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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 (St. John's Highway), New York

Other names/site number: St. John's Highway Inspection Station

2. Location

Street & Number: State Highway 9B — Not for Publication: N/A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.)

Beth L. Savage — 7/23/14
Signature of certifying official — Date
Federal Preservation Officer — U.S. General Services Administration
State or Federal Agency or Tribal government

In my opinion, the property __meets __does not meet the National Register criteria. (__See continuation sheet for additional comments.)

Ruth A. Pierpont DSHPO — 12/19/11
Signature of commenting official/Title — Date
NYSHPO
State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is: — Signature of Keeper — Date of Action

✓ entered in the National Register — for Edson H. Beall — 9.10.14
____ See continuation sheet.
____ determined eligible for the National Register
____ See continuation sheet.
____ determined not eligible for the National Register
____ removed from the National Register
____ other (explain): ____

5. Classification

Ownership of Property (Check as many boxes as apply)		Category of Property (Check only one box)		Number of Resources within Property Contributing	Noncontributing	
___	private	x	building(s)	1	0	building(s)
___	public-local	___	district	___	___	sites
___	public-state	___	site	___	___	structures
x	public-federal	___	structure	___	___	objects
		___	object	1	0	total

Number of contributing resources previously listed in the National Register 0

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

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat:	Sub:
Government	Government Office
Government	Custom House

Current Functions (Enter categories from instructions)

Cat:	Sub:
Government	Government Office
Government	Custom House

7. Description

Architectural Classification (Enter categories from instructions)

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

Materials (Enter categories from instructions)

foundation	concrete
roof	slate shingle
walls	brick
other	aluminum (windows and doors)
	wood (windows and doors)
	glass (windows and doors)
	vinyl (windows)

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

Please see Section 7 Continuation Sheets.

8. Statement of Significance

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

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

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

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

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

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

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

___ B removed from its original location.

___ C a birthplace or a grave.

___ D a cemetery.

___ E a reconstructed building, object, or structure.

___ F a commemorative property.

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

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

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

Period of Significance
1933

Cultural Affiliation
N/A

Significant Dates
1933

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

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

Please see Section 8 Continuation Sheets.

9. Major Bibliographical References

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

Please see Section 9 Continuation Sheets.

Previous documentation on file (NPS)

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

___ previously listed in the National Register

___ previously determined eligible by the National Register

___ designated a National Historic Landmark

___ recorded by Historic American Buildings Survey #___

___ recorded by Historic American Engineering Record #___

Primary Location of Additional Data

___ State Historic Preservation Office

___ Other State agency

x Federal agency

___ Local government

___ University

___ Other

Name of repository: National Archives and Records Administration (NARA)

10. Geographical Data

Acreage of Property 81

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

	Zone	Easting	Northing		Zone	Easting	Northing
1	18	628660	4984329	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 2		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, Setting and Landscape Features

The U.S. Inspection Station—Rouses Point (St. John's Highway) is located toward the front of an 81-acre property, facing east onto New York State Highway 9B. The property is located about 500 feet north of the small town of Rouse's Point, New York, and roughly ¾ mile below the international boundary. Another Rouse's Point inspection station—Overton Corners—is located at the international boundary itself along State Highway 276. The area immediately surrounding the station is largely open fields and marshlands, with associated water-oriented plant species such as cat-tails. The U.S. Inspection Station—Rouses Point (St. John's Highway) is located roughly a mile west of the Richelieu River. The 1.7 acres immediately to the rear and sides of the inspection station is covered with lawn, with mature spruce trees and shrubs at the lawn's border and sporadically in the yard. The complex is setback from the edge of the road, and the area in front of the complex is paved so as to allow for automobile access beneath the porte-cochere, and also for parking. Within this paving, directly in front of the porte-cochere, is a grassy triangular shaped island containing bushes and trees. The property on which the inspection station is built is filled and graded land. Along the west and north sides of this property is standing water. Industrial complexes, built later, are present to the east.[1]

