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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—Calais (Ferry Point), Maine

Other names/site number: Calais Inspection Station; Ferry Point Inspection Station

2. Location

Street & Number: 1 Main Street — Not for Publication: N/A

City or Town: Calais — Vicinity: Ferry Point

State: Maine — Code: ME — County: Washington — Code: 029

Zip Code: 04619

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 H. 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	2	building(s)
___ public-local	___ district	___	___	sites
___ public-state	___ site	___	___	structures
x public-federal	___ structure	___	___	objects
	___ object	2	2	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 Station and Associated Points of Entry, States Bordering Canada and Mexico

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat:	Sub:
Government	Government Office
Government	Custom House

Current Functions (Enter categories from instructions)

Cat:	Sub:
Government	Government Office
Government	Custom House

7. Description

Architectural Classification (Enter categories from instructions)

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

Materials (Enter categories from instructions)

foundation Concrete
roof Asphalt
walls Brick
walls
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
1935-1936

Cultural Affiliation
N/A

Significant Dates
1935-1936

Architect/Builder
Stone, G.W. (acting Supervising Architect of the Treasury during design)
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 0.8

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

	Zone	Easting	Northing		Zone	Easting	Northing
1	19	634817	5005022	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.

Description

The U.S. Inspection Station—Calais, Ferry Point consists of approximately 0.8 acre of fully developed property. The facility is located in a populated urban area on a rectangular piece of property. The topography is fairly flat sloping from the rear (west) to the front (east) with almost its entire acreage paved. There is minimal landscaping. The site is bound by the Canadian Border (St. Croix River) to the north, U.S. Highway 1 (Main Street) to the east, Customs Street and commercial property to the south, and commercial property to west. There are four buildings on the property: 1) the 2-story inspection station, built in 1935-1936; 2) a detached garage with a pyramidal roof, built ca. 1936, a small kiosk/guard shack, built ca. 1980, and a large Butler-type garage building, also built ca. 1980.

The 2-story Inspection Station is clad in English bond brickwork, was designed in the Colonial Revival style, and was built in a rectangular plan. The roof is side gabled, and is clad in asphalt shingles. Two large brick chimneys with corbelled caps are present at either end of the ridgeline. The front elevation consists of 7 bays and features a centrally located entrance. This doorway consists of a classically detailed wood surround with a 5-ligth transom. Set within the doorway are a pair of wood doors, each leaf having 6 lights at the top and a panel below. At the first level, the 2 bays of windows on either side of the entrance are 12/12 wood windows. These windows, like many on the building, have aluminum storms. There are brick jack arches above these and all other window openings on all facades. Centered within this jack arching is a marble keystone. On either end of the jack arching are additional marble keystones at a similar inward slant as the jack arching. Rounded concrete sills and concrete aprons underscore all of these windows. At either end bay of the first level front elevation, are protruding tripartite bay windows of aluminum frame with press-on muntins. Copper seam canopy roofs are located above each of these bay windows. Within the center base of each bay window is a marble plaque. The marble plaque at the northernmost bay is a commemorative plaque for the building, noting that the construction year of the station building was 1935.

The second level of the front elevation inspection station features a rosette window in the center bay framed in soldier course brickwork, and double layer marble keystones within the cardinal points. The rosette window itself features a leaded pattern of semi-circles. The second level windows are 8/8 double hung and are underscored by simple marble sills. Between the first and second level, across all elevations, is a 2-course protruding brick string course. Running directly above the header of all second level windows is a continuous brick soldier course enclosed in running headers above and below. Directly above this is dentil molding, topped by an ogee style cornice molding that runs continuously across all four elevations. Brick quoining is present at all 4 corners of the building.

