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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—Orient, Maine

Other names/site number: Orient Border Station

2. Location

Street & Number: U.S Route 1/Boundary Line Road — Not for Publication: N/A

City or Town: Orient — Vicinity: N/A

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

Zip Code: 04471

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 X 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: for Edson W. Beall — 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)	2	0	building(s)
___ public-local	___ district	___	___	sites
___ public-state	___ site	___	___	structures
x public-federal	___ structure	___	___	objects
	___ object	2	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: Government Sub: Government Office

Current Functions (Enter categories from instructions)

Cat: Government Sub: Government Office

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
walls BRICK
walls SYNTHETIC/vinyl (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.

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
1937

Cultural Affiliation
N/A

Significant Dates
1937

Architect/Builder
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: U.S. General Services Administration

10. Geographical Data

Acreage of Property 1.02

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

	Zone	Easting	Northing		Zone	Easting	Northing
1	19	594669	5074435	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 Street, 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.

Description

Exterior

The U.S. Inspection Station—Orient is a 1½-story rectangular plan Colonial Revival building with a medium pitch side gable roof. Affixed at either end of the building (also called the primary building) are 1-story Colonial Revival wood-frame wing additions that are similar in character and scale to small houses. Though both wings were added later, they do appear to be over 50 years old. A hipped roof porte-cochere fronts the primary building.

The primary building's elevations are of running bond brickwork. 6/6 and 1/1 wood-frame, double-hung windows underscored with concrete sills are part of the design, as are 8-unit fixed rectangular windows inset into the lunettes present at either gable end. Symmetry is a strong design feature of the primary building. Its front elevation is of three bays. The front elevation's side bays are identical in program with 6/6 wood-frame, double hung windows topped by an inset 9-part grilled attic vent. The front entry is in the center of the middle bay, and features a glass panel door flanked on either side by recent, 1/1 vinyl-frame double hung windows. This program is contained in a white painted, wood-paneled façade framed by two engaged brick columns. In front of the middle bay of the primary building, and corresponding in place to the two engaged brick columns, is a molded, hipped roof, one lane porte-cochere supported by squared classical columns topped with an abacus and a molded hypotrachelium. The columns at the outer portion of the porte-cochere are in two pairs of two and have classically delineated bases. Each pair of columns rests on a low, tapered concrete pier. The two inner columns of the porte-cochere are singular; feature the same upper portion details as the other columns, but no base or pier at their bottom, resting instead on a concrete slab porch. The porte- cochere appears to be original, which is a relatively rare condition, when compared to the extant inspection stations.

Affixed to the east end of the primary building is a 1-story, square plan, Colonial Revival office attachment wing. Its white painted wood clapboard cladding is in contrast to the brick cladding of the primary building. It features an eaveless side-gabled roof of a low to medium pitch that is underscored by fascia boards affixed to the elevations at the gable ends. Both wide and narrow corner boards are part of the design. A small porch with squared, classical columns and enclosed with a simple wood baluster is present at the south-facing elevation. However, this porch and the attachment itself have no entry and are instead accessed through the inside of the primary unit. Paired and single 1/1 and 6/6 wood frame double hung windows are part of the design and are framed in flat wood plank.

Affixed to the west end of the primary structure is a 1-story, rectangular plan restroom attachment wing that is in design, feeling and association highly similar to the east office attachment. This structure also features a small, recessed, shed roofed front porch supported by squared classical columns and contained by simple wood baluster. Corner boards are also part of the design. A shed roofed lean-to with fascia boards and wood clapboard siding is itself affixed to the west attachment, and is accessed by a concrete ramp itself open framed by a square classical column and a wood beam. Non-original metal pipe handrails are present near the restrooms and near the front entry of the primary building.

The rear of the primary building features a centered, running course brick chimney. On either side of the chimney flue are small, 1/1 wood frame double hung windows with marble sills. Affixed to the chimney is a wood clapboard clad, medium gable shed which is small, and dominated in scale by the entryway that encloses a two-panel wood door within it. Immediately adjacent on either end of this shed are two shed roofed lean-tos affixed to the primary building

likewise clad in wood clapboard cladding, and having three-panel wood entry doors with a glass upper panel for each of their entry doors. Each entry is framed in wood plank. Corner boards are part of the design for the matching lean- tos and the shed between them. On either end of the lean-to are concrete, angled basement access wells. Many of the doors at the two side elevations and the rear elevation are original, and are of two-paneled wood with original brass fixtures. Some of these doors the upper panel is substituted with rectangular, 6-light glazing.