Building Description

The U.S. Inspection Station—Rouses Point (St. John's Highway) complex is comprised of a large, 2-story rectangular plan centered block (primary building) with 1-story service wings affixed to either side of it. Each wing is set back from the primary building, with the south wing of an L-plan and the north wing itself a rectangular plan. The total complex forms an irregular U-shaped plan where the extending arms stretch rearward and enclosed a portion of the rear yard. The inspection station building is a Georgian inspired Colonial Revival design system. All of the components are of poured concrete foundations, wood framing and English bond brick cladding with quoining. The primary building features a truncated hip roof, and the front portion of each service wing contains hipped gable roofs—all covered in slate tile. An original, three-lane wood, porte-cochere is centrally placed to the front elevation, which reads as highly symmetrical.

The front elevation of the primary building is seven bays wide. At its first level, it features a centrally placed entrance of paired, single-leaf, aluminum-framed storefront doors topped by an aluminum framed transom that is covered in particle board. The two bays on either side of the entrance feature 12/12-vinyl frame double hung windows set into aluminum surrounds that cover the original wood surrounds. Each of these windows is topped with a shuffle-pattern gauge brick jack arch with a centered marble keystone, and each is underscored with a marble sill. This accentuation is present upon every 12/12 double hung window across all first level elevations of the inspection station complex. The outer end bays of the first level, front elevation of the primary building each feature a protruding three-part multi-glazed bay window topped with a smooth-seam copper canopy. Inset beneath the southernmost of these is a marble

[1] Landscape and environmental setting information courtesy: Mangi Environmental Group Inc, [New York Inspection Stations], Historic Building Preservation Plan. New York: Mangi Environmental Group, 2001: 13, 34.

commemorative plaque. Upon the primary building, directly above the first level windows is a Vermont marble belt course that delineates the first and second levels, and traverses all four elevations of the primary building. The second level of the primary building front elevation features one row of single-ranked 8/8 vinyl framed windows underscored with marble sills. The headers of these windows run flush to a modillioned wood cornice with an affixed fascia underscore that traverses all four sides of the primary building. The truncated hip roof of the primary building is clad in slate tile, and a rectangular brick chimney topped with a suspended metal plate is present toward the southern portion of the roof.

Affixed to either side of the primary building are 1-story service wings. When viewed from the front, these service wings in conjunction with the primary building convey a strong sense of symmetry. As previously mentioned, the front portion of each of these wings has a hipped gable roof covered in slate tile. The front elevation of the southern wing contains four garage bays. Each garage bay is arched with brick voussoirs topped by a centered marble keystone in a fashion similar to the first level 12/12 window bays. The tops of these keystones run flush to a simple, wood, ogee style cornice molding that traverses the entirety of the south wing. The side-end elevation of the south wing features a pair of 12/12 vinyl-framed windows similarly accentuated to the other 12/12 windows across the complex. This window pair is located directly under the chamfer of the hipped roof. Running flush with its side end and perpendicular the front of the complex, the south wing forms an arm comprised of a ninety-six foot long, eight-bay garage arm. Though this arm is believed to be a later addition, it is indicated in the original blueprints for the building. This arm is flat roofed, and its garage bays are stylistically identical to those previously mentioned. This arm is topped with the same, simple wood cornice molding as seen across the front portion of the south wing. The north-facing rear elevation of this arm features a centered pedestrian entrance of a wood door with nine-unit glazing at its upper portion. This door is topped by an 8-unit, 4/4 woodframe transom, itself topped by shuffle pattern jack arching with a marble keystone. On either side of this entry are three window bays of original woodframe 12/12 double hung windows, similarly accentuated to the other 12/12 windows across the complex. A second pedestrian entry is present at the far eastern bay of this arm. The west facing rear of the south garage wing features numerous bays of 12/12 woodframe double hung windows.

