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

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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

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—Rouses Point (Overton Corners), New York

Other names/site number: Overton Corners Inspection Station; Overton Corners Border Station

2. Location

Street & Number: New York State Highway 276 — Not for Publication: N/A

City or Town: Rouses Point — Vicinity: N/A

State: New York — Code: NY — County: Clinton — Code: 019

Zip Code: 12979

3. State/Federal Agency Certification

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

Signature of certifying official: Federal Preservation Officer — Date: 7/23/14

State or Federal Agency or Tribal government: U.S. General Services Administration

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

Signature of commenting official/Title: Ruth A Pierpont DSHPO — Date: 12/19/11

State or Federal agency and bureau: NYSHPO

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)	1	0	building(s)
___ public-local	___ district	___	___	sites
___ public-state	___ site	___	___	structures
x public-federal	___ structure	___	___	objects
	___ object	___	___	total

Number of contributing resources previously listed in the National Register 0

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

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat:	Sub:
Government	Government Office
Government	Custom House

Current Functions (Enter categories from instructions)

Cat:	Sub:
Government	Government Office
Government	Custom House

7. Description

Architectural Classification (Enter categories from instructions)
Late 19th and Early 20th Century Revivals/Colonial Revival

Materials (Enter categories from instructions)

foundation	concrete
roof	slate
walls	brick
walls	
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
1932

Cultural Affiliation
N/A

Significant Dates
1932

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

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

Please see Section 8 Continuation Sheets.

9. Major Bibliographical References

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

Please see Section 9 Continuation Sheets.

Previous documentation on file (NPS)

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

___ previously listed in the National Register

x previously determined eligible by the National Register (as per NYSOPRHP site visit, May 1996)

___ 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	18	626022	4985243	3			
2				4			

X See continuation sheet.

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

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

11. Form Prepared By

Name/Title Daniel D. Paul, Architectural Historian and Richard Starzak, Senior Architectural Historian

Organization ICF Jones & Stokes Date July 2011

Street & Number 811 W. 7th St., suite 800 Telephone (213) 627-5376

City or Town Los Angeles State CA Zip Code 90017

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

Photographs

Representative photographs of the property.

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

Property Owner

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

Name

Organization U.S. General Services Administration, Region 1 Telephone (212) 264-1575

Street & Number 26 Federal Plaza, Room 1609

City or Town New York State NY Zip Code 10278

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

Location and Setting

The U.S. Inspection Station—Rouses Point (Overton Corners) is located facing east-southeast onto New York State Highway 276 directly below the Canadian Border. The surrounding terrain mildly slopes as it rises toward the west. Light vegetation is present in the immediate surrounding area, as are marshy wetlands about 1/3 mile east and west of the Inspection Station. Spruce and Hemlock Trees are located upon and near the property.[1] The Overton Corners Inspection Station is located less than a mile above the small town of Rouses Point, New York, population 2,400.

Exterior Description

The Inspection Station at Overton Corners is a rectangular plan, woodframe, two-story inspection station done in a Georgian inspired Colonial Revival design system. The center block (primary building) is side gabled with a gambrel roof and affixed to either side of it is a one-story, 4-bay, hipped roof garage wing. Affixed to the south garage wing is a square plan, hipped roof single bay garage addition that is situated perpendicular to the rest of the complex. The primary building, the two wings, and the garage addition are clad in English bond brickwork and have roofs covered with green and purple slate. A flat roofed porte-cochere that covers three lanes is affixed to the front elevation of the inspection station. The front elevation of the inspection station faces east, and the total building program runs axially south-north.

Across the entire first level of the primary building, garage wings and the garage addition are 12/12 woodframe double hung windows, each inset into the wall and framed with ogee style cornice inset framing. Each of these windows, not to mention the primary entrance itself, is topped with gauge brick jack arching that is centered with a large marble decorative keystone. Marble sills underscore all of the windows. Symmetry is a prominent feature, both of the front elevation and of the total program. The front elevation features five bays, the center of which is the main entry. This entry consists of a storefront single leaf aluminum frame entry door with sidelights topped by a large single panel glass transom in similar aluminum framing. Brick quoining is present running vertically up each corner of the front elevation.