Interior

The interior layout of the primary building is largely symmetrical. The front entry opens into a vestibule, and on either side of it are offices each backed by a kitchen. Two adjacent stairwells are located in the middle of the program. At the second floor the symmetrical scheme is of foursquare offices (originally the living quarters), and two adjacent restrooms at the center rear of the floor behind the stairwells. A basement also exists beneath the structure and is one continuous space around the stairwells and contains electrical and mechanical equipment. Though the two wings of the primary structure are loosely symmetrical in dimension, form and scale, the interior functions of each are varied, as are the floor plans. The east wing contains two offices, and the west wing contains two public restrooms. In the interior of the primary building are three original light fixtures: two on the first floor and one on the second. These fixtures are circular, each of a different Moderne-inspired design.

Setting and Property[1]

The Orient Inspection Station is located in eastern Maine, south-facing onto Boundary Road, just a short distance from the international boundary with New Brunswick, Canada. Like many other border checkpoints, the primary building is setback from the road, and one must exit the main road to an auxiliary road under the porte-cochere as part of the inspection process. The U.S. Inspection Station—Orient is in a rural and forested environment outside of Orient Maine, a very small town with a population of 161.[2] As a result of its semi-isolated location, the Orient Inspection station experiences a relatively low volume of vehicle traffic.

Alterations

The two clapboard wings on the east and west sides of the primary building were added later, though still over fifty years ago. While not consistent with the program found with the other U.S. Border Inspection Stations, they appear to be a reversible alteration. Both of these structures are clad in vinyl clapboard, which was likely a recent alteration. Double-hung 1/1 vinyl windows are now present at either side of the main entry, which as a program appears different from the original renderings. All other windows appear to be original. The second level has been converted in use from living quarters to office and storage facilities, although the original plan is likely unaltered. The two lean-tos and the gabled shed at the rear of the structure were likely added to the primary building at the same time as the two wings at either end of it. Original basement windows have been covered. This was probably done at the same time as were the concrete basement wells at either outer end of the two rear lean-tos. A tapered metal flagpole with mast, which appears to be recent, is adjacent to the boundary road in front of the inspection station complex.

[1] Information regarding setting is credited to: Barba + Wheelock Architecture, Preservation + Design, and OEST Associates. Maine Border Stations, Historic Preservation review: Observations and Recommendations. No location given, May 11, 2004: Part II, Orient, Page 1.
[2] United States 2000 Census as quoted on: http://www.bangornews.com/towns/town.cfm?ID=Orient, viewed 27 Sep 2006.

Associated Outbuildings

A medium pitch front gabled garage is located at the northwest section of the property. The tall gable is clad with clapboard siding. The garage building is highly symmetrical, comprised of two adjacent bays that occupy almost the entire lower portion of the front elevation. The garage is most likely original, as it is indicated on the original site plan found at the National Archives and Record Administration (NARA).[3] The garage appears to be intact, including its original doors. Similar to the wings that came later to either side of the primary building, the garage also features attached fascia boards below the roofline, and features minimal eaves.

[3] U.S. Department of the Treasury. Cabinet Sketch No. 36, Orient, ME, Porthill, ID, and Danville, WA in Records Group 36, at the National Archives and Record Administration in College Park, Maryland.

Statement of Significance

Summary

The U.S. Inspection Station--Orient 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--Orient retains all aspects of integrity despite some alterations 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 1937. It retains all of its original program elements, and well demonstrates the historic characteristics of Inspection Station MPS Property Type Number 1: 3-bay Inspection Station.

