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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

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

OMB No. 1024-0018
(Expires 1-31-2009)

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

Historic name: U.S. Inspection Station—St. John, North Dakota

Other names/site number: St. John Border Station; U.S. Customs and Border Inspection

2. Location

Street & Number: State Highway 30 at the Canadian Border — Not for Publication: N/A

City or Town: St. John — Vicinity: N/A

State: North Dakota — Code: ND — County: Rolette — Code: 079

Zip Code: 58369

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.)

Bob L. Sourge — 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.)

Merlan E. Paaverud Jr. — 11-21-11
Signature of commenting official/Title — Date
Merlan E paaverud, Jr NDSHPO
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 — Carson N. 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	-	1	structures
x	public-federal		structure			objects
			object	1	1	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
Domestic	

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	wood shake
walls	brick
walls	metal cladding (wings)
other	wood (windows and doors)
	glass (windows and doors)

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

Please see Section 7 Continuation Sheets.

8. Statement of Significance

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

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

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

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

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

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

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

___ B removed from its original location.

___ C a birthplace or a grave.

___ D a cemetery.

___ E a reconstructed building, object, or structure.

___ F a commemorative property.

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

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

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

Period of Significance
1931

Cultural Affiliation
N/A

Significant Dates
1931

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 5.2

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

	Zone	Easting	Northing		Zone	Easting	Northing
1	14	451830	5427509	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, Rocky Mountain Region	Telephone	(303) 236-7329 (303) 236-8000, x 2253		
Street & Number	Denver Federal Center, Building 41				
City or Town	Denver	State	CO	Zip Code	80225

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.

U.S. Inspection Station—St. John, ND: Description

The St. John Inspection Station consists of an inspection station on 5.2 acres of property. The inspection station faces northeast onto a curving State Highway 30 immediately south of the international border with Canada. A noncontributing, modern, cinderblock garage/storage shed is located behind the station. The inspection station is located 10 miles northeast of the very small town of St. John, North Dakota, population 300, in a semi-isolated setting of rolling fields of spring wheat, barley, and canola fields, with mature cedar tree specimen groupings nearby the subject property.

The St. John Inspection Station is a rectangular plan, 1½-story side gabled inspection station of wood frame construction clad in English bond brick veneer. Affixed to either side of the primary building are two, 1-story, hipped roof, 4-bay garage wings clad in painted metal clapboard. The symmetrical relationship of the two 1-story wings attached to a 1 ½-story central building mass associates the inspection station with the Colonial Revival design system.

The roofs of both garage wings and the primary building are clad in wood shingle. Both the primary building and the wings of the inspection station feature contain 1/1 metal-frame double-hung windows at the first level. Affixed to the front elevation of the primary building is a centered rectangular plan running course brick addition that traverses the three middle bays of the original building. This addition contains 4 bays of 1/1 windows at its front elevation. Its entry, which is also now the primary entry into the building, is a storefront aluminum door with sidelighting and a large transom window. Located at the side of the addition, the primary entry faces south/southeast. The two original, exposed window bays at either end of the front elevation are topped with gauge brick jack arching with a centered and enlarged concrete keystone, and underscored with concrete sills. Inset beneath the northernmost of these window bays is a rectangular commemorative plaque. The windows in the kiosk are topped by jack arching, but without the keystone. An ogee –molded wood cornice runs across the front elevation and beneath the roofline across the rest of the primary building. Despite the presence of this kiosk, which is a later addition, the front elevation of the primary building maintains a strong degree of symmetry.

Affixed to the front of the primary building is a flat-roofed, two-lane porte-cochere supported by thin metal columns with beaded astragals and a square cushions. The columns are standalone, except at the outer corners of the porte-cochere where they are set in groups of three. All columns rest on rounded corner concrete islands. The roof of the porte-cochere feature is edged with simple beading detail underscored by a fascia. The words “U.S. Customs and Border Protection” are written in a Roman font with serif across the fascia at the porte-cochere’s north and south sides.

Affixed to each side of the primary building are the two one-level garage wings. Each wing consists of a 4-bay inspection garage, with a recently expanded garage bay, located at the width end of the south wing. Though these bays are still extant, the innermost bay of the southern wing now has a pedestrian entrance for restrooms, and the innermost bay of the northern wing is fitted with a 1/1 metal-frame window and is used for office space. The width end of the north wing features a large pair of 1/1 metal-frame windows with wide board wood surrounds. The garage doors themselves are of a metal shiplap design.