Above the front elevation is the slate tiled, side gambrel roof. The eave of the roof is underscored by painted wood ogee cornice molding. Within the lower portion of the roof at the front elevation are 5 classically detailed, front gabled dormers. Each dormer, which is painted gold-yellow, contains one 8/8 woodframe double hung window topped with a latticed pattern lunette window head. These windows are vaguely Gothic in feeling. On either side of each window within the dormer are square shaped engaged columns with classical detailing and paneling within the shaft and the capital. Above each engaged column is a paired cornice molding that encloses a frieze that runs above the columns and across the top of the dormer cheeks. Below this frieze, the cheeks of each gable are clapboard clad.

[1] Details for location and setting Courtesy: Mangi Environmental Group Inc, [New York Inspection Stations], Historic Building Preservation Plan. New York: Mangi Environmental Group, 2001: 31.

At either end of the ridgeline atop the roof is one of two large chimneys of American bond brickwork and crown detail.

The frontal portion of each lower level side elevation features a woodframe double hung window where each window, upper and lower, is itself of a 5/1 pattern. The rear portions of the Inspection Station's lower level side elevations are connected into the garage wings. Stepped copper flashing is present above where the roof of the garage wing meets the side elevation. In the upper portion of the primary building's south elevation is an 8/8 woodframe double hung window topped by a latticed pattern lunette window head identical to those found in the dormers. The lunette portion is circumscribed in vertical brickwork with a marble keystone centered above it and smaller marble blocks at either spring end. Beneath the gable peak at each side elevation of the primary building are thin, vertical attic vents, each underscored with brick sills and crowned with flat arch work. Ogee style cornice molding underscores the gambrel roofline at each gable end. Below this are molded cornice returns that continue from the front and rear elevation molding.

The rear elevation of the Inspection Station at Overton Corners primary building is five bays wide. A low, concrete watertable/foundation underscores the rear elevation of the primary building and the garage wings. The center bay of the rear elevation features a square marble slab about 2'x2' situated flush with the upper ranking of the adjacent window bays. In the two bays at either side of the center are 12/12 woodframe double hung windows accentuated in a manner similar to those at the front elevation. A front gabled wood clapboard enclosed entry is present affixed to the center of the rear elevation. This entry features a wood door with upper panel glazing. A covered basement access is present just north of this entry. Within the rear elevation roof run five dormers of an identical design to those described atop the front elevation. A small dormer with a 1/1 window is present between the two northernmost front gabled dormers at the rear elevation.

The garage wings are virtually identical to each other, and are connected to the northern and southern sides of the inspection station. Each wing contains four garage bays with painted garage doors each containing a row of ribbon windows. The southern garage wing was originally used for auto inspection purposes, and the northern garage wing for confiscated vehicles, plus officer's vehicles. A semicircular brick arch centered with a marble keystone surrounds the upper portion of each garage entry. Affixed to the southern garage wing is a hipped roof single bay garage built in a rectangular plan with a large square garage bay topped with jack arching and marble keystone. Like the rest of the complex, this garage is clad in English bond brickwork and has cornice molding under the roofline. Quoining is present upon the corners of this building, as well as upon the outer, exposed corners of each of the garage wings. The rear elevation of each garage wing contains four bays of 12/12 woodframe double hung windows accented in a manner similar to those described at the front elevation of the primary building. At the southern wing, the lower portions of two of these windows house aluminum milled vents. The rear portion of the single bay garage is present below and behind the rest of the inspection station complex. Its rear elevation has a pair of 12/12 woodframe windows. The north elevation of the single bay garage features a large concrete filled false window topped by gauge brick jack arching and marble keystone. In a manner similar to the front and rear elevations of the inspection station, the hipped gable roof of each garage wing is underscored with ogee style cornice molding and a running fascia. Upon the garage wings and the single bay garage building, the upper course of this molding protrudes out, and inset beneath it is a second course of that is applied directly upon the brick elevations.