The Ferry Point side elevations are identical. Both elevations are three bays wide. The first level along each side features two bays with 12/12 wood windows similarly detailed to those already mentioned at the front elevation. The front-most of the three bays at the first level side elevations features a classically detailed entry. The entry is framed by square shaped, paneled, engaged colonettes at the sides, and a 5-part transom window topped by a molded entablature. The doors are wood panel with 9-unit wood frame glazing in the upper portion. A lantern style hanging light fixture is located adjacent to each entry. The upper level of each side elevation features three bays of 8/8 wood frame double hung windows with similar crown work as that mentioned at the front elevation. At each side elevation, an inset marble plaque with simple molded framing underscores each upper level center window. The gable end is present at each side elevation. Each gable end is underscored by gable returns with dentil molding and ogee cornice

detail identical to the continuous molding across the structure. Inset within each side gable is a molded oval shaped concrete opening with a milled aluminum attic vent set within it. This opening is framed by a header course of brick and marble keystones at the cardinal points.

The ridged metal 2-lane porte-cochere, which is affixed to the front entry as an overhanging pedestrian canopy, is a non-original replacement, which is not compatible with the original Colonial Revival design. It is supported by 6 square columns and has a double peak design in its roof.

The interior of the Ferry Point Inspection Station is divided into 2 halves by a central hall. One half is for Customs functions and activities while the other is for Immigration. The second floor contains storage and meeting rooms. The basement houses mechanical rooms, staff restrooms, and locker rooms. Large double hung windows originally provided light into the basement. The window openings into which these are set have recently been covered.[1]

Immediately inside the central hall are a second set of original entrance doors. Each of these doors is wood and features a lower panel topped by 6-light glazing. The original brass handle crossbar hardware is still present. Above these doors is a 5-pane, wood frame transom window. This whole entry program is topped with a large entablature. At each end are engaged, classically detailed square colonettes. This entry program is highly similar to those on the side elevations. Various entrances off the hall are similarly trimmed albeit with 3-light rather than 5-light transoms. The two service desks at the first level, one for Customs and one for Immigration, which are original, are five panels each and are of stained wood, which is remarkably rare among all the Inspection Stations within this Multiple Property Submission (MPS). The stairwell to the second level features wainscoting with decorative molding, and a large rosette window is present within it. Triglyph patterned chair railing is also present in the interior.

A pyramidal roofed, square plan garage, and restroom facility is also located on the property to the rear of the station. Built ca. 1936, the garage is the second contributing building on the property. Four bays per side, this building is on a concrete foundation, features wood clapboard siding, classically detailed square colonettes at the corners, and multiple 12/12 wood double hung windows with simple wood plank trim. The roof is clad in asphalt shingle and is underscored with continuous molded fascia. In the middle of each run of the roof is a hipped gable dormer with a 9- light wood window and engaged colonette detailing. Clapboard cladding is present at the cheeks of each dormer. Above the face and cheeks of each dormer is wood cornice molding. At the apex of the roof is a metal weathervane with an arrow design. The garage bay in this building appears to have been expanded, and now features a metal roll- up door. The entry program features a glass transom, which although was likely an original feature has been replaced. Other entry bays appear to have been modernized with the additions of aluminum framing and new glazing units.

A ca. 1980s low pitch gable shed roof, 2-bay Butler-type garage with ridged metal siding and tall concrete base is also present upon the property. This structure is not considered a contributing element. Built at approximately the same time, a small kiosk/guard shack is located on the property, and is a non-contributing element.

[1] Information about the layout of the interior and basement is courtesy: Barba + Wheelock Architecture. Maine Border Stations: Historic Preservation Review. May 11, 2004. page 1.

Alterations

Some window units replaced at front of building. The original porte-cochere was replaced with one larger in scale and incompatible in style. The original slate roof is replaced with asphalt shingles. Although the original rendering shows 3 dormers at the front elevation, based on available research there is no evidence that these dormers were originally constructed.

Statement of Significance

Summary

The U.S. Inspection Station—Calais, Ferry Point was included in the Multiple Property Submission for *U.S. Border Inspection Stations, States Bordering Canada and Mexico* (MPS). As demonstrated in this registration form, the U.S. Inspection Station—Calais, Ferry Point retains most aspects of integrity and meets the registration requirements in the Inspection Station Multiple Property Documentation Form (MPDF) to be eligible for listing in the National Register of Historic Places under Criteria A and C, at the local level of significance, period of significance 1935-1936. It retains most of its original program elements, although the porte-cochere was replaced, and well demonstrates the historic characteristics of Inspection Station MPS Property Type Number 3: 7-bay Inspection Station.