The rear of the inspection station features two symmetrically placed pairs of 1/1 double-hung windows of the type present at the front elevation. Located off-center and slightly north on the rear elevation are two adjacent double-hung slit-windows. Like the rest of the non-basement windows on the primary unit of the inspection station, these narrow windows are underscored with concrete sills and crowned with jack arching. The paired 1/1 windows are also topped with a centered concrete keystone design. A basement rear entry, accessible by a concrete stairwell that descends into the grade, is also present at the rear elevation. The rear roof of the primary building has a horizontal, painted clapboard shed dormer with four single-ranked bays of 1/1 metal-frame, double hung windows. Above the dormer is a square-shaped, centered, running bond brick chimney. The lower portion of the sides of the primary building are conjoined to the garage wings, and are therefore not visible. The upper portion of the side elevation contains the gable ends, which are underscored at each side by a pair of cornice returns. Below the peak of each gable end is a pair of small 1/1 windows underscored with one continuous concrete sill, and topped by a brick soldier course.

The sides and rear of the wings plus the rear of the inspection station are all circumscribed by a continuous concrete foundation. In the primary building of the inspection station, this foundation also indicates the basement level. The rear elevation of each garage wing contains four evenly spaced window bays each with the 1/1 metal-frame window found at other elevations across the inspection station.

Interior

The interior of the St. John Inspection Station is bilaterally divided into halves: one half for Customs services and the other half for Immigration services. This symmetry is largely delineated by two base-and-crown molded, five panel wood, rectangular service desks located at either side of the centered, original entryway. Centered between these desks is a public waiting lobby. Centered in the rear section of the primary building is a quarter-turn stair with metal "matchstick" balusters and paneled, square newel posts with molded, apexed crowns. At the entrance to the stairway at the first level is an engaged column with base molding and crown detail, topped with a wood surface similar to that on each service desk. Beaded, baseboard molding runs across the bottom of both desks and across the walls of the public service area, before it continues up the stairwell. Beaded wood surrounds are present around the windows at the first level within the public service area.

Associated Resources

The St. John Inspection Station is set back on the property. The area in front of the inspection station features concrete paved parking spaces and lanes that lead through the porte-cochere. An original, mast style flagpole with balloon finial is placed in the center of a round cornered grass island situated front and middle of the property. Round-edged macadam curbs are present at the edge of the front concrete pavement where it meets the yard areas. Mowed lawn is present behind the inspection station. Behind this rear yard, the rear edge of the property is lined with a row of tall, mature cedar tree specimens.

Alterations

Alterations to the station building include a kiosk of recent construction added to the front elevation. The location of the columns beneath the porte-cochere is reconfigured, although the dimensions of the porte-cochere have not

changed and the appearance and material of the columns are entirely consistent with the original design. Windows have been replaced on the inspection station. Metal cladding was added to the garage wings. A pedestrian entry was added to the inner bay of each garage wing. The garage bay was expanded at the side elevation of the south garage wing. Despite all of these alterations, the original form and plan of the building, and the original design intent and functional arrangement are still evident, and overall, the property retains integrity.

Statement of Significance

Summary

St. John Inspection Station 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 U.S. Inspection Station—St. John retains most aspects of integrity despite some alterations and meets the registration requirements in the Multiple Property Documentation Form (MPDF) to be eligible for listing in the National Register of Historic Places under Criteria A and C, at the local level of significance, period of significance 1931. It retains all of its original program elements, and well demonstrates the historic characteristics of Inspection Station MPS Property Type Number 2: 5-bay Inspection Station.