Affixed to the front elevation of the Overton Corners Inspection Station is the original flat roofed porte cochere supported by eight square shaped columns with a capacity of three lanes. The porte cochere and its columns are painted gold-yellow. Each of the columns features a square shaped capital. Simple wood molding and a running fascia underscore the roof of the porte cochere. Running atop the edge of the roof is a metal balustrade with a repeating concave diamond-in-circle motif. A short flag pole topped by a balloon finial is present at each outer corner of the porte cochere. Beneath the porte cochere is a rectangular plan metal kiosk that appears to be a recent addition.

Interior Plan and Features

The first floor of the Overton Corners Inspection Station is divided into a public half at its frontal portion, and a private half at its rear portion. The frontal half itself is divided in half, with an Immigration office in the southern portion and a Customs office in the northern portion. The centered main entry opens up to a public waiting space placed between these two halves. This public space is delineated on each side by a large, multi-paneled wood service desk, each with its original wood grained laminate top. Behind each desk are the work areas for the Customs and Immigration offices. Behind the public waiting area is a stairwell that leads to the second level, and down to the basement. "The second floor contains lavatories, storage areas, and two rooms that were former detention cells. Much of the original fabric, including paneled wooden doors with hardware and wooden stair banister, remains intact. The basement, which houses the boiler room and maintenance area, has a concrete slab floor. Interior walls are plaster with wood trim. Original paneled wooden doors and transoms are intact. The floor is covered with ["fire-flash"] ceramic tile."[2]

Landscape Elements

The Overton Corners Inspection Station is setback upon its property. The area in front of it is paved with asphalt to allow access into the inspection lanes, and also for parking purposes. Directly in front of the porte cochere is a semicircular, sloped lawn pad that contains a tall, metal tapered flagpole with a balloon finial, plus two fir shrubs. Directly behind the inspection station is a tall, metal truss radio tower that is a later addition. A lawn covered rear yard runs behind and to the sides of the Inspection Station proper. Mature tree specimens of Spruce and Hemlock are present upon the property.

Alterations

The single bay inspection garage at the south end was added in 1958, but does not detract from the historic integrity of the design. The gabled rear entry was added in 1934. Other minor alterations include: replacement of the main entry program; air conditioning units and vents added into various window units; and radio tower addition in 1966. Modern storm windows are used over the original wooden sash. Suspended acoustical tile ceilings with modern light fixtures are present at the first and second floor.

[2] Ibid., 15.

Statement of Significance

Summary

The U.S. Inspection Station—Rouses Point (Overton Corners) 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 Inspection Station at Overton Corners retains all aspects of integrity and meets the registration requirements in the Inspection Station MPS to be eligible for listing in the National Register of Historic Places under Criterion A and C, at the local level of significance, period of significance 1932. It retains all of its original program elements and well demonstrates the historic characteristics of Inspection Station MPS Property Type Number 2: 5-bay Inspection Station. The U.S. Inspection Station—Rouses Point (Overton Corners) was determined eligible for the National Register of Historic Places as the result of a NYSOPRHP site visit in May, 1996. It was also determined eligible for the National Register by GSA on July 20, 2004.

Under Criterion A, the U.S. Inspection Station—Rouses Point (Overton Corners) 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 1932, 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—Rouses Point (Overton Corners) retains adequate integrity to convey the design, plan, and program from the time it was constructed by the Treasury Department. The exterior and interior of the station building still conveys the historical design, workmanship, and materials of the facility's original construction. The Colonial Revival design system was employed throughout the facility through a combination of: brick wall surfaces, symmetrical design, gambrel roof, dormers, multi-light double-hung sash windows, keystones in flat arches, and Colonial style columns. The building retains a high degree of integrity and is distinguished, both in its exterior and interior features and materials, 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.

U.S. Inspection Station—Rouses Point (Overton Corners): 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—Rouses Point (Overton Corners):

The Customs Service at this port is located in rented quarters in the Meyer Building on the main street of the village. The Immigration Service has quarters in the railroad station and also maintains an inspection office during the summer months at Overton's Corners.

