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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—Trout River, New York
Other names/site number Trout River Inspection Station; Trout River Border Station

2. Location

Street & Number New York State Highway 30 Not for Publication N/A
City or Town Trout River Vicinity N/A
State New York Code NY County Franklin Code 033
Zip Code 12926

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 [Signature] Date 7/23/14
Federal Preservation Officer General Services Administration
State or Federal Agency or Tribal government

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)
Signature of commenting official/Title Ruth Perpont DSHPPO Date 12/19/11
NY SHPO
State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:
 entered in the National Register [Signature] Date of Action 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
<input type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	<u>1</u>	<u>0</u> building(s)
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u> </u>	<u> </u> sites
<input type="checkbox"/> public-state	<input type="checkbox"/> site	<u> </u>	<u> </u> structures
<input checked="" type="checkbox"/> public-federal	<input type="checkbox"/> structure	<u> </u>	<u> </u> objects
	<input type="checkbox"/> object	<u>1</u>	<u>0</u> 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: <u>Government</u>	Sub: <u>Government Office</u>
<u>Government</u>	<u>Custom House</u>
<u> </u>	<u> </u>
<u> </u>	<u> </u>

Current Functions (Enter categories from instructions)

Cat: <u>Government</u>	Sub: <u>Government Office</u>
<u>Government</u>	<u>Custom House</u>
<u> </u>	<u> </u>
<u> </u>	<u> </u>

7. Description

Architectural Classification (Enter categories from instructions)

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

Materials (Enter categories from instructions)

foundation	<u>concrete</u>
roof	<u>slate</u>
walls	<u>brick</u>
walls	<u> </u>
other	<u>wood (windows and doors)</u>
	<u>glass (windows and doors)</u>
	<u> </u>

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)

- 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.
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.
- C
- 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

1931-1932

Cultural Affiliation

N/A

Significant Dates

1931-1932

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
- previously determined eligible by the National Register (as per NYSOPRHP site visit, May 1996, GSA 2004)
- 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
- Federal agency
- Local government
- University
- Other

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

10. Geographical Data

Acreage of Property 1.5

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

	Zone	Easting	Northing	Zone	Easting	Northing
1	18	554522	4982204	3	_____	_____
2	_____	_____	_____	4	_____	_____

____ See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)
 U.S. Government owned property associated with New York State Highway 30 at the Canadian Border.

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)
 The current U.S. Government owned property boundary is consistent with the original limits.

11. Form Prepared By

Name/Title	Daniel D. Paul, Architectural Historian and Richard Starzak, Senior Architectural Historian	
Organization	ICF Jones & Stokes	Date <u> July 2011 </u>
Street & Number	811 W. 7 th St., suite 800	Telephone <u> (213) 627-5376 </u>
City or Town	Los Angeles	State <u> CA </u> Zip Code <u> 90017 </u>

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 <u> (212) 264-1575 </u>
Street & Number	26 Federal Plaza, Room 1609	
City or Town	New York	State <u> NY </u> Zip Code <u> 10278 </u>

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.

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National Register of Historic Places Continuation Sheet

*U.S. Inspection Station— Trout River
Franklin County, New York*

Section 7 Page 1

MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico

Description

Location and Setting

The U.S. Inspection Station—Trout River faces northeast onto New York State Highway 30 directly above the intersection with Trout River-Westville Road, and directly below the Canadian Border. Roughly 300 feet east of the inspection station is the Trout River stream itself, which is paralleled by Highway 30. The town of Trout River, New York is located immediately east and south of the inspection station. Directly behind the property is abandoned farmland. Pioneer brush and mature tree specimens are also present west of the property. The inspection property is a nearly rectangular one-acre plot that is lightly sloped and overlooks the Trout River. The surrounding area is densely vegetated, and wetlands are located nearby to the south. The Canadian Inspection station is visible to the northeast, and a few single story residential buildings are located close by the station along highway 30.¹

Exterior Description

The Trout River Inspection Station is a rectangular plan, woodframe, 2-story inspection station designed in a Georgian inspired Colonial Revival design system. The 2-story center block (primary building) is side gabled with a gambrel roof, and on either side of the primary building is a one-story, 4-bay, hipped roof garage wing. Both wings and the primary building are clad in English bond brickwork and have roofs covered with green and purple slate tiles. A flat roofed porte-cochere that covers three bays is affixed to the front elevation of the inspection station. The front elevation of the inspection station faces northeast, and the total building program runs axially from northwest to southeast.

