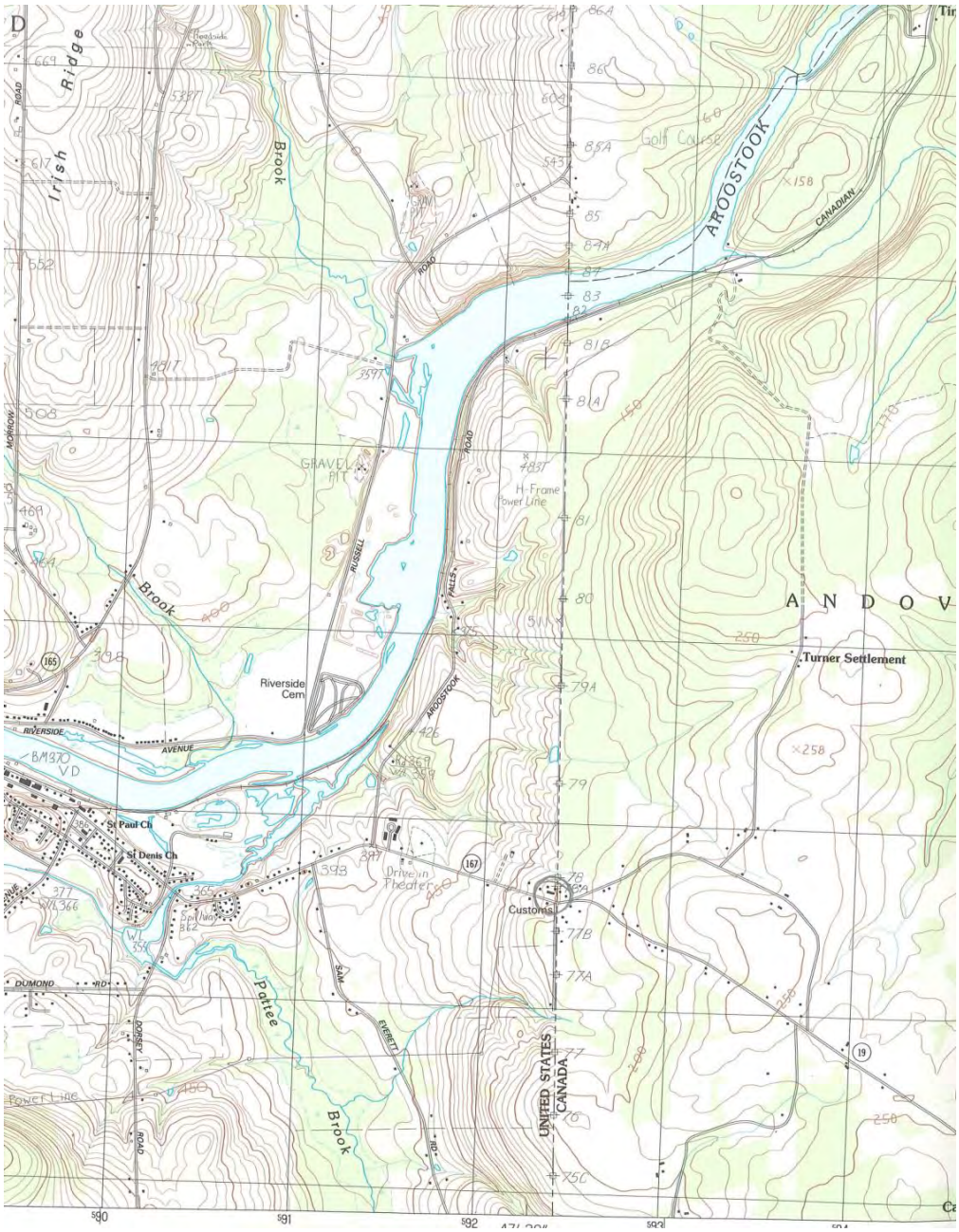
Boundary Justification

The Fort Fairfield LPOE consists of 1.83 acres of partially developed property, and the parcel is consistent with the limits of the property historically under U.S. Government ownership. The facility is located in an area that is primarily residential in use and where the topography is relatively flat. Approximately twenty percent of the site is paved. The site is bounded by the Canadian province of New Brunswick to the east, Highway 167 to the south, vacant land to the north, and a private residence to the west.