The main highways enter the United States from Canada in the general vicinity of Rouses Point, one of them entering at Overton's Corners, which divides at that point into two roadways, one going straight ahead, and the other, after several turns, connecting in the village of Rouses Point with the highway coming in from Canada along the Richelieu River. The Customs Service attempts to do all of its work in the village a short distance below the junction of these two roads, resulting in a great congestion and confusion because of the intermingling of the local village traffic with the international traffic. It also leaves the road passing through Overton's Corners direct into the United States past Rouses Point without supervision. The road along the Richelieu River has been improved by Canada, and it is believed heavy traffic will go over this road when touring season opens next year. Whether this will decrease the traffic to any appreciable extent on the King Edward Highway (connecting at Overton's Corners) is problematical. It is quite evident, however, that both roads will carry heavy traffic, and that the logistical thing to supervise this traffic and avoid congestion is to divide the inspection point between the two points at which the two roads enter the United States instead of attempting to handle the accumulation of traffic at one point below the junction of the two roads. Such an arrangement also is necessary in order to protect the interests of the Government in connection with traffic which passes directly through Overton's Corners without entering the village of Rouses Point.

It is accordingly recommended that a standard office building (Type No. 1) be erected at Overton's Corners to take care of all of the traffic arriving over the King Edwards Highway. The special office building (Type No. 3) should be erected on the highway running along the Richelieu River at a point outside of the village of Rouses Point [Near St. John's], close enough to the boundary to eliminate any possible confusion of local with international traffic. From this office the railroad work can be attended to as readily as from the rented quarters now located in the Village of Rouses Point.[1]

The Benner & Hughes report estimated the cost of the U.S. Inspection Station – Rouses Point (Overton Corners) to be $55,000 to construct the building and $10,000 to acquire the site.[2]

The renderings for the Inspection Station at Overton Corners can still be found at the National Archives and Records Administration (NARA).[3] Aside from the addition of the single bay garage wing to the south end, the Overton Corners Inspection Station is remarkably true to the original rendering. Details present in the front elevation rendering still present at the inspection station include: symmetrical massing; multi-glazed windows; original porte cochere; arched garage bays; five front-gabled dormers, and the paired chimneys at either end of the primary ridgeline.

The renderings for the Overton Corners Inspection Station date from 1932, when Judge James A. Wetmore was the Supervising Architect of the Treasury. Wetmore, however, had no formal architectural training, and effectively directing Wetmore's office during this period was Louis A. Simon, who had worked with the Treasury continually since 1896.[4] Most likely, it was Simon who developed the designs for the Overton Corners Inspection Station. "Simon, trained in architecture at MIT, was instrumental in the image of government projected by its public buildings, an image derived from classical western architecture, filtered perhaps through the English Georgian style or given a regional gloss, but one which continues to operate in the collective public vision of Government. Simon was

[1] 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: 27.
[2] Ibid., page 54.
[3] U.S. Department of the Treasury. Cabinet Sketch No. 18, United States Inspection Station—Rouse's Point (Overton's Corners), NY . in Records Group 36, at the National Archives and Record Administration in College Park, Maryland.
[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.

unwavering in his defense of what he considered a "conservative-progressive" approach to design in which he saw "art, beauty, symmetry, harmony and rhythm" [American Architect and Architecture, August, 1937, vol. 151, p. 51]."[5]

In 1933, Simon became the Supervising Architect of the Treasury, a post he held until 1939. During Simon's tenure, the Department of the Treasury was the largest architectural office in the United States, with over 700 million dollars worth of various Post Offices, Border Checkpoints, Custom Houses, and other Federal buildings. The construction of United States inspection stations, inspection stations, and customs and immigration inspection stations was approved by Legislation under the Act of June 25, 1910. The spate of Public Works Administration (PWA) era 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 Overton Corners Inspection Station evolved from the contexts of Prohibition (1919-1933), the increased popularization of automobile travel, and the Public Works Administration that developed out of the Great Depression of the 1930s. Contributing also to the need for an increase in 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 Overton Corners Inspection Station has retained a generous amount of its Colonial Revival design features and still successfully projects its intended association of American architecture at the international border. The inspection station retains its original location in a rural, wetlands setting among mature spruce and hemlock trees. In feeling, the Overton Corners Inspection Station successfully conveys its intended set of values and images, which are now historically associated with PWA-era Federal architecture as a whole. It features the Colonial Revival design system often used for Governmental buildings during this time; one that was consciously associated to the American heritage and American past since the 1876 Centennial celebration which triggered a desire for an understanding of American architectural lineage. The Colonial Revival, as depicted upon the inspection stations, was simultaneously intended to evoke feelings of patriotism, Americana, power, and security.[6] The style was therefore seen as the semantically appropriate one for the gateway and often first building viewed by immigrants, foreign tourists, and returning residents entering the United States.