Across the entire first level of the primary building and the garage wings are 12/12 woodframe double hung windows, each inset into the wall and framed with ogee style cornice inset framing. Each of these windows, as well as 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 outer corner of the building.

The slate tiled, side gambreled roof is visible from the front elevation. 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 five single ranked, front gabled, wood dormers. Each dormer, which is painted gold-yellow, contains one 8/8 woodframe double hung window topped with a latticed pattern lunette window head. 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

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: 19.

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cheeks. Below this frieze, the cheeks of each gable are clapboard clad. At either end of the ridgeline atop the roof is one of two large rectangular chimneys of American bond brickwork and crown detail.

The front portion of each lower level side elevation features a woodframe multi-glazed double hung window. The rear portions of the Inspection Station's lower level side elevations are connected to the garage wings. Stepped copper flashing is present above where the roof of the garage wing meets the side elevation. In the upper front portion of the primary building's side elevations 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 a soldier course voussoir 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 Trout River Inspection Station 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 centered basement entry is present at the rear elevation, and features a wood door with single unit upper panel glazing. Pipe railing runs parallel to the building at either side and above this entry. Basement access covers are also present on the ground at either side of the rear entry. The rear elevation roof contains 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 and officer's vehicles. A semicircular brick arch centered with a marble keystone surrounds the upper portion of each garage entry. Quoining is present 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. A pairing of these windows, similarly accentuated, is present at the side-end of each garage wing. 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, the upper course of this molding protrudes out, and inset beneath it is a second course that is applied directly upon the brick elevations.

Affixed to the front elevation of the Trout River Inspection Station is a flat roofed porte-cochere supported by sixteen square shaped columns and covering three bays. The columns and the porte-cochere roof are painted gold-yellow. Each of the columns features a square shaped capital. All of the columns rest on elevated concrete islands with rounded curbing. The four columns closest to the front elevation are engaged. Oversized cornice ogee cornice 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

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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 Trout River Inspection Station is divided into a public half at its front portion, and a private half at its rear portion. The front 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 a fire-flash ceramic tile."²

Landscape Elements

The inspection station is set back from highway 30, and property in front of it is covered in asphalt. Centrally placed in front of the porte-cochere is an oval shaped grass pad. Within this island is an original tapered metal flagpole with a bell shaped base and a brass balloon finial. An early stop sign with a side-affixed light fixture is also present within the grass pad. Mowed, graded lawn is present in the rear yard and at the sides of the property. A rectangular plan, wood clad storage shed on a concrete foundation is present in the front yard just north of the north garage wing. This structure, which appears to be very recent, is not a contributing resource.

Alterations

Minor alterations include: replacement of the main entry door and program; freestanding storage shed added to the property; modern storm windows used; suspended acoustical tile ceilings with modern fluorescent light fixtures installed at both floors.

² Mangi Environmental Group, 2001: 15.

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Statement of Significance

Summary

The U.S. Inspection Station--Trout River was included in the Multiple Property Submission for *U.S. Border Inspection Stations, States Bordering Canada and Mexico* (Inspection Station MPS). As demonstrated in the Description section of this registration form, the Trout River Inspection Station retains most 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 1932. It retains most 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—Trout River was determined eligible for the National Register as per 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—Trout River 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, State Highway 30, 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—Trout River retains adequate integrity to convey the design, plan, and program from the time it was constructed by the Treasury Department. The exterior and interior of the station still 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 exterior wall surfaces, symmetrical design, gambrel roof, multi-light double-hung sash windows, 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; paired symmetrical brick chimneys at either end of the building; corner quoins; and a centered balustrade detail. 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—Trout River: 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—Trout River:

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A disreputable old building of three rooms is occupied at this port by the Customs and Immigration Services. The facilities are entirely inadequate for the heavy traffic passing through this port.

It is recommended that a standard office building (Type No. 1) be erected on the right side of the road coming from Canada, at a point where both the main road and the branch road may be covered, preferably at the junction.³

The Benner & Hughes report estimated the cost of the U.S. Inspection Station--Trout River to be \$55,000 to construct the building and \$5,000 to acquire the site.⁴

The renderings for the Trout River Inspection Station can still be found at the National Archives and Records Administration (NARA),⁵ and the Trout River 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 Trout River Inspection Station date from 1931, 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 1896.⁶ Most likely, it was Simon who developed the designs for the Trout River 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."⁷

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 Trout River 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

³ 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: 28.