USGS Map

Copy of map also included as supplemental information.

UTM References:
Zone: 19
Easting: 592352
Northing: 5179615



PHOTOGRAPHS

U.S. Inspection Station—Fort Fairfield
Aroostook County, Maine
Photographer: David Greenwood, Jones and Stokes
Date of photograph: October 2006
Negative: GSA
Description of view: Front elevation, view:north/northwest
Photo number: ME_AroostookCounty_FortFairfieldBorderStation1.tiff

U.S. Inspection Station—Fort Fairfield
Aroostook County, Maine
Photographer: David Greenwood, Jones and Stokes
Date of photograph: October 2006
Negative: GSA
Description of view: Front detail, view:northeast
Photo number: ME_AroostookCounty_FortFairfieldBorderStation2.tiff

U.S. Inspection Station—Fort Fairfield
Aroostook County, Maine
Photographer: David Greenwood, Jones and Stokes
Date of photograph: October 2006
Negative: GSA
Description of view: West garage wing, view:northeast
Photo number: ME_AroostookCounty_FortFairfieldBorderStation3.tiff

U.S. Inspection Station—Fort Fairfield
Aroostook County, Maine
Photographer: David Greenwood, Jones and Stokes
Date of photograph: October 2006
Negative: GSA
Description of view: Commemorative plaque, front elevation, view:northeast
Photo number: ME_AroostookCounty_FortFairfieldBorderStation5.tiff

U.S. Inspection Station—Fort Fairfield
Aroostook County, Maine
Photographer: David Greenwood, Jones and Stokes
Date of photograph: October 2006
Negative: GSA
Description of view: Rear elevation, view:south/southeast
Photo number: ME_AroostookCounty_FortFairfieldBorderStation6.tiff

U.S.

Inspection Station—Fort Fairfield
Aroostook County, Maine
Photographer: David Greenwood, Jones and Stokes
Date of photograph: October 2006
Negative: GSA
Description of view: East garage wing, side elevation, view:north/northwest
Photo number: ME_AroostookCounty_FortFairfieldBorderStation7.tiff

U.S. Inspection Station—Fort Fairfield
Aroostook County, Maine
Photographer: David Greenwood, Jones and Stokes
Date of photograph: October 2006
Negative: GSA
Description of view: Office wall
Photo number: ME_AroostookCounty_FortFairfieldBorderStation10.tiff

U.S. Inspection Station—Fort Fairfield
Aroostook County, Maine
Photographer: David Greenwood, Jones and Stokes
Date of photograph: October 2006
Negative: GSA
Description of view: Stairway, view:north
Photo number: ME_AroostookCounty_FortFairfieldBorderStation11.tiff

U.S. Inspection Station—Fort Fairfield
Aroostook County, Maine
Photographer: David Greenwood, Jones and Stokes
Date of photograph: October 2006
Negative: GSA
Description of view: Doors in basement
Photo number: ME_AroostookCounty_FortFairfieldBorderStation12.tiff

FORT FAIRFIELD MAINE
UNITED STATES BORDER INSPECTION STATION
STOP

CLEARANCE 12'-0"
NO SMOKING

FORT FAIRFIELD, ME

WILLIAM H WOODIN
SECRETARY OF THE TREASURY
LAWRENCE W ROBERT JR
ASSISTANT SECRETARY OF THE TREASURY
JAMES A WETMORE
ACTING SUPERVISING ARCHITECT
1933

RT FAIRFIELD
S BORDER INSP

SEVIS
SEACATS
FIREARMS POLICY
GUIDE TO CONCEALABLE WEAPONS
NAFTA HANDBOOK
FEE COLLECTIONS