Under Criterion A, the U.S. Inspection Station— Calais, Ferry Point 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 1935-1936, it was sited alongside a border highway at one of the locations recommended in 1928 by H.A. Benner of the Bureau of Customs and J.L. Hughes of the Bureau of Immigration Benner and Hughes. Its construction was, therefore, in direct response to a chain of events including the imposition of head taxes and country quotas on immigration in 1917 and 1921, smuggling arising from the prohibition of alcohol in 1919, and the increase in usage of the automobile and improved roads in the 1920s.

Under Criterion C, the U.S. Inspection Station—Calais, Ferry Point 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 main station and detached garage 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 or pyramidal roofs, multi-light double-hung sash windows, keystones in flat arches, quoins, and Colonial ornamentation. The two contributing buildings retain integrity despite the noticeable replacement of the porte-cochere, and are both 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.

In a letter dated September 9, 2008, the Maine State Historic Preservation Officer (SHPO) concurred with the finding that the property meets Criteria A and C for listing in the National Register of Historic Places.

U.S. Inspection Station—Calais, Ferry Point, Maine: 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—Calais, Ferry Point:

> *There are four international bridges at Calais, the one known as Ferry Point being the most important. The latter is a bridge of permanent construction, while the other three are wooden cribbing bridges and may be considered more or less temporary as to future traffic requirements. At Ferry Point a building is rented at an annual cost of $720, exclusive of heat, light and water. While the quarters furnished are ample as far as space and office work are concerned, they are improperly located, in that they are on the left side of the roadway for traffic coming in from Canada. As a result, Government officers perform the greater part of their inspection work on the bridge opposite the office quarters. This also necessitates any one arriving by automobile to cross the stream of traffic in order to enter the office quarters to report or transact business with the customs and immigration officers.*
>
> *There appears to be ample room for a building on the right side of the highway extending over the bridge abutment in the same manner as adjacent construction, and this building should be provided by the owners of the bridge and an appropriate rental paid therefore by the Government. It is, therefore, recommended that the officers having control of the bridge be requested to provide approved quarters at this bridge located on the right side of the bridge coming from Canada, and that there be erected in connection with such quarters a suitable canopy or shelter so as to permit the inspection of automobiles and baggage protected from the weather.* [2]

The Ferry Point Inspection Station is eligible under Criteria A and C for the National Register of Historic Places. The inspection station building is an intact example of Colonial Revival design system as expressed on Inspection Station designs of the Federal Public Works Administration (PWA) period of the 1930s. This Colonial Revival detailing upon the Ferry Point Inspection Station is highly ornamental. The design of the inspection station building is one of a kind among the U.S. Border Inspection Stations. The Colonial Revival features upon the building are highly influenced by the Georgian Design system. These features include: a great degree of symmetry with a centered entrance; an elaborated central entrance with a multi-glazed transom window, engaged square colonettes and an entablature; an odd numbered ranking across the front elevation; bay windows; wood-frame multi-glazed windows; quoin work at the primary corner edges of the building; dentil molding; gable returns; gauge brick jack arching with keystones above various window openings; gable returns; symmetrically placed chimneys; string course brickwork between levels. The large porte-cochere replacement is incompatible with the Colonial Revival style of the main station.

At the time of its design in 1932, G.W. Stone was the acting Supervising Architect of the Treasury. However, at the time of its completion in 1935-1936[3], the Supervising Architect of the Treasury was Louis Simon. Simon had worked with the office continually since 1896, and would become the Supervising Architect of the Treasury in 1933—a post he held until 1939. [4] "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

[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, 1928:14-15.
[3] The design was completed in 1932, when G.W. Stone was the acting Supervising Architect of the Treasury, but Simon was most likely the architect-in-charge. Cabinet sketch 22, Records Group 36, NARA.
[4] 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.

Georgian style or given a regional gloss, but one which continues to operate in the collective public vision of Government. Simon was unwavering in his defense of what he considered a "conservative-progressive" approach to design in which he saw "art, beauty, symmetry, harmony and rhythm."[5]

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 inspection 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 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.