Under Criterion A, the U.S. Inspection Station—Orient 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 1937, it was sited alongside a border highway at one of the locations considered 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—Orient 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 still convey the historical design, workmanship, and materials of the facility's original construction. The Colonial Revival design system was employed throughout the facility through a combination of: brick or clapboard exterior wall surfaces, symmetrical design, steep gable roofs, multi-light double-hung sash windows, flat arches, and Colonial style columns. Both buildings retain a relatively high degree of integrity and are distinguished, both in their exterior and interior features and materials, as a good example of the Colonial Revival style, particularly for their associative values as a record of the self-image of federal government buildings during the 1930s.

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

U.S. Inspection Station—Orient, 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 although somewhat delayed, ultimately led to the authorization for the U.S. Inspection Station—Orient:

> *This is a station under the port of Houlton, with one officer who acts for both customs and immigration. The office is at present located in a cottage rented by the officer and also used for his living quarters. This is the only available building at this point, and should the owner at any time decline to continue its rental to the Government, the Customs and Immigration Services*

> *might have some difficultly in securing office facilities. However, the small amount of business at this station does not justify the erection of a building by the Government.*[4]

Of all of the remaining inspection stations in Maine, the U.S. Inspection Station—Orient possesses the highest level of integrity, with many of its original architectural features still intact.[5] The primary, original building and its porte-cochere were both constructed in 1937, and the clapboard wings on the east and west sides of the primary building appear to have been constructed more than 50 years ago. Rare among extant border inspection stations, the porte-cochere appears to be original and its height was not increased after the Interstate Highway System was constructed, nor were changes made to the original number of lanes it covered. All elements of the building scheme are of the Colonial Revival style, with a variety of classical detailing included as well. This Colonial Revival detailing makes itself present through the combination of: various freestanding and attached columns that have classically molded and delineated capitals and bases; semi-circular lunette windows at each gable end of the primary building; brickwork construction; wood paneling; multi-glazed wood frame double hung windows of odd numbered but symmetrical ranking across the front elevation, and a strong sense of symmetry, both outside, and particularly inside of the primary building itself. Because of the rural, if not isolated locations of many of the inspection stations, the buildings often accommodated living quarters. The U.S. Inspection Station—Orient was intended as a work/residential duplex, and both sides of the two levels plus the basement itself are virtually identical. This strong symmetry is unaltered, and renders the U.S. Inspection Station—Orient as an intact example of a rural, 1930s-era Inspection Station that featured dual living accommodations.

The renderings for the U.S. Inspection Station—Orient can still be found at the National Archives and Records Administration (NARA). The primary building, as currently extant, possesses many features originally depicted in the front elevation rendering.[6] These include the wood frame, multi-glazed double hung windows each topped by a 9- part inset grill vent, paired columns at the edge of the porte-cochere, and strong symmetry further reinforced by the triangulated straight on view of hipped roof porte-cochere placed directly under the centered chimney protruding from behind the building. Two other inspection stations were identical in design with the one constructed at Orient, Maine: Danville, Washington and Porthill, Idaho. Of these three, the Orient Inspection Station is the only one that remains still in use and under federal ownership.

Louis A. Simon designed the building while he was the Supervising Architect of the Treasury, a post he held from 1933-1939. The rendering and plan at NARA were signed by Simon on July 13, 1936.[7] 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 constructed during that period. This spate of construction, and the construction of this particular inspection station, initially resulted from the Public Buildings Act of 1926, a Congressional enabling act that doubled the number of U.S Federal buildings in existence.

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[4] 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: 15-16

[5] This observation according to the following study: Barba + Wheelock Architecture, Preservation + Design, and OEST Associates. Maine Border Stations, Historic Preservation review: Observations and Recommendations. No location given, May 11, 2004: Part II, Orient, Page 1. This information was confirmed by a site visit by architectural historian David Greenwood of ICF Jones & Stokes in October 2006.

[6] U.S. Department of the Treasury. Cabinet Sketch No. 36, United States Inspection Station: Danville Washington, Orient, ME, Porthill, ID in Records Group 36, at the National Archives and Record Administration in College Park, Maryland.

[7] Ibid.

The Orient Inspection Station evolved from the contexts of Prohibition (1919-1933), the increased popularization of automobile travel, and the Public Works Administration (PWA) that developed out of the Great Depression of the 1930s. The Orient Inspection Station projects an iconographic image of American architecture at the international border, and is a significant masonry public building located in Orient, Maine.