Under Criterion A, the U.S. Inspection Station—St. John 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 1931, 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—St. John 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 or clapboard exterior wall surfaces, symmetrical design, steep gable roofs, and Colonial style columns. The building retains an adequate degree of integrity and are representative, 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—St. John, ND: 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—St. John:

> *The business at this point consists of about half railroad and half highway work. One immigration officer, one customs officer and one customs patrol officer are located here. The immigration quarters are furnished by the Great Northern Railway and the customs office is rented from the railway company. The road has been surveyed for a state and federal highway from Rollo through St. John, thence three miles east, thence north to the boundary, where it connects with a provincial highway, the grading of which has been completed from the line north to Killarney, Canada. A highway office properly located can take care of both the highway and railroad work.*

The standard office building with living quarters (Type No.2) should be erected at this port.[1]

The Benner & Hughes report estimated the cost of the U.S. Inspection Station--St. John to be $58,500 to construct the building and $500 to acquire the site.[2]

The various elements of the St. John program, including the primary building with the porte-cochere, and the two attached garage wings, are original and were constructed in 1931.[3] The overall building program remains intact and is an example of the Colonial Revival design system with Georgian design influences. On the primary unit and its wings, this Colonial Revival detailing makes itself present through the combination of: a strongly symmetrical lengthwise massing featuring a taller centered mass flanked by identical lower wings; English bond brickwork; classically inspired column designs; side gabled primary building; ogee style cornice molding with cornice returns at the gable ends; gauged brick jack arching often with centered keystone; and a centered chimney.

The original renderings for the St. John Inspection Station depict a "Property Type Number 2" design with a gambrel roof that was never built upon the site. The St. John Inspection Station, and two residences which were associated with it until 2008, were, however, identical in plan to the "Property Type Number 2" Ambrose North Dakota program.[4] If it was the Ambrose renderings that were employed, then the St. John Inspection Station is true to the original design in regards to integrity.

The renderings for the St. John Inspection Station date from 1931, when Judge James 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.[5] Most likely, it was Simon who developed the designs for the St. John 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."[6]

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 were approved by Legislation under the Act of June 25, 1910. The spate of Public Works Administration (PWA)-era of construction,

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[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: 34-35.
[2] Ibid., page 54.
[3] The two standalone residences that were also constructed in 1931 were sold to private owners and moved from the site in 2008.
[4] See: U.S. Department of the Treasury. Cabinet Sketch No. 28. United States Inspection Station: Ambrose, North Dakota. in Records Group 36, at the National Archives and Record Administration in College Park, Maryland.
[5] 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.
[6] 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.

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 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.

Significance within the Multiple Property Submission

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

Evaluation under Criterion A

In order to qualify for listing in the National Register under Criterion A in the area of government, a property must have been used by the U.S. Government as a customs and immigration border inspection facility and must represent the government's response to the important chain of events related to customs and immigration law and the increased use of motor vehicles at border crossings. The border inspection stations must have been purchased, planned, designed or constructed by the U.S. Treasury Department in response to a chain of events including the imposition of head taxes and country quotas on immigration in 1917 and 1921, smuggling arising from the prohibition of alcohol in 1919, and the increase in usage of the automobile and improved roads in the 1920s. Properties that retain the aspects of integrity necessary to convey the associative attributes would be significant at the local level, within the period of significance beginning in 1930, when the first station of this group was constructed and closing in 1943, the year construction of the last station of this group was completed.

Associative Attributes

U.S. Government Ownership and demonstration of federal authority and presence: To represent the government's response to this chain of events, the U.S. Inspection Station—St. John 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 1931 by the Supervising Architect of the U.S. Treasury and sited along State Highway 30 and the former Great Northern Railway line near the international border with Canada. It was sited at one of the locations recommended by Benner and Hughes in their 1928 report, as follows: "A highway office properly located can take care of both the highway and railroad work. The standard office building with living

quarters (Type No.2) should be erected at this port."[7] 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—St. John retains ***integrity of location*** because it is still in its original location which anticipated the construction of State Highway 30 near the International Border with Canada. In their 1928 report, Benner and Hughes recommended this location because: "The road has been surveyed for a state and federal highway from Rollo through St. John, thence three miles east, thence north to the boundary, where it connects with a provincial highway, the grading of which has been completed from the line north to Killarney, Canada."[8]

Proper facilities: To represent the proper facilities for a border inspection station, a property must convey the protection of officers, motorists, and goods from the elements. In their 1928 report, Benner and Hughes recommended proper facilities be constructed at St. John, not only because the new highway would increase motorists, but because there were no dedicated facilities for officers. "The business at this point consists of about half railroad and half highway work. One immigration officer, one customs officer and one customs patrol officer are located here. The immigration quarters are furnished by the Great Northern Railway and the customs office is rented from the railway company."[9]