Significance within the 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

[5] U.S. General Services Administration, Historic Building Preservation Program: Inspection (Mooers) dated 04/27/94: 3.
[6] The style was also seen as a morale booster for the officers who lived and worked on the properties. Often, their prior facilities were rented buildings that ill suited the purpose at hand. The prior residences were often temporary structures, including train cars. Benner, H.A. and J.L. Hughes, Report on Standard Type of Customs-Immigration Inspection Buildings for Border Highways. Congressional report to the Commissioner General of Immigration. Washington D.C., May 13, 1928: 2-4.

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—Rouses Point (Overton Corners) was planned, designed and constructed by the U.S. Government between 1928 and 1943 for use as a customs and immigration station at a land border crossing. It was designed in 1932 by the Supervising Architect of the U.S. Treasury, built in 1932, and sited along State Route 276 near the International Border with Canada. It was sited at one of the locations recommended by Benner and Hughes in their 1928 report, as follows: "[Customs inspection located in the village] leaves the road passing through Overton's Corners direct into the United States past Rouses Point without supervision….It is accordingly recommended that a standard office building (Type No. 1) be erected at Overton's Corners to take care of all of the traffic arriving over the King Edwards Highway."[7] Federal authority is symbolized by the prominent flagpole in front of the inspection station building. 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—Rouses Point (Overton Corners) retains ***integrity of location*** because it is still in its original location along State Route 276 near the

[7] Benner, H.A. and J.L. Hughes, Report on Standard Type of Customs-Immigration Inspection Buildings for Border Highways. Congressional report to the Commissioner General of Immigration. Washington D.C., May 13, 1928: 27.

International Border with Canada. In their 1928 report, Benner and Hughes recommended this location because: "The main highways enter the United States from Canada in the general vicinity of Rouses Point, one of them entering at Overton's Corners, which divides at that point into two roadways, one going straight ahead, and the other, after several turns, connecting in the village of Rouses Point with the highway coming in from Canada along the Richelieu River. The Customs Service attempts to do all of its work in the village a short distance below the junction of these two roads, resulting in a great congestion and confusion because of the intermingling of the local village traffic with the international traffic… It is quite evident, however, that both roads will carry heavy traffic, and that the logistical thing to supervise this traffic and avoid congestion is to divide the inspection point between the two points at which the two roads enter the United States instead of attempting to handle the accumulation of traffic at one point below the junction of the two roads."[8]

Proper facilities: To represent the proper facilities for a border inspection station, a property must convey the protection of officers, motorists, and goods from the elements. At Overton Corners, protection from inclement weather was provided by a three lane porte cochere, garage wings, inspection pits, and the efficient placement of combined functions within the office building. Integrity at the station in Overton Corners is among the highest of any property in the Inspection Station MPS, including the original garage doors, a relatively unaltered porte cochere, intact flagpole and landscaped island, and intact interior furnishings. As a result, the station building and property retain a high degree of integrity ***of design and materials***, and continue to convey their 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—Rouses Point (Overton Corners) has not been significantly changed, and it retains among the highest original appearance of any station in the MPS, including its original flagpole. Its regionally appropriate Colonial Revival architecture has been maintained, and it continues to be used as an inspection station, and therefore retains integrity of feeling and association.

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

Decent living quarters for officers: To represent the government's responsibility to retain quality officers, a property may have separate living quarters downstairs, upstairs, or in detached residences. The Benner and Hughes report of 1928 recognized that the need for living quarters was flexible and could be changed to accommodate the needs of a particular station over time. Therefore, because of the changing needs of Customs and Immigration over time,

[8] Ibid., page 27.

alteration of the living quarters for another use or removal of detached residences would not disqualify a property for listing. The two story gambrel roof configuration at Overton Corners provided adequate room for officers' quarters to be 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 Overton Corners.