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.

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—Orient 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 1936 by the Supervising Architect of the U.S. Treasury, built in 1937, and sited along U.S. Route 1 (Boundary Line Road) near the international border with Canada. It was sited at one of the locations considered, although not immediately recommended by Benner and Hughes in their 1928 report.[8] Federal authority is symbolized by the signage along the front of the porte-cochere that says "UNITED STATES CUSTOM AND IMMIGRATION." It remained under U.S. Government ownership through and after the end of the Inspection

[8] Benner, H.A. and J.L. Hughes, Report on Standard Type of Customs-Immigration Inspection Buildings for Border Highways. Congressional report to the Commissioner General of Immigration. Washington D.C., May 13, 1928: 15-16.

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—Orient retains ***integrity of location*** because it is still in its original location along U.S. Route 1, also known as Boundary Line Road, near the International Border with Canada.

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. At Orient, protection from inclement weather was provided by a porte-cochere, a detached garage, residential quarters for the officers, and the efficient placement of combined functions within the office building. Integrity at the U.S. Inspection Station--Orient is among the highest of any property in the Inspection Station MPS, including the original garage doors, a now rare, unaltered porte-cochere, and intact interior furnishings. As a result, the station buildings and property retain a high degree of integrity ***of design and materials***, and continue to convey the property's 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--Orient has not been significantly changed, and it retains among the most original appearance of any station in the MPS, with the exception of a replacement flagpole and the wing additions. 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 Orient, adequate service to the public is demonstrated by the unaltered design of the porte-cochere, by the detached garage for the storage and inspection of vehicles, and by the provision of ample office space and residential quarters in the station building.

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 Orient, residential quarters for the officers were provided upstairs. Properties that do retain ***integrity of design and materials*** of the living quarters that were in effect on the property before or until 1943 may be considered exceptionally important relative to the other stations, and this is the case at Orient.

Evaluation under Criterion C

The U.S. Inspection Station—Orient is included in the Inspection Station MPS as a variation of Property Type Number 1: 3-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—Orient is representative of one of the property types identified in the Inspection Station MPS: Property Type Number 1: 3-bay Inspection Station. The Property Type Number 1 design was used not only in Maine, but in Arizona, North Dakota, Washington, Vermont and Idaho.

The U.S. Inspection Station—Orient 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—Orient exhibits the Colonial Revival design system. The Colonial Revival design system was employed throughout the facility at Orient through a combination of: brick or clapboard exterior wall surfaces, symmetrical design, steep gable roofs, multi-light double-hung sash windows, flat arches, and Colonial style columns. The period of significance of the U.S. Inspection Station—Orient is 1937, the year the facility was constructed, which falls within the period of significance for the Inspection Station MPS.

Discussion of the Seven Aspects of Integrity

According to the Registration Requirements of the Inspection Station MPS to qualify for registration under Criterion C at the 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, 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—Orient has not changed since its construction, therefore the building retains its integrity of location.

The ***setting*** of the U.S. Inspection Station—Orient has not been significantly changed from the historic period, as evidenced by the relationship of the unaltered porte-cochere to the highway.

The architectural ***design*** of the original U.S. Inspection Station—Orient buildings, including the station building with porte-cochere and detached garage, continues to have integrity of design, interior as well as exterior, despite the wing additions which are reversible. The buildings continue to retain various design features that indicate that the structures have a Colonial Revival design aesthetic.

The ***feeling*** of the U.S. Inspection Station—Orient property and buildings constructed on the property during the period of significance is reinforced by its close proximity to the border and U.S. Route 1, its Colonial Revival design system, and the aesthetic and character of the facility, which reads as a small outpost in a northern environment.

The ***materials*** of the U.S. Inspection Station—Orient appear to be original. These include brick and clapboard exterior walls and wooden sash windows. 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 original porte-cochere and detached garage. The inspection station is also associated with the PWA, and its efforts during the 1930s to gainfully employ various out of work individuals, as evidenced by the offices and detached residences.