The rear of the primary building features a centered pedestrian entrance with a wood door containing 9-unit upper glazing. A thin, vertical double hung window, itself underscored with a marble sill, is present immediately south of the rear entrance. Across the rest of the first level, rear elevation of the primary building is eight window bays each containing a 12/12 vinyl framed double hung window similarly accentuated to the others across the first level of the complex. The Vermont marble belt course runs continuously above these windows. The rear elevation, second level of the primary building features nine single-ranked window bays, each with an 8/8 vinyl frame double hung window and marble sills. A continuous concrete watertable is present across the rear of the primary building as well as across the rear of the complex. In front of this watertable at the rear of the primary building are basement well coverings and pipe metal fencing on either side of the rear entry.

The single-story north wing is five bays long at its front elevation. Four of these bays feature a 12/12-vinyl frame double hung window similarly accentuated to the other 12/12 windows upon the complex. The second bay from the south features a pedestrian entrance with a wood door of multi unit upper glazing topped by a board-covered transom. The north wing of the inspection station is actually a rectangular plan, single-story block. The combination of hipped

roof across the front with flat roof at the rear portion makes it appear otherwise. Beneath the flat roofed portion, each of the exposed elevations is four single-ranked bays across, and each bay contains a 12/12-vinyl frame double hung window similar to those across the rest of the complex.

A setback is present where each service wing is affixed to the primary building, revealing the front side elevations of the primary building. The front, south-side elevation of it features a pedestrian entry with a front-gabled overhang topped with a marble keystone at the wall behind it. The belt course is present above this keystone. At the second level of the south-side elevation, stepped copper flashing is present above where the service wing roof conjoins to the side of the building. Also present are two 8/8-vinyl frame double hung windows. The one window above the service wing roof run and below the eave is slightly smaller than the other. The first level, front portion of the primary building's north-side elevation features two bays of 12/12 vinyl frame double hung windows similarly detailed to those across the rest of the complex. The upper portion features the stepped copper flashing, and two 8/8 windows in identical placement and type to those at the upper portion, south-side elevation of the primary building.

Affixed to the front of the primary building at the place of the belt course is an original, wood, flat roofed porte-cochere that covers three inspection lanes and a metal inspection kiosk. Ten square-shaped columns that run around the edge of porte-cochere support it. Each column possesses a square shaped crown. The sides of the porte-cochere roof feature an entablature of simple, wood, cornice molding underscored by a wide, unadorned frieze. Running atop the roof edge of the porte-cochere is a metal balustrade with a periodical concave diamond-in-circle motif between metal balusters. At each outer corner atop the porte-cochere is a short, metal flagpole topped by a brass balloon finial. A third flagpole is located in a landscaped grass pad directly in front of the porte-cochere. The flagpole is a standalone, and is tall, metal, tapered and topped by a brass balloon finial.

Interior

"The original interior plan consists of a central hallway with Immigration Offices to the south and Customs Offices to the north. Original wood paneled counters divide the rooms into a public waiting area and office space. Wood-grained plastic counters replaced the original oak counters. Particle and gypsum board partitions create additional office space. Two original wood and glass display cases remain. Interior walls are plaster with wood trim. The original wood paneled doors with transoms are still intact. Some even retain their single light transom. The floor is covered with ceramic tile."[2]

Alterations

Numerous 12/12 vinyl windows replaced the original wood frame windows; an aluminum frame storefront entry program replaced the original main entry; the leaded glass transom above the entry is enclosed in particle board.[3]

[2] Ibid., 13.
[3] Mangi Environmental Group, 2001: 14.