The inspection station at Ferry Point 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 Inspection 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 inspection station at Ferry Point projects an iconographic image of American architecture at the international border. It features the Colonial Revival design system often used for Governmental buildings during this time; one that was consciously associated with the American heritage and the American past since the 1876 Centennial celebration which triggered a desire for an understanding of American architectural lineage. The Ferry Point Inspection station has retained its original location. The integrity of feeling, as a PWA-era inspection station intent on expressing an American sentiment at the border through a vernacular use of the Colonial Revival, is likewise unaltered.

Significance within the related Multiple Property Submission

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

[5] 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—Calais, Ferry Point 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 1933 by the Supervising Architect of the U.S. Treasury, built in 1935-1936, and sited along Main Street (U.S. Highway 1) at the end of a bridge crossing of the St. Croix River at 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, therefore, recommended that the officers having control of the bridge be requested to provide approved quarters at this bridge located on the right side of the bridge coming from Canada…."[6] Federal authority is symbolized by the prominent flagpole atop the roof and above the main entrance to the inspection station building and by the naming of the street to the south "Customs Street." 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—Calais, Ferry Point retains ***integrity of location*** because it is still in its original location along Main Street (U.S. Highway 1) near the bridge crossing of the St. Croix River which forms the International Border with Canada in this portion of Maine. In their 1928 report, Benner and Hughes recommended this location because: "There are four international bridges at Calais, the one known as Ferry Point being the most important…At Ferry Point…rented…quarters…are improperly located, in that they are on the left side of the roadway for traffic coming in from Canada. As a result, Government officers perform the greater part of their inspection work on the bridge opposite the office quarters. This also

[6] 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: 14-15.

necessitates any one arriving by automobile to cross the stream of traffic in order to enter the office quarters to report or transact business with the customs and immigration officers."[7]

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 Calais, Ferry Point, as follows: "At Ferry Point a building is rented at an annual cost of $720, exclusive of heat, light and water. While the quarters furnished are ample as far as space and office work are concerned, they are improperly located...It is, therefore, recommended that the officers having control of the bridge be requested to provide approved quarters at this bridge located on the right side of the bridge coming from Canada, and that there be erected in connection with such quarters a suitable canopy or shelter so as to permit the inspection of automobiles and baggage protected from the weather.."[8]

At Ferry Point, protection from inclement weather was provided by a porte-cochere, a detached garage, and the efficient placement of combined functions within the office building. Although the porte-cochere was replaced with one incompatible in scale, style, and materials, the station building and garage continue to retain a high enough degree of integrity ***of design and materials***, and 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***. Currently, there is minimal landscaping and the inspection station fits within populated urban setting. The surrounding setting of Calais immediately near the inspection station has not been significantly changed, although the porte-cochere, kiosk and pitched roof garage building on the property are incompatible with the historic character of the property. It's regionally appropriate Colonial Revival architecture has been maintained, despite the porte-cochere addition, 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 Ferry Point, adequate service to the public is demonstrated by the detached garage 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

[7] Ibid., page 14-15.
[8] Ibid., page 14-15.

time, alteration of the living quarters for another use or removal of detached residences would not disqualify a property for listing. At Ferry Point, quarters for the officers were provided upstairs in the station building, or could be rented in Calais.

Evaluation under Criterion C

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

The U.S. Inspection Station—Calais, Ferry Point 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—Calais, Ferry Point exhibits the Colonial Revival design system. The Colonial Revival design system was employed throughout the facility at Ferry Point through a combination of: brick or clapboard exterior wall surfaces, symmetrical design, steep gable roofs, multi-light double- hung sash windows, keystones in flat arches, quoins and other Colonial style ornamentation. The period of significance of the U.S. Inspection Station—Calais—Ferry Point is 1935-1936, the years 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—Calais, Ferry Point has not changed since its construction, therefore the building retains its integrity of location.