⁴ *Ibid.*, page 54.

⁵ U.S. Department of the Treasury, Cabinet Sketch No. 06, United States Inspection Station—Trout River, NY, in Records Group 36, at the National Archives and Record Administration in College Park, Maryland.

⁶ 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.

⁷ 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.

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literacy tests on Canadian immigrants beginning in 1917 that had resulted in a sharp increase of illegal entry attempts into the United States.

The Trout River 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, densely vegetated wetlands area with mature trees and pioneer brush overlooking the Trout River to the northeast. In feeling, the Trout River 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 Government buildings during this time; one that was consciously associated with the American heritage and American past following 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, power, and security.⁸ 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

⁸ 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.

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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—Trout River was planned, designed and constructed by the U.S. Government between 1928 and 1943 for use as a customs and immigration station at a land border crossing. It was designed in 1932 by the Supervising Architect of the U.S. Treasury, and sited along State Route 30 near the International Border with Canada. It was sited at one of the locations recommended by Benner and Hughes in their 1928 report, because they observed the building then being rented was inadequate: "A disreputable old building of three rooms is occupied at this port by the Customs and Immigration Services. The facilities are entirely inadequate for the heavy traffic passing through this port. It is recommended that a standard office building (Type No. 1) be erected."⁹ 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—Trout River retains **integrity of location** because it is still in its original location along State Route 30 near the International Border with Canada. In their 1928 report, Benner and Hughes specified that the proper location would: "be erected on the right side of the road coming from Canada, at a point where both the main road and the branch road may be covered, preferably at the junction."¹⁰

Proper facilities: To represent the proper facilities for a border inspection station, a property must convey the protection of officers, motorists, and goods from the elements. In their 1928 report as stated above, Benner and Hughes clearly observed the inadequacy of the then existing rental facilities. At Trout River, protection from inclement weather was provided by a porte-cochere, garage wings, inspection pits; upstairs quarters for the officers, and the efficient placement of combined functions within the office building. There have only been minor alterations to the U.S. Inspection Station—Trout River. As a result, the station building retains a high degree of integrity of **design and materials**, and continues to convey its original range of proper facilities.

Dignified and attractive surroundings: To represent the government's efforts to create an environment to raise morale and convey an impression of federal authority, a property must be well sited and retain elements such as flagpoles and landscaped areas. To be eligible for listing, it must retain **integrity of setting, feeling, and association**. The setting of the U.S. Inspection Station—Trout River 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

⁹ 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: 28.

¹⁰ *Ibid.*, page 28.

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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 Trout River, 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. At Trout River, the 2-story sub-type with a gambrel roof provided ample quarters for the officers upstairs, and these living quarters retain *integrity of design and materials*.

Evaluation under Criterion C

The U.S. Inspection Station—Trout River is included in the Inspection Station MPS as a 2-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—Trout River represents 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

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appears in extant Inspection Stations not only in New York but also in Vermont, North Dakota, Maine, and once in California, where it is constructed in the Spanish Colonial Revival style. Most of the type-2 designs were built in the northern states. The steep pitch gambrel roof 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.¹¹

The U.S. Inspection Station—Trout River 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—Trout River exhibits the Colonial Revival design system.

The U.S. Inspection Station—Trout River 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 quoining; 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.

The *location* of the U.S. Inspection Station—Trout River has not changed since its construction, therefore the building retains its integrity of location

The *setting* of the U.S. Inspection Station—Trout River has not been significantly changed from the historic period, as evidenced by the retention of the flagpole and prominent relationship of the porte-cochere to the highway.

¹¹ Boyle • Wagoner Architects, *U.S. Border Stations: Metaline Falls, Laurier and Curlew (Ferry), Washington*. Seattle: Boyle • Wagoner Architects, 1996: 2. Despite their ubiquity in the north, one station of this type was constructed in Sasabe Arizona in 1937.

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The architectural *design* of the original U.S. Inspection Station—Trout River building with porte-cochere and garage/inspection wings continues to have integrity of design, interior as well as exterior. The building continues to retain various design features that demonstrate the Colonial Revival design aesthetic.

The *feeling* of the U.S. Inspection Station—Trout River property and building is reinforced by its close proximity to the border and State Highway 30, 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—Trout River appear to be original and unusually intact. These include brick exterior wall, the porte-cochere, and wooden sash windows. Interior features such as wood window trim, wooden stairwells, and wooden service counters are also original and contribute to the integrity of the materials.