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

Integrity Considerations

As discussed in the Inspection Station 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[9] 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 Orient, the porte-cochere was not altered, either by increasing the height or lane capacity, which is a relatively rare condition among the extant border stations. The wing additions do not detract from the overall design integrity of the station, and are offset by its retention of many original features, such as the wooden windows, exterior brick wall surface, and interior elements.

Significance – Conclusion

The U.S. Inspection Station—Orient 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—Orient retains all aspects of integrity at a very high degree 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 1937. Constructed in 1937, 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. The building is distinguished, both exterior and interior, as an excellent 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 retains all of its original program elements, and well demonstrates the historic characteristics of MPS Property Type Number 1: 3-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]

[9] "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.

[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.

MAJOR BIBLIOGRAPHIC REFERENCES

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Barba + Wheelock Architecture, Preservation + Design, and OEST Associates. Maine Border Stations, Historic Preservation review: Observations and Recommendations. No location given, May 11, 2004.

Berger, Louise and Associates, Inc. U.S. Border Stations, Vermont: Historic Preservation Plan. East Orange, NJ: Lois Berger and Associates, Inc., 1994.

http://www.bangornews.com/towns/town.cfm?ID=Orient, viewed 27 Sep 2006.

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. 34. United States Inspection Station: Danville Washington, Orient Maine, Porthill Idaho. in Records Group 36, at the National Archives and Record Administration in College Park, Maryland.

Cabinet Sketch No. 36. Approach Plan: Orient Maine. in Records Group 36, at the National Archives and Record Administration in College Park, Maryland.

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

Beginning at a point at or near the center of the westerly end of the International Bridge across the thoroughfare (or outlet of North Lake) between North and Grand Lakes and in the center of the Boundary Road, co called;

Thence north 81°21'58" west along the centerline of said road a distance of two hundred twenty-two and 00/100 (222.00) feet to a point;

Thence north 73°11'58" west along the centerline of said road a distance of one hundred twenty-six and 00/100 (126.00) feet to a point and land now or formerly of Mary M. Bonney as described in a deed recorded in the Aroostook County South Registry of Deeds in book 926, page 133.;

Thence north 16°48'02" east by said land of Bonney a distance of thirty-three and 00/100 (33.00) feet to a 6" x 6" concrete monument found and the northerly sideline of said boundary road;

Thence continuing north 16° 48'02" east by said land of Bonney a distance of one hundred thirty-two and 00/100 (132.00) feet to a 6" x 6" concrete monument found and the northeasterly corner of said land of Bonney, and the southeasterly corner of land now or formerly of Erwin L. Bonney and Mary M. Bonney as described in a deed recorded in said registry in book 823, page 130, and the southwesterly corner of land now or formerly of Thomas P. Packard, Jr. and Winnifred M. Packard as described in a deed recorded in said registry in book 915, page 302;

Thence south 73°11'58" east by said land of Packard a distance of one hundred twenty-six and 00/100 (126.00) feet to a 6" x 6" concrete monument found, said 6" x 6" concrete monument found being located north 41°55'37" west a distance of two hundred fifty-seven and 10/100 (257.10) feet from the point of beginning;

Thence continuing south 81°21'58" east by said land of Packard a distance of seventy-two (72) feet, more or less, to the low water line of the thoroughfare;

Thence in a southeasterly direction along the low water line of the thoroughfare a distance of approximately 222'(222'±) feet to the point of beginning, containing 1.03 acres, more or less.

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

2. The Maine state plane, east zone, NAD83, U.S. foot coordinate for the concrete monument found on the northerly line of boundary road on the westerly boundary of the locus parcel has a northing = 784749.53, easting = 1167349.20, and NAVD88 elevation = 425.34.

3. A dig safe request was made and the following utilities were asked to respond: Eastern Maine Electric Cooperative, 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 =1:18462.

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.