The ***setting*** of the U.S. Inspection Station—Calais, Ferry Point has not been significantly changed from the historic period, as evidenced by its relationship to the bridge crossing of the St. Croix River, which forms the international boundary with Canada, Main Street (U.S. Highway 1), and the surrounding buildings of Calais, although the two non-contributing buildings on the property itself and the porte-cochere are noticeable changes to the immediate setting.

The architectural ***design*** of the original U.S. Inspection Station—Calais, Ferry Point, including the station building and detached garage continue to have integrity of design, interior as well as exterior. The buildings continue to retain various design features that indicate that the structures have a Colonial Revival design aesthetic. The design at Ferry Point is unique among the U.S. Border Inspection Stations that were constructed in the 1930s and 1940s.

The ***feeling*** of the U.S. Inspection Station—Calais, Ferry Point contributing buildings constructed on the property during the period of significance is reinforced by their close proximity to the border formed by the St. Croix River, their Colonial Revival design system, and the aesthetic and character of the facility.

The ***materials*** of the U.S. Inspection Station—Calais, Ferry Point appear to be original, with the noticeable exception of the porte-cochere. 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 of the two contributing buildings.

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 detached garage and the proximity to Main Street (U.S. Highway 1)--the major border crossing from Calais into Canada across the St. Croix River. The inspection station is also associated with the Public Works Administration and its efforts during the 1930s to gainfully employ various out of work individuals.

The ***workmanship*** of the buildings was likely executed by PWA employees, and the two contributing buildings at Ferry Point retain very excellent integrity and continue to demonstrate the skill and care that went into the brickwork, metalwork, and woodwork. The treatment of the denticulated cornice, decorative voussoirs, brick quoins, window sills and lintels and door surrounds demonstrates exceptional workmanship when compared to the rest of the U.S. Border Inspection Stations.

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 Ferry Point, the porte-cochere was replaced with one that does not reflect the original Colonial Revival style or scale, however, it clearly reads as a removable addition from a later time period. This and other alterations to the station building and detached garage do not detract from the overall design quality and integrity of the station, and are offset by the large scale of the building and its retention of many original features, such as the wooden windows, denticulated cornice, exterior brick wall surface, quoins, and treatment of window sills and lintels and door surrounds.

Significance – Conclusion

The U.S. Inspection Station—Calais, Ferry Point 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—Calais, Ferry Point retains all aspects of integrity and meets the registration requirements in the Inspection Station Multiple Property Documentation Form 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

[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.

significance 1935-1936. Designed in 1932 and constructed in 1935-1936, it was sited along Main Street at the end of a bridge leading to Canada 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 distinguished, both exterior and interior, as a good example of the Colonial Revival style employed for its associative values as a record of the self-image of federal government buildings during the 1930s as interpreted by the Supervising Architect of the Treasury. It retains all of its original program elements, and well demonstrates the historic characteristics of MPS Property Type Number 3: 7-bay Special Inspection Station.

In a letter dated September 9, 2008, the Maine State Historic Preservation Officer 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; Limestone; and Orient.…Ferry Point…appears to merit listing under both Criteria A and C…" [10]

[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.

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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.

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

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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. 22. Calais, 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. Inspection Stations.

Geographical Data

Boundary Description

A certain lot or parcel of land located in the city of Calais, in the county of Washington and the state of Maine, bounded and described as follows:

Beginning at a point at the intersection of the southwesterly sideline of North Street, so-called, and the northwesterly sideline of the Maine central railroad, so-called;

Thence southwesterly by the northwesterly sideline of said railroad along a curve to the left having a radius of five hundred thirty-three and 87/100 (533.87) feet, an arc distance of one hundred and 15/100 (100.15) feet to an iron pin set at land now or formerly of Earl F. Adams and Helen O. Adams, as described in a deed recorded in the Washington county registry of deeds in book 1512, page 203;

Thence north 51°39'18" west by said land of Adams, a distance of ninety-six and 00/100 (96.00) feet to a point in the St. Croix River;

Thence north 45°19'52" east, a distance of one hundred nine and 00/100 (109.00) feet to an iron pin set on the northwesterly sideline of said North Street, extended;

Thence south 46°10'42" east by said North Street, extended, a distance of ninety-nine and 00/100 (99.00) feet to the point of beginning, containing 0.23 acres.