At St. John, protection from inclement weather was provided by a porte-cochere, garage wings, inspection pits; a pair of detached residential buildings for the officers, and the efficient placement of combined functions within the office building. Integrity at the U.S. Inspection Station—St. John is adequate despite some alterations, such as the blockage of one lane under the porte-cochere for the entry alteration. Despite the alterations, the station building, and property retain overall integrity ***of design and materials***

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—St. John has not been significantly changed, especially given its close relationship to State Route 30 The inspection station retains its original location in a pastoral, farm-like setting with rolling hills and mature pine specimens that is relatively unchanged from its period of significance. Its regionally appropriate and dignified 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

[7] Benner, H.A. and J.L. Hughes, Report on Standard Type of Customs-Immigration Inspection Buildings for Border Highways. Congressional report to the Commissioner General of Immigration. Washington D.C., May 13, 1928: 35.
[8] Ibid., page 37.
[9] Ibid., page 37.

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, adequate service to the public is demonstrated by the design of the porte-cochere to accommodate three lanes of traffic (despite the blockage of one lane), 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 St. John, two detached residences were provided for quarters for the officers. However, these residences were moved in 2008 to a nearby town.

Evaluation under Criterion C

The U.S. Inspection Station—St. John has retained a fair amount of 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 pastoral, farm-like setting with rolling hills and mature pine specimens that is relatively unchanged from its period of significance. In feeling, the St. John Inspection Station successfully conveys its intended set of values and images, which are now historically associated with PWA-era Federal architecture as a whole. It features the Colonial Revival design system often used for governmental buildings during this time; one that was consciously associated with the American heritage and American past since the 1876 Centennial celebration which triggered a desire for an understanding of American architectural lineage. The Colonial Revival, as employed on the inspection stations, was simultaneously intended to evoke feelings of patriotism, and strength. The style was therefore seen as the symbolically appropriate one for the gateway and often first building viewed by immigrants, foreign tourists, and returning residents entering the United States.

The U.S. Inspection Station—St. John is included in the Inspection Station MPS as a variation of Property Type Number 2: 5-bay Inspection Building. As described in the Inspection Station Multiple Property Documentation Form (MPDF), in order to be eligible for listing under Criterion C in the areas of government and architecture, the border inspection stations must retain adequate integrity to convey their design, plan, and program from the time they were purchased, designed or constructed by the Treasury Department. The border inspection stations must exemplify the regional designs, standardized plans and program developed by the Supervising Architect of the Treasury to make land border customs and immigration inspections more efficient and secure, demonstrate federal authority and presence, provide protection and privacy to automobile travelers and their goods, and provide better working and living conditions for officers. Stylistic variation is quite limited according to the region and climate, employing the Colonial Revival, Georgian Revival with classical details, Log Cabin Rustic, Spanish Colonial Revival and Pueblo Revival styles. In general, to qualify for registration under Criterion C at the local level of significance, the U.S. Border Stations designed and constructed from 1930 to 1943 should retain the essential design characteristics of their original style, materials, and plan, and their original location and setting alongside a roadway near the U.S. borders with Canada and Mexico. To be eligible under Criterion C, the property must adequately retain a majority of design features and retain most of the seven aspects of integrity. Properties that retain their essential physical characteristics

and integrity would be significant at the local level, within the period of significance beginning in 1930, when the first station of this group was constructed and closing in 1943, the year construction of the last station of this group was completed.

The U.S. Inspection Station—St. John is representative of one of the property types identified in the Inspection Station MPS: Property Type Number 2: 5-bay Inspection Station. The Property Type Number 2 design was used often and appears in extant Inspection Stations not only in North Dakota but also in Vermont, New York, Maine, and once in California, where it is executed in the Spanish Colonial Revival style. Most of the type-2 designs were done in the northern states. The steep pitch roof combined and brick cladding of the primary building have been referred to as "Northern Style" design qualities in regards to the inspection stations. Such designs are ubiquitous in the northern states, where these features allow the building to buffer the affects of cold climates, rain, and snow.[10]

The U.S. Inspection Station—St. John 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—St. John exhibits the Colonial Revival design system. The Colonial Revival design system was employed throughout the facility through a combination of: brick or clapboard exterior wall surfaces, symmetrical design, steep gable roofs, and Colonial style columns. The period of significance of the U.S. Inspection Station—St. John is 1931, the year it was designed and constructed, which falls within the period of significance for the Inspection Station MPS.