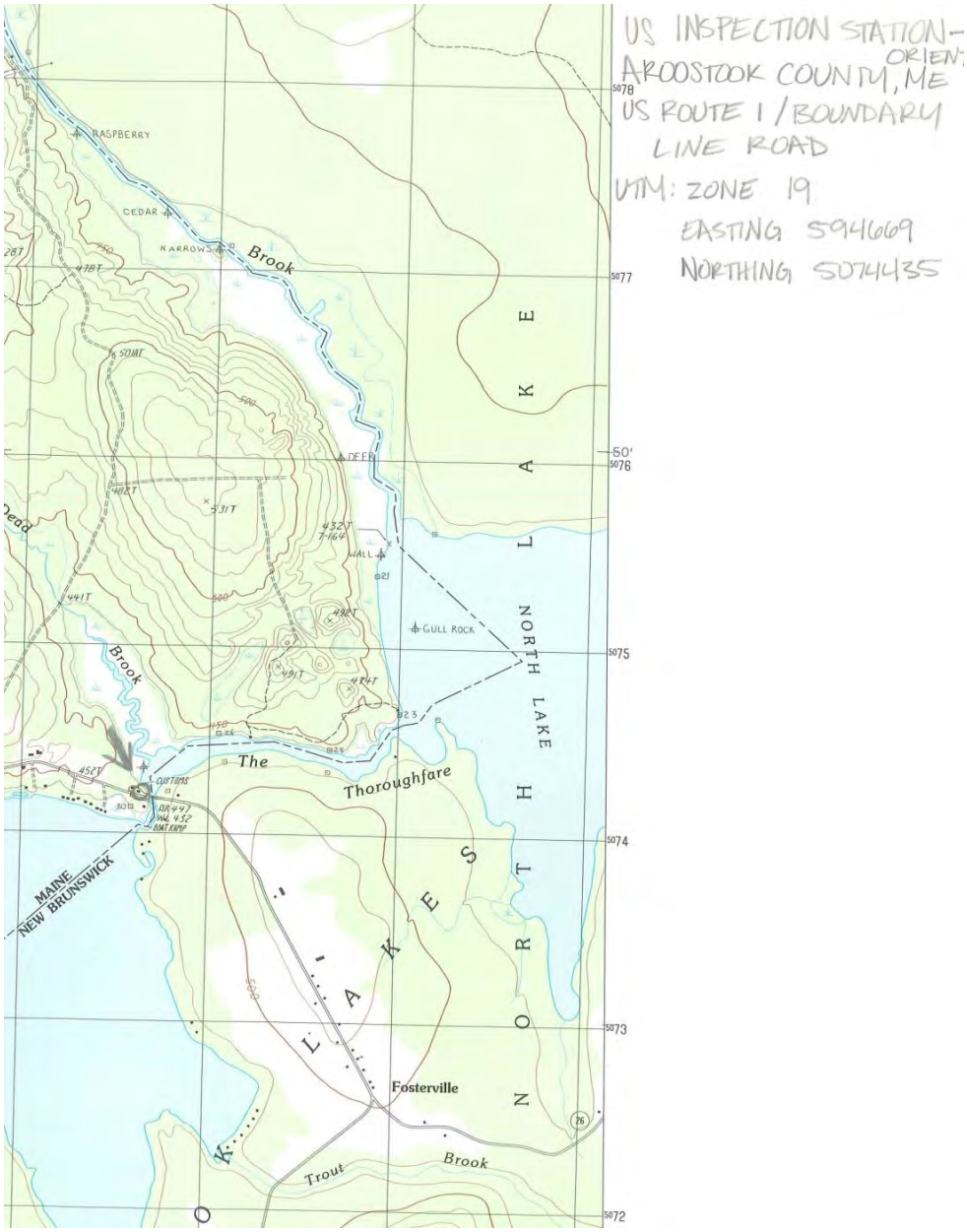
Boundary Justification

The Orient LPOE consists of 1.02 acres of partially developed property, and the boundary is consistent with the historic limits of the site. The facility is located in a primarily residential area where the topography is relatively flat. Approximately ten percent of the site is paved. There are several mature trees located in the southwest corner of the subject area. The site is bounded by Canadian province of New Brunswick to the east, Border Road to the south, private residence to the west, and a floodplain to the north.

USGS Map

Copy of map also included as supplemental information.