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 found on the centerline of the Maine Central railroad track located approximately 142 feet easterly of North Street has a northing = 550162.337, easting = 1294861.390, and NAVD88 elevation = 71.27.

3. On-target locating service was contacted to locate utilities and the following utilities were observed: Calais water dept (water) Eastern Maine Electric Co-op (electric), Verizon (telephone) and city of Calais Dept. of Public Works (sewer). 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 =1:18589.

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.

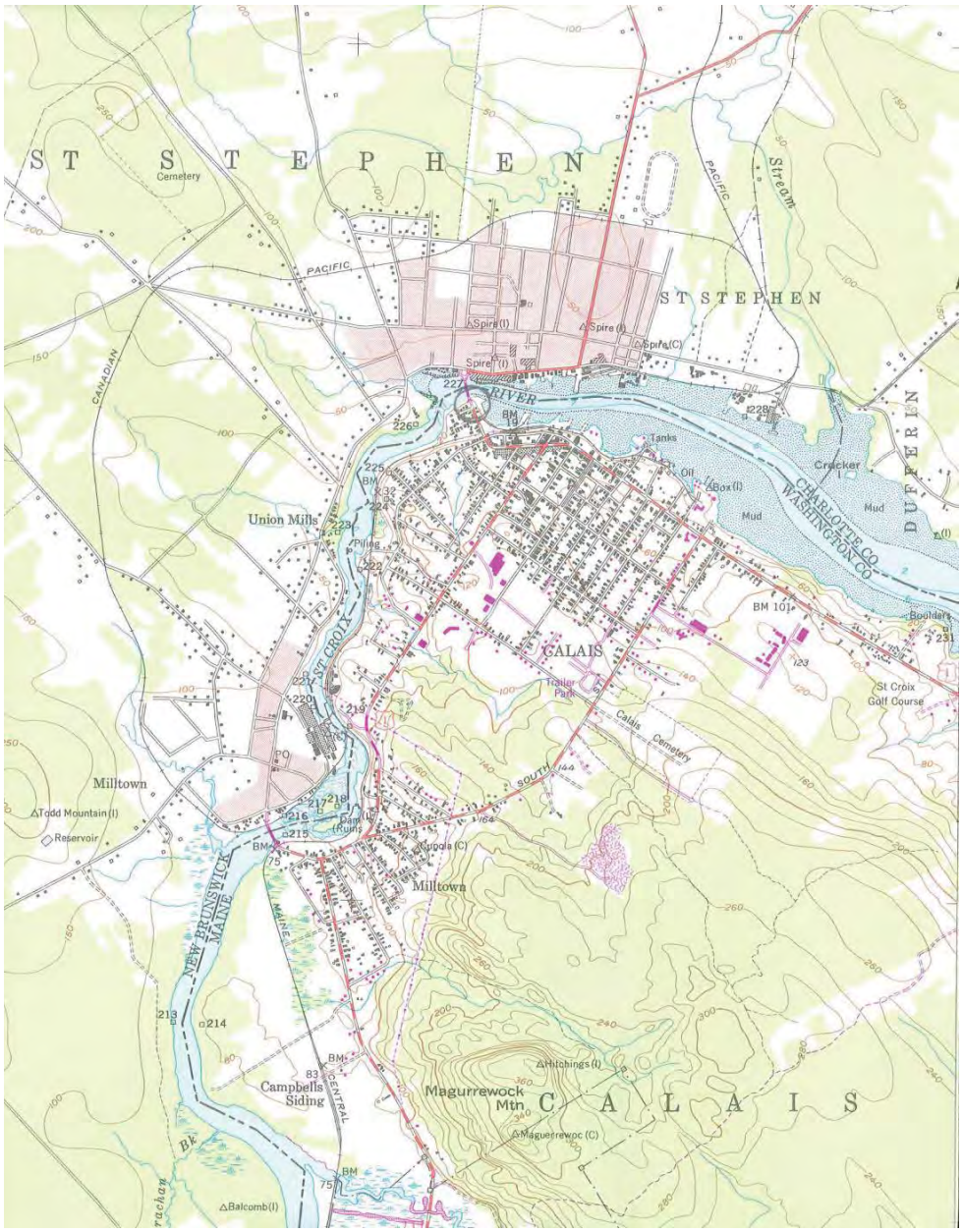
Boundary Justification

The site is bound by the Canadian Border (St. Croix River) to the north, U.S. Highway 1 (Main Street) to the east, Customs Street and commercial property to the south, and commercial property to west. The 0.8 acre rectangular piece of property is coincident with the historic limits of the property owned by the U.S. Government.