Significance

Summary

The U.S. Inspection Station—Rouses Point (St. John's Highway) 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 St. John's Highway Inspection Station retains the vast majority of its aspects of integrity and meets the registration requirements in the 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 1933. It retains all of its original program elements, and well demonstrates the historic characteristics of Inspection Station MPS Property Type Number 3: 7-bay Inspection Station. The St. John's Highway Inspection Station was determined eligible for the National Register of Historic Places after a site visit by NYSOPRHP review staff 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 (St. John's Highway) 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. Designed in 1932 and constructed in 1933, 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 (St. John's Highway) 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's buildings still convey the historical design, workmanship, and materials of the facility's original construction. The U.S. Inspection Station—Rouses Point (St. John's Highway) is a highly expressive example of the Colonial Revival design system with Georgian design influences. Upon the primary unit and the service wings, this Colonial Revival detailing makes itself present through the combination of: a symmetrical, lengthwise massing featuring a taller centered mass flanked by lower wings; a differentiated and centrally placed entry; English bond brickwork; multi-glazed double hung window units topped by shuffled brick jack arching and centered marble keystones; marble windowsills; transom windows; ogee style cornice molding and fascias; cornice modillions; quoins at all corner edges; voussoirs; classically inspired columns; and a centered balustrade atop the porte-cochere. The building retains a relatively 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 (St. John's Highway): 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:

> *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*[4].

The Benner & Hughes report estimated the cost of the U.S. Inspection Station – Rouses Point (St. John's Highway) to be $73,000 to construct the building and $15,000 to acquire the site.[5]

The various elements of the St. John's Highway station program, including the primary building, the porte-cochere, and the two service wings, are all part of the original design, and are represented in the original renderings. In its large scale and U-shaped layout, the St. John's Highway complex is rare among Public Works Administration (PWA)-era inspection stations. Though the south arm of the garage wing is believed to have been an addition, it is indicated in the original plans (though appears to be half-toned), and was likely built shortly after the rest of the complex. The location of the St. John's Highway Inspection Station—3,500 feet south of the international border, was intended to eradicate any confusion between international traffic and local traffic associated with Rouses Point village. An early

[4] [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.
[5] Ibid., page 54

Congressional report cites the location as also making it possible to tend to "railroad work," which might have had a bearing on the large size of the complex.[6]

The renderings for the St. John's Highway Inspection Station can still be found at the National Archives and Records Administration (NARA).[7] The St. John's Highway inspection station as currently extant is remarkably identical to its original front elevation rendering. The renderings for the St. John's Highway 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.[8] Most likely, it was Simon who developed the designs for the St. John's Highway 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 unwavering in his defense of what he considered a "conservative-progressive" approach to design in which he saw "art, beauty, symmetry, harmony and rhythm."[9]

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 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 St. John's Highway 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 St. John's Highway 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 outside of the small village of Rouses Point, NY, retains its original setting adjacent a wetlands area near the Richelieu River. In feeling, the St. John's Highway Inspection Station successfully conveys its intended set of values and images, which are now historically associated with PWA-era Federal architecture as a whole. As a Type-3 inspection station, the large-scale St. John's Highway complex is a highly expressive and

[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: 27.
[7] U.S. Department of the Treasury. Cabinet Sketch No. 16, United States Inspection Station—St. John's Highway Highway—Rouses Point, NY. in Records Group 36, at the National Archives and Record Administration in College Park, Maryland.
[8] 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.
[9] 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.

ornamental example of the Colonial revival design system. The Colonial Revival design system was often used for Government buildings during this time, and was consciously associated with the American heritage and American past since the 1876 Centennial celebration that 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, power, and security.[10] The style was therefore seen as the stylistically appropriate one for the gateway and often first building viewed by immigrants, foreign tourists, and returning residents entering the United States.

Significance within the Related Multiple Property Submission

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

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.

[10] 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 and Hughes, Report on Standard…, 1928: 2-4.