The inspection station is *associated* with the advent of the automobile, and increasing measures taken by the U.S. Government to regulate the inflow of immigrants during this time. This association is demonstrated by the porte-cochere, garages, and inspection areas in their original orientation to State Highway 30. 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 Trout River retain excellent integrity and still 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—Trout River has undergone very minor alterations, and retains all aspects of integrity. The changes are essentially limited to the entrance area, acoustic tile drop ceilings which is a reversible condition, and the addition of a detached storage shed, also a reversible condition.

Significance – Conclusion

The U.S. Inspection Station—Trout River 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 in 1931 and constructed in 1932, it was sited alongside a border highway, State Highway 30, 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.

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It retains all of its original program elements, and well demonstrates the historic characteristics of MPS Property Type Number 2: 5-bay Inspection Station.

The U.S. Inspection Station—Trout River was determined National Register eligible after a visit by NYSOPRHP review staff in May 1996, and by GSA on July 20, 2004.

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U.S. Department of the Treasury. Cabinet Sketch No. 06. United States Inspection Station: Trout River, NY. 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.

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Geographical Data

Boundary Description

1. The bearings on this survey are based upon the bearing of the northern most property line that runs congruently with the international boundary line, North 78° 15' West, as shown on a map at the United States Customs Building on this site. The map title "Map of the United States Government Inspection Station Lot A Trout River, N.Y., Showing location of reference points, which are brass rods set in concrete monuments, and their distance and direction from corners of the lot" By Wilber F. Smith, C. Eng'r. Malone, N.Y., 1932 is old and considered too fragile for copying. Within (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 True Point of beginning are N = 2244126.38, E = 541658.42, Elev. = 221.81 Ft. The elevations shown on this plan are based upon the NAVD88 (feet) vertical datum.
3. A utility locate was called in to New York's underground facility protection organization. (Ticket #05174-117-032) on 05/17/04 and the following utilities were requested to respond: Niagra Mohawk Electric, 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 = S 79° 24' 27.4" W - 0.0020 feet and the precision = 1: 1,011,491.
6. The subject parcel shown as Tax Map ID # 10.3-1-5 on the Jefferson 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 LPOE sites can have a wide variance in the amount of details for past records, lease areas, fee ownerships, previous surveys, ownerships, utilities, etc. Certain remote LPOEs may have never had any clearly defined boundary limits prior to this survey report effort. All such findings or boundary determinations will be duly noted.
8. Water is supplied by a well in the basement of the building.
9. The error of closure for property as described on documentation in note 1 is 0.38 feet.

Boundary Justification

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

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Photographs

U.S. Inspection Station—Trout River

Franklin County, New York

Photographer: David Anthon, GSA

Date of photograph: 2004

Negative: GSA

Description of view: Front and side elevation, view: northwest

Photo number: NY_FranklinCounty_Trout RiverBorderStation1.tiff



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U.S. Inspection Station—Trout River
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Photographer: David Anthon, GSA

Date of photograph: 2004

Negative: GSA

Description of view: Front elevation, view: southwest

Photo number: NY_FranklinCounty_Trout RiverBorderStation2.tiff



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Photographer: David Anthon, GSA

Date of photograph: 2004

Negative: GSA

Description of view: Side elevation, view: southeast

Photo number: NY_FranklinCounty_Trout RiverBorderStation3.tiff



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U.S. Inspection Station—Trout River
Franklin County, New York

Photographer: David Anthonie, GSA

Date of photograph: 2004

Negative: GSA

Description of view: Rear elevation, view: southeast

Photo number: NY_FranklinCounty_Trout RiverBorderStation4.tiff



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U.S. Inspection Station—Trout River
Franklin County, New York

Photographer: David Anthon, GSA

Date of photograph: 2004

Negative: GSA

Description of view: Port-cochere, view: north

Photo number: NY_FranklinCounty_Trout RiverBorderStation5.tiff



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U.S. Inspection Station—Trout River
Franklin County, New York

Photographer: David Anthon, GSA

Date of photograph: 2004

Negative: GSA

Description of view: Rear yard and rear elevation, view: northeast

Photo number: NY_FranklinCounty_Trout RiverBorderStation6.tiff



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U.S. Inspection Station—Trout River
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Photographer: David Anthon, GSA

Date of photograph: 2004

Negative: GSA

Description of view: From State Highway 30 toward Canada, view: northwest

Photo number: NY_FranklinCounty_Trout RiverBorderStation7.tiff