Evaluation under Criterion C

The U.S. Inspection Station—Rouses Point (Overton Corners) is included in the Inspection Station MPS as a two- story gambrel roof variation of Property Type Number 2: 5-bay Inspection Building. As described in the Inspection Station MPS, 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—Rouses Point (Overton Corners), is representative of one of the property types identified in the Inspection Station MPS: Property Type Number 2: 5-bay Inspection Station. The Property Type Number 2 design was used often and appears in extant Inspection Stations not only in New York but also in Vermont, North Dakota, Maine, and once in California, where it is done in the Spanish Colonial Revival style. Most of the type-2 designs were done in the northern states, as was the 2-story gambrel roof variation. The steeply pitched roof combined and brick cladding of the primary building have been referred to as "Northern Style" design qualities in regards to the inspection stations. Such designs are ubiquitous in the northern states, where these features allow the building to buffer the affects of cold climates, rain, and snow.[9]

The U.S. Inspection Station—Rouses Point (Overton Corners) 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

[9] Boyle • Wagoneer Architects, U.S. Border Stations: Metaline Falls, Laurier and Curlew (Ferry), Washington. Seattle: Boyle • Wagoneer Architects, 1996: 2. Despite their ubiquity in the north, one station of this type was constructed in Sasabe Arizona in 1937.

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 inspection station at Overton Corners exhibits the Colonial Revival design system.

The U.S. Inspection Station – Rouses Point (Overton Corners) is an intact example of the Colonial Revival design system as expressed on Inspection Station designs of the Federal PWA period of the 1930s. This Colonial Revival detailing, which features a variety of Georgian inspired details, makes itself present through the combination of: a strongly symmetrical massing featuring a primary unit flanked by lower wings; strong symmetry and odd numbered ranking in the front elevation; a centrally placed entry program; ogee style cornice and gable molding and returns underscored by fascia boards; ogee style molded window surrounds; gable dormers with classical column and pediment detailing; English bond course brick cladding; gauged brick jack arch molding often featuring centered keystones; a gambrel roof; paired symmetrical brick chimneys at either end of the building; corner quoins; multi- glazed, voussoirs with corner blocks; wood frame double hung windows; and a centered balustrade detail.

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 state level of significance, the U.S. Border Stations designed and constructed from 1930 to 1943 should retain the essential design characteristics of their original style, materials, and plan, and their original location and setting alongside a roadway near the U.S. borders with Canada and Mexico. To be eligible under Criterion C, then, the stations must adequately retain most of the seven aspects of integrity. As described in the Inspection Station MPS, 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 may not disqualify the properties from registration.

The ***setting*** of the U.S. Inspection Station—Rouses Point (Overton Corners) has not been significantly changed from the historic period, as evidenced by the retention of the flagpole in a landscaped island, and relationship of the original porte cochere to State Highway 276.

The architectural ***design*** of the inspection station at Overton Corners including the original porte cochere and garage/ inspection wings continues 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 ***feeling*** of the U.S. Inspection Station—Rouses Point (Overton Corners) property and buildings is reinforced by its close proximity to the border and highway, its Colonial Revival design system, and the aesthetic and character of the facility, which reads as a small outpost in a northern rural environment.

The ***materials*** of the U.S. Inspection Station—Rouses Point (Overton Corners) appear to be original. These include the brick exterior walls, wooden sash windows, and unusually rare original three-lane porte cochere. Interior features such as wood window trim, wooden stairwells, and wooden service counters are also original and contribute to the integrity of 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, garages, and inspection areas. 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, as evidenced by the offices and detached residences.

The ***workmanship*** of the buildings was likely executed by PWA employees, and the building, flagpole, and landscaped island at Overton Corners retain very excellent 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 MPS, 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, the U.S. Inspection Station—Rouses Point (Overton Corners) is one of the least altered of all the properties identified in the Inspection Station MPS. The single bay inspection garage at the south end was added in 1958, but does not detract from the historic integrity of the design. The gabled rear entry was added in 1934. Other minor alterations include: replacement of the main entry program; air conditioning units and vents added into various window units; and radio tower addition in 1966. Modern storm windows are used over the original wooden sash. Suspended acoustical tile ceilings with modern light fixtures are present at the first and second floor. These changes are all relatively minor, and as demonstrated above, the property has retained all aspects of integrity.