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 (St. John's Highway) 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 1933, and sited along State Route 9B near the International Border with Canada. Prior to construction of this and the Overton Corners stations at Rouses Point, the Customs Service operated in rented quarters in the Meyer Building in Rouses Point and the Immigration Service had quarters in the railroad station. The station along St. John's Highway was sited at one of the locations recommended by Benner and Hughes in their 1928 report, as follows: "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."[11] Federal authority is symbolized by the flagpoles 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 (St. John's Highway) retains ***integrity of location*** because it is still in its original location along State Route 9B near the International Border with Canada. In their 1928 report, Benner and Hughes recommended this location because: "The Customs Service attempts to do all of its work in the village a short distance below the junction of these two roads [now state highways 9B and 276], resulting in a great congestion and confusion because of the intermingling of the local village traffic with the international traffic… 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. 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."[12]

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 St. John's Highway, protection from inclement weather was provided by a porte-cochere, garage wings, inspection pits; residential quarters for the officers, and the efficient placement of combined functions within the office building. Integrity at the U.S. Inspection Station—Rouses Point (St. John's Highway) is very good, with the exception of some of the windows and entrance. As a result, the property retains a high degree of integrity ***of design and materials***, and continues to convey its original range of proper facilities.

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[11] 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.
[12] Ibid., page 27.

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 (St. John's Highway) has not been significantly changed, and it retains among the highest original appearance of any station in the MPS, including its flagpoles. 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 St. John's Highway, 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, alteration of the living quarters for another use or removal of detached residences would not disqualify a property for listing. Prior to the construction of the two stations at Rouses Point at St. John's Highway and Overton Corners, the customs and immigration officers were housed in rental property in the village. At the St. John's Highway station, living quarters for the officers were provided upstairs and they retain ***integrity of design and materials.***

Evaluation under Criterion C

The U.S. Inspection Station—Rouses Point is included in the Inspection Station MPS as a Property Type Number 3: 7-bay Special Inspection Building, which were the group of stations that were largest in scale and intended to accommodate the greatest volume of traffic. 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 (St. John's Highway) is representative of one of the property types identified in the Inspection Station MPS: Property Type Number 3: 7-bay Special Inspection Station. The Property Type Number 3 design was used only at those crossing where a high volume of traffic was anticipated. The other Property Type Number 3 stations were built at: Noyes, MN; Calexico and San Ysidro, CA; Portal, ND; Ferry Point, Calais, ME; Laredo, TX, Blaine (Peace Arch), WA; Derby Line, VT; and Babb, MT.

The U.S. Inspection Station—Rouses Point (St. John's Highway) 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—Rouses Point (St. John's Highway) exhibits the Colonial Revival design system.

The overall building and design program has retained very good integrity. The U.S. Inspection Station—Rouses Point (St. John's Highway) is a highly expressive example of the Colonial Revival design system with Georgian design influences. Upon the primary unit and the service wings, this Colonial Revival detailing makes itself present through the combination of: a symmetrical, lengthwise massing featuring a taller centered mass flanked by lower wings; a differentiated and centrally placed entry; English bond brickwork; multi-glazed double hung window units topped by shuffled brick jack arching and centered marble keystones; marble windowsills; odd numbered bay ranking across the front elevation; transom windows; ogee style cornice molding and fascias; cornice modillions; quoins at all corner edges; voussoirs; classically inspired columns; and a centered balustrade atop the porte-cochere, which itself is treated as a stylized porch. Many of these features, including the modillioned cornice work, the shuffled brick jack-arching, the voussoirs, and the corner quoins, express a high degree of workmanship and craft that is not as obvious upon other inspection stations.

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 would not necessarily disqualify the properties from registration.

The ***location*** of the U.S. Inspection Station—Rouses Point (St. John's Highway) has not changed since its construction, therefore the building retains its integrity of location.

The ***setting*** of the U.S. Inspection Station—Rouses Point (St. John's Highway) has not been significantly changed from the historic period, as evidenced by the retention of the flagpoles and relationship of the porte-cochere to the highway.

The architectural ***design*** of the original station building with 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 building constructed on the property during the period of significance 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 environment.