USGS Map

Copy of map also included as supplemental information.

UTM References:
Zone: 19
Easting: 634817
Northing: 5005022



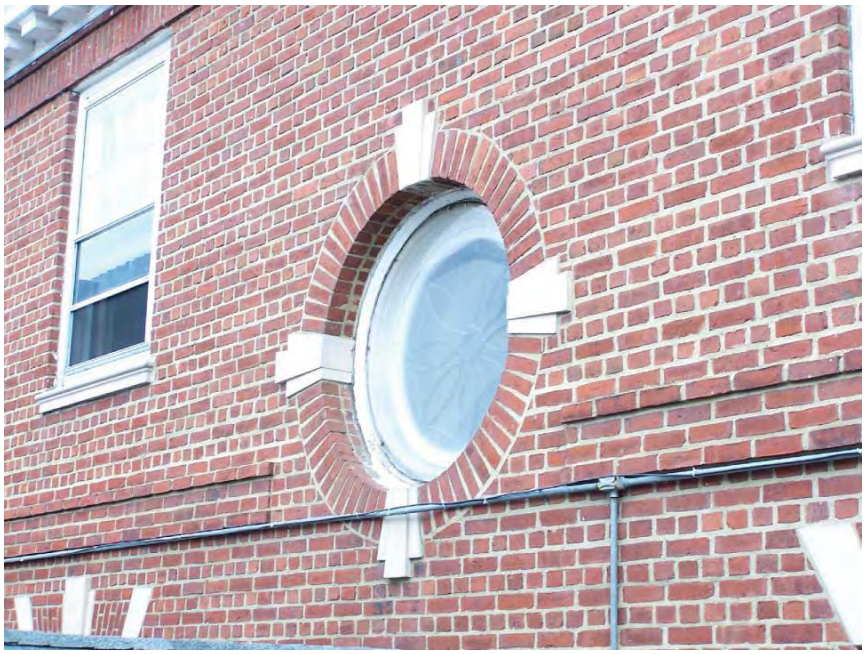
U.S. Inspection Station – Calais, Ferry Point
Washington County, Maine
Photographer: David Greenwood, Jones & Stokes
Date of photograph: October 2006
Negative: GSA
Description of view: front and side elevation, view: northeast
Photo number: ME_WashingtonCounty_BorderStation1.tiff

U.S. Inspection Station – Calais, Ferry Point
Washington County, Maine
Photographer: David Greenwood, Jones & Stokes
Date of photograph: October 2006
Negative: GSA
Description of view: east side elevation, view: northwest
Photo number: ME_WashingtonCounty_BorderStation2.tiff

U.S. Inspection Station – Calais, Ferry Point
Washington County, Maine
Photographer: David Greenwood, Jones & Stokes
Date of photograph: October 2006
Negative: GSA
Description of view: front elevation bay window, view: northwest
Photo number: ME_WashingtonCounty_BorderStation3.tiff

U.S. Inspection Station – Calais, Ferry Point
Washington County, Maine
Photographer: David Greenwood, Jones & Stokes
Date of photograph: October 2006
Negative: GSA
Description of view: side elevation window detail of quoining and dentil molding, view: east/southeast
Photo number: ME_WashingtonCounty_BorderStation4.tiff

U.S. Inspection Station – Calais, Ferry Point
Washington County, Maine
Photographer: David Greenwood, Jones & Stokes
Date of photograph: October 2006
Negative: GSA
Description of view: rear elevation, rosette window, view: southeast
Photo number: ME_WashingtonCounty_BorderStation5.tiff