UTM References:
Zone: 19
Easting: 594669
Northing: 5074435



U.S. Inspection Station – Orient
Aroostook County, Maine
Photographer: David Greenwood, ICF Jones & Stokes
Date of photograph: October 2006
Negative: General Services Administration, Center for Historic Buildings
Description of view: front elevation, view facing north
Photo number: ME_AroostookCounty_OrientBorderStation1.tiff

U.S. Inspection Station – Orient
Aroostook County, Maine
Photographer: David Greenwood, ICF Jones & Stokes
Date of photograph: October 2006
Negative: General Services Administration, Center for Historic Buildings
Description of view: front and side elevation, office wing, view facing northwest
Photo number: ME_AroostookCounty_OrientBorderStation2.tiff

U.S. Inspection Station – Orient
Aroostook County, Maine
Photographer: David Greenwood, ICF Jones & Stokes
Date of photograph: October 2006
Negative: General Services Administration, Center for Historic Buildings
Description of view: side elevation, garage, view facing west
Photo number: ME_AroostookCounty_OrientBorderStation3.tiff

U.S. Inspection Station – Orient
Aroostook County, Maine
Photographer: Barba + Wheelock Architecture
Date of photograph: 2004
Negative: General Services Administration, Center for Historic Buildings
Description of view: rear elevation, view: southeast
Photo number: ME_AroostookCounty_OrientBorderStation4.tiff

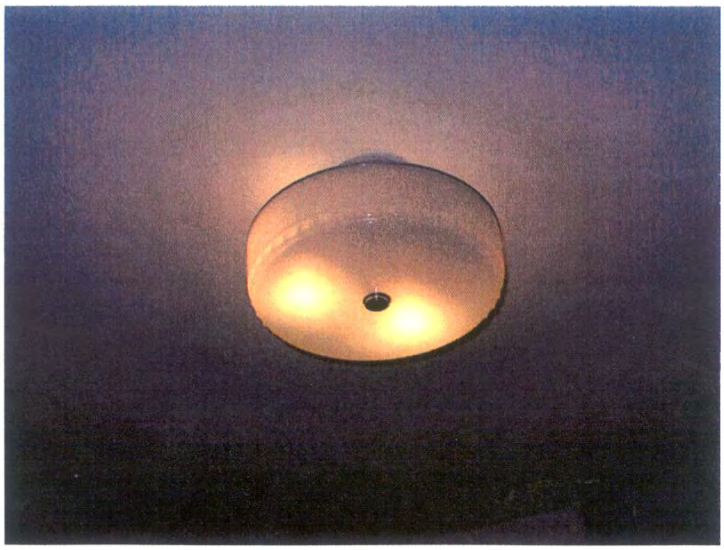
U.S. Inspection Station – Orient
Aroostook County, Maine
Photographer: Barba + Wheelock Architecture
Date of photograph: 2004
Negative: General Services Administration, Center for Historic Buildings
Description of view: porte-cochere, view: east
Photo number: ME_AroostookCounty_OrientBorderStation5.tiff

U.S. Inspection Station – Orient
Aroostook County, Maine
Photographer: David Greenwood, ICF Jones & Stokes
Date of photograph: October 2006
Negative: General Services Administration, Center for Historic Buildings
Description of view: interior, second floor staircase, view facing downstairs
Photo number: ME_AroostookCounty_OrientBorderStation6.tiff