The ***materials*** of the U.S. Inspection Station—Rouses Point (St. John's Highway) appears to be original, with the exception of some of the windows and the entrance area. Original materials include brick exterior walls with marble sills and keystones, wooden cornices, and those wooden sash windows that remain. Many interior features such as wood window trim, wooden stairwells, and wood paneled service counters, wood and glass display cases, plaster walls with wood trim, and wooden doors with transom windows 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 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 buildings at St. John's Highway retain very excellent integrity and continue to demonstrate the skill and care that went into the brickwork, marble work, 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, 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.

At St. John's Highway, the overall integrity is very high. Some alterations have occurred, such as a large number of 12/12 vinyl windows that replaced the original wood frame windows; an aluminum frame storefront entry program that replaced the original main entry; and the enclosure of the leaded glass transom above the entry in particle board, and replacement of the garage/inspection area doors. The changes do not detract from the overall design integrity of the station, and are offset by the large scale of the building and its retention of the majority of its original features.

Significance – Conclusion

The U.S. Inspection Station—Rouses Point (St. John's Highway) 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 overall aspects of integrity at a relatively 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 1933. It was sited alongside a border highway in direct response to a chain of events including the imposition of head taxes and country quotas on immigration in 1917 and 1921, smuggling arising from the prohibition of alcohol in 1919, and the increase in usage of the automobile and improved roads in the 1920s. The building is distinguished, both exterior and interior, as an excellent example of the Colonial Revival style, particularly for its associative values as a record of the self-image of Federal government buildings during the 1930s as interpreted by the Supervising Architect of the Treasury. It retains all of its original program elements, and well demonstrates the historic characteristics of MPS Property Type Number 3: 7-bay Special Inspection Station.

The St. John's Highway Inspection Station was determined National Register-eligible after a visit by NYSOPRHP review staff in May, 1996. It was also determined eligible for the National Register 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.

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

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. 16. United States Inspection Station: St. John's Highway, 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

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 (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.