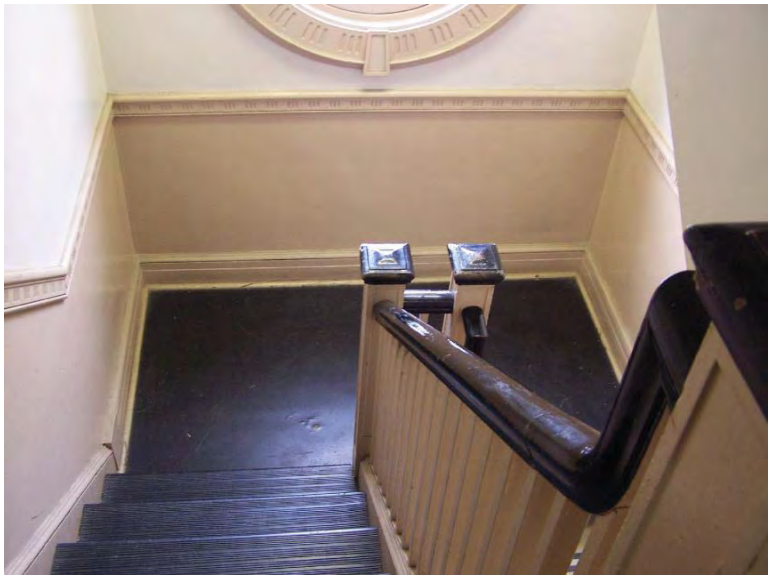


U.S. Inspection Station – Calais, Ferry Point
Washington County, Maine
Photographer: David Greenwood, Jones & Stokes
Date of photograph: October 2006
Negative: GSA
Description of view: west elevation entry door, view: east
Photo number: ME_WashingtonCounty_BorderStation6.tiff

U.S. Inspection Station – Calais, Ferry Point
Washington County, Maine
Photographer: David Greenwood, Jones & Stokes
Date of photograph: October 2006
Negative: GSA
Description of view: interior entry doors, view: south
Photo number: ME_WashingtonCounty_BorderStation7.tiff

U.S. Inspection Station – Calais, Ferry Point
Washington County, Maine
Photographer: David Greenwood, Jones & Stokes
Date of photograph: October 2006
Negative: GSA
Description of view: standard office entry, view: south/southwest
Photo number: ME_WashingtonCounty_BorderStation8.tiff

U.S. Inspection Station – Calais, Ferry Point
Washington County, Maine
Photographer: David Greenwood, Jones & Stokes
Date of photograph: October 2006
Negative: GSA
Description of view: stairwell, view: north
Photo number: ME_WashingtonCounty_BorderStation9.tiff



U.S. Inspection Station – Calais, Ferry Point
Washington County, Maine
Photographer: David Greenwood, Jones & Stokes
Date of photograph: October 2006
Negative: GSA
Description of view: front elevation, commemorative plaque, view: north
Photo number: ME_WashingtonCounty_BorderStation10.tiff

U.S. Inspection Station – Calais, Ferry Point
Washington County, Maine
Photographer: David Greenwood, Jones & Stokes
Date of photograph: October 2006
Negative: GSA
Description of view: inspection garage, view: southeast
Photo number: ME_WashingtonCounty_BorderStation11.tiff

U.S. Inspection Station – Calais, Ferry Point
Washington County, Maine
Courtesy: National Archives and Records Administration (NARA)[11]
Date of photograph: c. 1935
Description of view: front elevation

[11] Image courtesy:
U.S. Department of the Treasury. Cabinet Sketch No. 22. Calais, Maine. in Records Group 36, at the National Archives and Record Administration in College Park, Maryland.

TOYOTA
DO NOT ENTER
DO NOT ENTER

Trucks / Buses
Camions / autobus
STOP
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EXIT

CARGO
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PROTECTION
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EMENT

HENRY MORGENTHAU JR
Secretary of the Treasury
LOUIS A SIMON
Supervising Architect
NEAL A MELICK
Supervising Engineer
1935

ATTENTION
ALL DRIVERS
CHOCKS MUST BE
PLACED UNDER