Discussion of the Seven Aspects of Integrity

According to the Registration Requirements of the Inspection Station MPS, to qualify for registration under Criterion C at the local level of significance, the U.S. Border Stations designed and constructed from 1930 to 1943 should retain the essential design characteristics of their original style, materials, and plan, and their original location and setting alongside a roadway near the U.S. borders with Canada and Mexico. To be eligible under Criterion C, then, the stations must adequately retain most of the seven aspects of integrity. As described in the Inspection Station MPDF, certain modifications may have occurred in response to changing traffic volume or staffing that is part of the changing historic function of the border inspection stations, and would not necessarily disqualify the properties from registration. They may, on a case-by-case basis, lower the level of significance of a specific property from national to state, or state to local.

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

The ***setting*** of the U.S. Inspection Station—St. John has not been significantly changed from the historic period, as evidenced by the retention of the landscaped median and yard and relationship of the porte-cochere to the highway.

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

The inspection station retains its original farm-like setting with rolling hills and mature pine specimens that is relatively unchanged from its period of significance.

The architectural ***design*** of the original U.S. Inspection Station—St. John, including the station building with porte-cochere and garage/inspection wings, continues to have overall integrity of design, interior as well as exterior, despite alterations to the windows, entry and porte-cochere. The buildings continue to retain various design features that indicate that the structures have a Colonial Revival design aesthetic.

The ***feeling*** of the U.S. Inspection Station—St. John property and 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—St. John appear to be original. These include brick exterior walls and clapboard walls under aluminum sheathing. Interior features such as wood window trim, wooden stairwells, and wooden service counters are also original and contribute to the integrity of the materials within the station building, and garage wings.

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.

The ***workmanship*** of the building was likely executed by PWA employees, and the building retains adequate integrity to demonstrate the skill and care that went into the brickwork, metalwork, and woodwork.

Integrity Considerations

As discussed in the Inspection Station MPS, alterations which have changed the character of the original design by substantially changing the exterior wall surface or window and door openings would typically ***disqualify*** the building from registration. However, certain modifications may have occurred after the period of significance in response to changing traffic volume or staffing that is part of the changing historic function of the border inspection stations, and would not necessarily disqualify the properties from registration. While properties must retain the aspects of integrity necessary to convey their essential physical characteristics, the following common modifications may be taken under consideration when evaluating a property for listing:

- Alterations conforming to the Secretary of the Interior's Standards for Rehabilitation.
- Raising the porte-cochere height from 12 feet to 14.5 feet in response to the 1956 minimum vertical clearance design standard of the Interstate Highway System[11] or otherwise altering it to accommodate larger vehicles.
- Alteration or removal of detached garages or residences, in cases where the main building retains integrity.

[11] "When the American Association of State Highway Officials (AASHO) issued design standards for the Interstate System, the minimum design value of 14 feet was included for vertical clearance (that is, the distance from the Interstate pavement to the bottom of overpasses)." The minimum value of 14 feet was approved on July 17, 1956. In 1960, the minimum value was increased to 16 feet. U.S. Department of Transportation-Federal Highway Administration website entitled Highway History: Right of Passage: The Controversy Over Vertical Clearance on the Interstate System, http://www.fhwa.dot.gov/infrastructure/50vertical.cfm, 2/19/2006.

- Interior modifications that reflect the intended flexibility of program.
- Filling in of the inspection pit(s).
- Minor or reversible exterior alterations.

At St. John, the porte-cochere was altered, but the redesign was similar in scale and design to the original. Although the original capacity was three lanes of traffic, the alteration to the entryway reduced the capacity to two lanes. The height also reflected the change in response to the 1956 minimum vertical clearance requirement of the Interstate Highway System. Changes to the main entrance, windows and garage doors do not detract from the overall design integrity of the station, and are offset by the retention of the full program of the building and well maintained landscape, walkways, exterior brick surfaces, and interior counters, stairwells, and other woodwork.