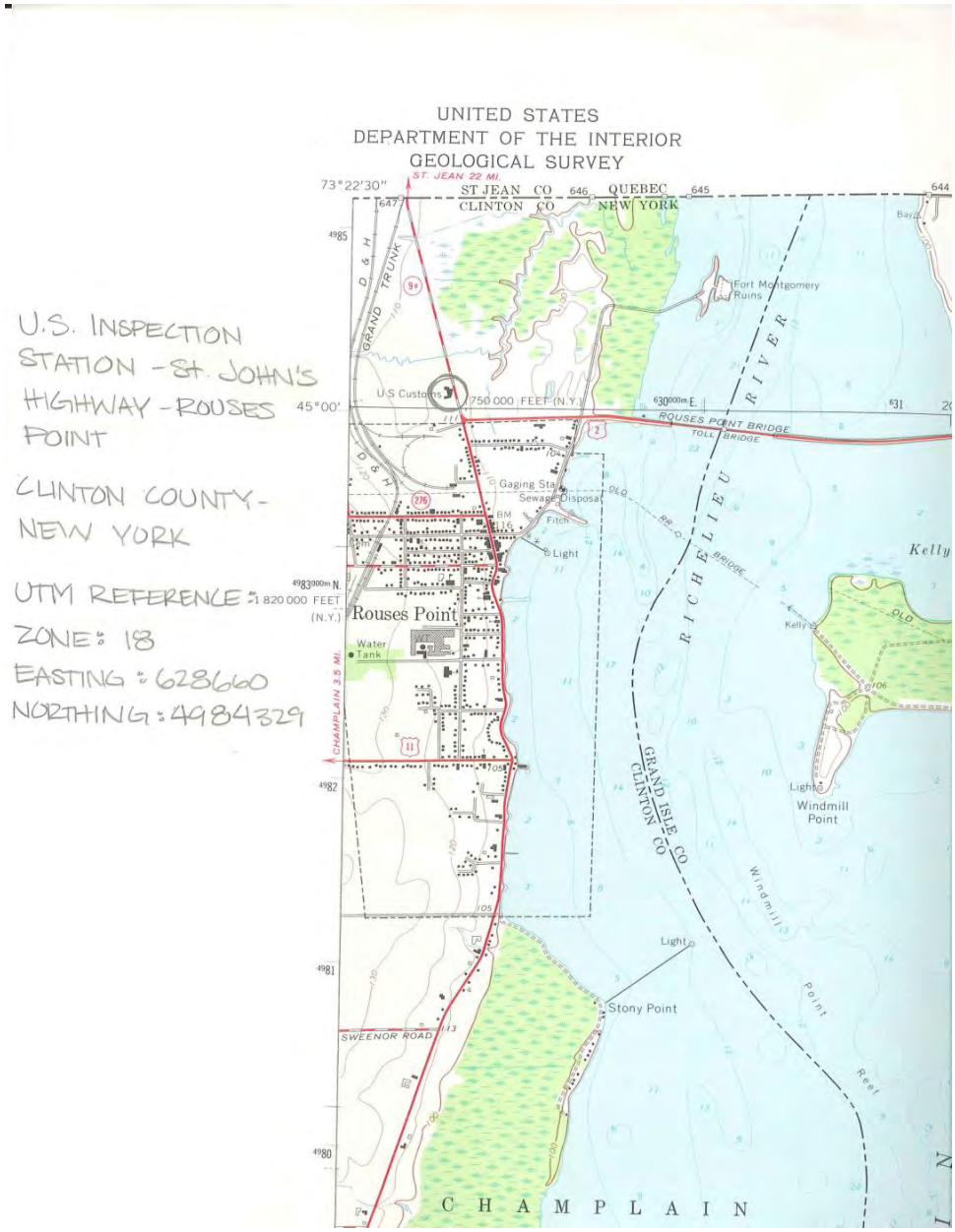
8. The title description error of closure for the original parcel (liber 163 / page 349) is 0.7 feet. the error of closure for the two subsequent out takes are 0.014 feet for liber 500 / page 275 and 0.248 feet for liber 271 / page 159.

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: 628660
Northing: 4984329



PHOTOGRAPHS

U.S. Inspection Station—Rouses Point (St. Johns Highway)
Clinton County, New York
Photographer: David Anthone, GSA
Date of photograph: 2004
Negative: GSA
Description of view: Front and side elevation, view: south/southwest
Photo number: NY_ClintonCounty_StJohnsHighwayBorderStation1.tiff

U.S. Inspection Station—Rouses Point (St. Johns Highway)
Clinton County, New York
Photographer: David Anthone, GSA
Date of photograph: 2004
Negative: GSA
Description of view: South (side) elevation with expanded garage wing, view: northwest
Photo number: NY_ClintonCounty_StJohnsHighwayBorderStation2.tiff

U.S. Inspection Station—Rouses Point (St. Johns Highway)
Clinton County, New York
Photographer: David Anthone, GSA
Date of photograph: 2004
Negative: GSA
Description of view: Rear elevation, north wing (left) and central block (center), view: southeast
Photo number: NY_ClintonCounty_StJohnsHighwayBorderStation3.tiff

U.S. Inspection Station—Rouses Point (St. Johns Highway)
Clinton County, New York
Photographer: David Anthone, GSA
Date of photograph: 2004
Negative: GSA
Description of view: Rear elevation of north wing, view: southeast
Photo number: NY_ClintonCounty_StJohnsHighwayBorderStation4.tiff

U.S. Inspection Station—Rouses Point (St. Johns Highway)
Clinton County, New York
Photographer: David Anthone, GSA
Date of photograph: 2004
Negative: GSA
Description of view: North elevation of south wing, rear portion, view: south/southeast
Photo number: NY_ClintonCounty_StJohnsHighwayBorderStation5.tiff