Significance – Conclusion

The U.S. Inspection Station—Rouses Point (Overton Corners) was included in the Multiple Property Submission (MPS) for *U.S. Border Inspection Stations, States Bordering Canada and Mexico*. As demonstrated in this registration form, the property retains all aspects of integrity at a very high degree and meets the registration requirements in the Inspection Station MPS 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 1932. Designed and constructed in 1932, 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, including a relatively rare original porte cochere and its original flagpole, and well demonstrates the historic characteristics of MPS Property Type Number 2: 5-bay Inspection Station.

The Overton Corners Inspection Station was determined National Register eligible after a visit by NYSOPRHP review staff in May, 1996. It was also determined eligible by GSA on July 20, 2004.

Bibliographic References

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

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

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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.

GSA and Mangi Environmental Group. Letter and attachments from the GSA to the New York State Historic Preservation Officer, dated July 20, 2004, which supported the findings of National Register eligibility of seven border stations in New York.

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

Mangi Environmental Group Inc. [New York Inspection Stations], Historic Building Preservation Plan. New York: Mangi Environmental Group, 2001.

U.S. Department of the Treasury. Cabinet Sketch No. 18. United States Inspection Station: Chateaugay, New York. 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 and Justification

1.The bearings on this survey are based on the iron pipe surrounded by concrete (found) on the westerly bounds of Canada Street at the northeast corner of the original subject property (before outtakes) and the bearing call for the westerly bounds of Canada Street, so called, (now US route 11) as recorded in vol. 163/ page 349. with (r) indicating record bearing / distance and (m) indicating this survey's measured bearing / distance.

2. The New York state plane, east zone, nad83, U.S. foot coordinate for the iron pipe surrounded by concrete (found) mentioned in the bearing basis in general note 1 above has a northing = 2252646.098, easting = 784165.519 and navd88 elevation = 111.56 ft.

3. A utility locate was called in to New York's underground facility protection organization. (ticket # 06014-071-044) on 05/24/04 and the following utilities were requested to respond: 360 networks, AT&T, Champlain Telephone, Atlantic Telecom, Town of Champlain, Village of Rouses Point, Time Warner Cable, and 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 construction and 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 = n 04° 58' 19.8" w -- 0.0300 feet and the precision = 1: 361081.89.

6. The subject parcel shown as tax map id # 055-1-13 on the Clinton county assessor's tax map.

7. 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 (LPOEs) 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.