Significance – Conclusion

The U.S. Inspection Station—St. John was included in the Multiple Property Submission (MPS) for *U.S. Border Inspection Stations, States Bordering Canada and Mexico*. As demonstrated in the description section of this registration form, the U.S. Inspection Station—St. John retains most aspects of integrity at an adequate level to demonstrate its significance and original program and design 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 1931. Constructed in 1931, 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 on the exterior and interior, as a good example of the Colonial Revival style, particularly for its associative values as a record of the self-image of federal government buildings during the 1930s as interpreted by the Supervising Architect of the Treasury. It retains overall integrity, most of the seven aspects of integrity, and well demonstrates the historic characteristics of MPS Property Type Number 2: 5-bay Inspection Station.

In a letter dated April 24, 2008, the North Dakota State Historic Preservation Officer stated: "We reviewed ND SHPO REF.:03-0251e Preliminary Review of U.S. GSA Owned Border Stations National Register MPS Ambrose, Portal and St. John, North Dakota, and concur with the nominations as proposed." [12]

[12] Merlan E. Paaverud, Jr., State Historic Preservation Officer (North Dakota). Letter to Ms. Claire C. Hosker, Assoc. AIA, Center for Historic Buildings, Office of the Chief Architect, US. General Services Administration, April 28, 2008.

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.

Boyle • Wagoner Architects. *U.S. Border Stations: Metaline Falls, Laurier and Curlew (Ferry), Washington*. Seattle: Boyle • Wagoner Architects, 1996.

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.

Jones & Stokes Environmental Consultants. U.S. Border Inspection Stations and Associated Points of Entry, States Bordering Canada and Mexico. Multiple Property Submission Historic Context Statement. Los Angeles: Jones & Stokes, 2006.

U.S. Department of the Treasury. Cabinet Sketch No. 3. United States Inspection Station: St. John, North Dakota. in Records Group 36, at the National Archives and Record Administration in College Park, Maryland. [Rendering shows gambrel roof for St. John, which was never built.]

U.S. Department of the Treasury. Cabinet Sketch No. 28. United States Inspection Station: Ambrose, North Dakota. 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). 27 Apr 1994.

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.

Boundary Description

U.S. Government owned property associated with State Highway 30 at the Canadian Border. The parcel shown on this plan is not subject to any mortgages, liens, easements, or any other encumbrances as recited in the LandAmerica Commercial Search Services Order No. 20040201220(SJO), Effective Date: July 6, 2004 at 5:00 P.M. Taxes for Parcel Identification No. 25-164-70 are exempt.

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: 14
Easting: 451830
Northing: 5427509

PHOTOGRAPHS

U.S. Inspection Station—St. John
Rolette County, North Dakota
Photographer: David Greenwood, Jones & Stokes
Date of photograph: June 2006
Negative: GSA
Description of view: Front and side elevations, view: south
Photo number: ND_RoletteCounty_BorderStation1.tiff

U.S. Inspection Station—St. John
Rolette County, North Dakota
Photographer: David Greenwood, Jones & Stokes
Date of photograph: June 2006
Negative: GSA
Description of view: Through the porte-cochere, view: southeast
Photo number: ND_RoletteCounty_BorderStation2.tiff

U.S. Inspection Station—St. John
Rolette County, North Dakota
Photographer: David Greenwood, Jones & Stokes
Date of photograph: June 2006
Negative: GSA
Description of view: South garage wing, view: west/southwest
Photo number: ND_RoletteCounty_BorderStation3.tiff

U.S. Inspection Station—St. John
Rolette County, North Dakota
Photographer: David Greenwood, Jones & Stokes
Date of photograph: June 2006
Negative: GSA
Description of view: Rear elevation, view: northeast
Photo number: ND_RoletteCounty_BorderStation4.tiff

U.S. Inspection Station—St. John
Rolette County, North Dakota
Photographer: David Greenwood, Jones & Stokes
Date of photograph: June 2006
Negative: GSA
Description of view: Service desk, view: southeast
Photo number: ND_RoletteCounty_BorderStation8.tiff

U.S. Inspection Station—St. John
Rolette County, North Dakota
Photographer: David Greenwood, Jones & Stokes
Date of photograph: June 2006
Negative: GSA
Description of view: Stairwell, view: southwest
Photo number: ND_RoletteCounty_BorderStation9.tiff

U.S. CUSTOMS AND BORDER PROTECTION