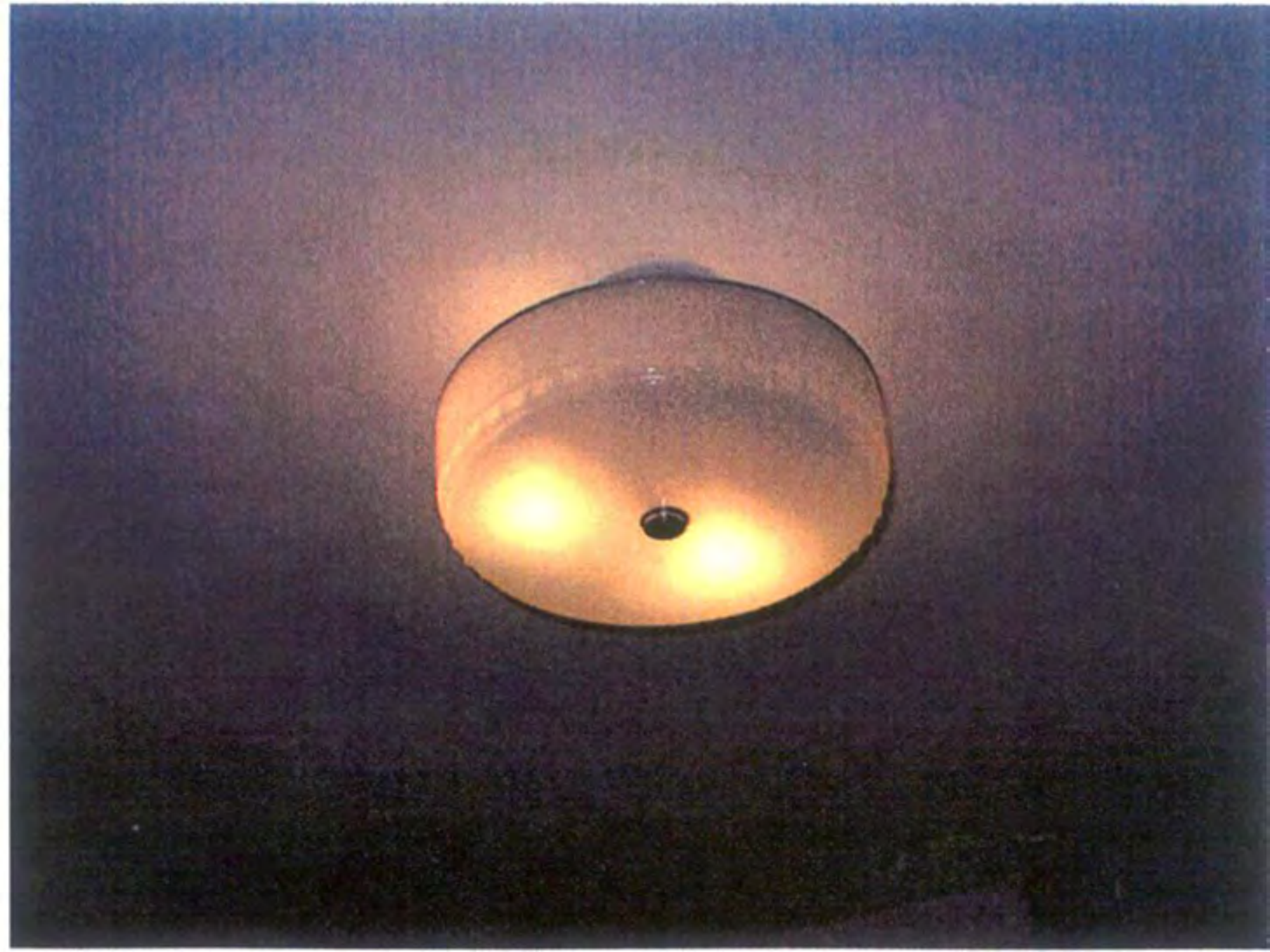
U.S. Inspection Station – Orient
Aroostook County, Maine
Photographer: Barba + Wheelock Architecture
Date of photograph: 2004
Negative: General Services Administration, Center for Historic Buildings
Description of view: second floor original light fixture
Photo number: ME_AroostookCounty_OrientBorderStation7.tiff

U.S. Inspection Station – Orient
Aroostook County, Maine
Photographer: Barba + Wheelock Architecture
Date of photograph: 2004
Negative: General Services Administration, Center for Historic Buildings
Description of view: first floor original light fixture
Photo number: ME_AroostookCounty_OrientBorderStation8.tiff

U.S. Inspection Station – Orient
Aroostook County, Maine
Photographer: Barba + Wheelock Architecture
Date of photograph: 2004
Negative: General Services Administration, Center for Historic Buildings
Description of view: first floor original light fixture
Photo number: ME_AroostookCounty_OrientBorderStation9.tiff



U.S. Inspection Station – Orient
Aroostook County, Maine
Photographer: GSA
Date of photograph: n.d.
Negative: General Services Administration, Center for Historic Buildings
Description of view: garage, view facing north

U.S. Inspection Station – Orient
Aroostook County, Maine
Courtesy: National Archives and Records Administration
Description of view: front (south) elevation, view: north

STATES CUSTOMS AND IMMIGRATION