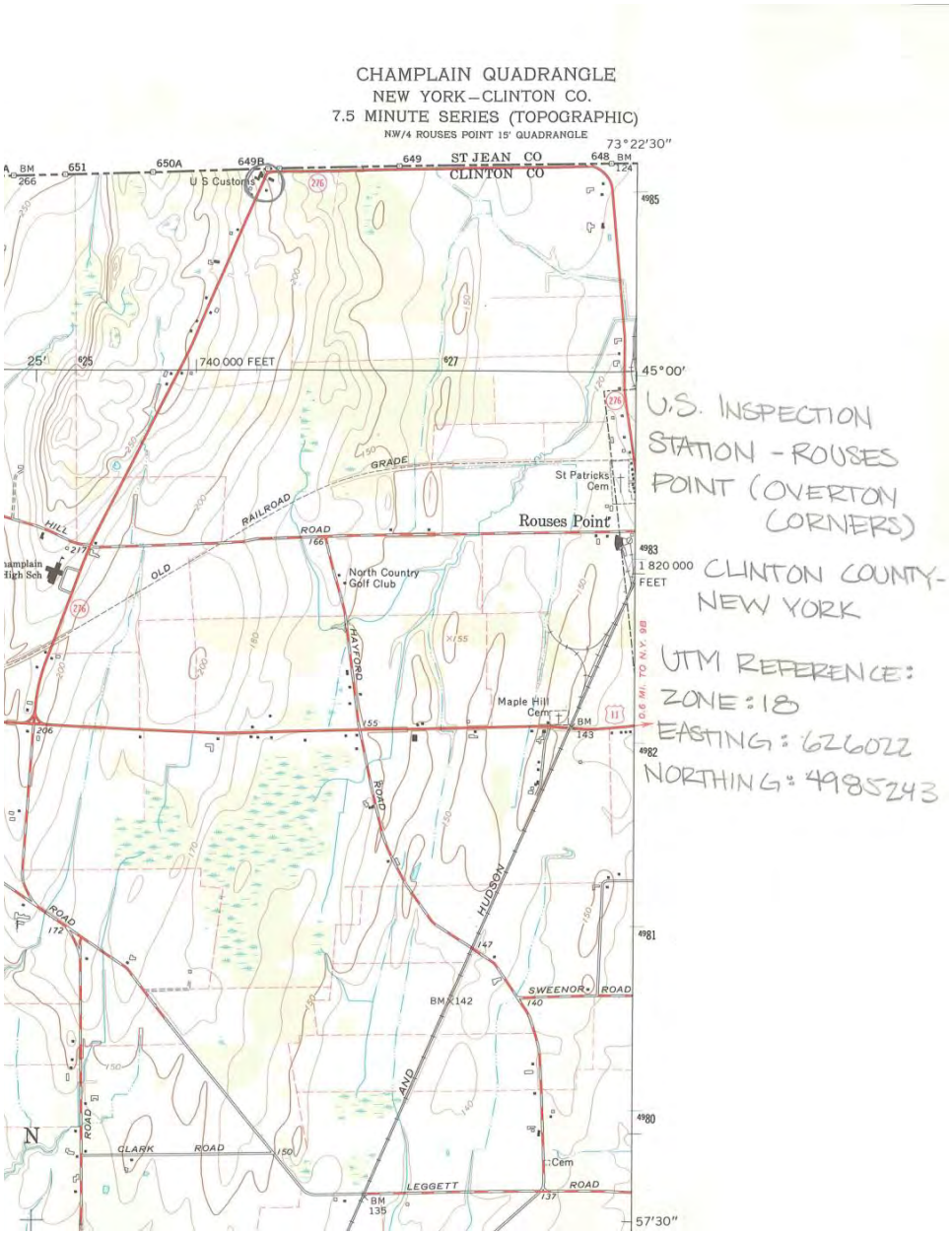
8. The title description error of closure for the original parcel (liber 163 / page 349) is 0.7 feet. the error of closure for the two subsequent out takes are 0.014 feet for liber 500 / page 275 and 0.248 feet for liber 271 / page 159.

Boundary Justification

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

USGS Map
Copy of map also included as supplemental information.

UTM References:
Zone: 18
Easting: 626022
Northing: 4985243



U.S. Inspection Station – Rouses Point (Overton Corners)
Clinton County, New York
Photographer: David Anthone, GSA
Date of photograph: 2004
Negative: GSA
Description of view: front elevation, view: northwest
Photo number: NY_ClintonCounty_ OvertonCornersBorderStation1.tiff

U.S. Inspection Station – Rouses Point (Overton Corners)
Clinton County, New York
Photographer: David Anthone, GSA
Date of photograph: 2004
Negative: GSA
Description of view: front and side elevation, view: southwest
Photo number: NY_ClintonCounty_OvertonCornersBorderStation2.tiff

U.S. Inspection Station – Rouses Point (Overton Corners)
Clinton County, New York
Photographer: David Anthone, GSA
Date of photograph: 2004
Negative: GSA
Description of view: rear elevation, view: southeast
Photo number: NY_ClintonCounty_OvertonCornersBorderStation3.tiff

U.S. Inspection Station – Rouses Point (Overton Corners)
Clinton County, New York
Photographer: David Anthone, GSA
Date of photograph: 2004
Negative: GSA
Description of view: garage addition and side elevation, view: southeast
Photo number: NY_ClintonCounty_OvertonCornersBorderStation4.tiff

U.S. Inspection Station – Rouses Point (Overton Corners)
Clinton County, New York
Courtesy: National Archives and Records Administration (NARA)
Date: 1932
Description of view: front elevation