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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—Canaan, Vermont

Other names/site number: Canaan Inspection Station; Canaan Border Inspection Station

## 2. Location

Street & Number: 387 State Route 141 — Not for Publication: N/A

City or Town: Canaan — Vicinity: N/A

State: Vermont — Code: VT — County: Essex — Code: 009

Zip Code: 05903

## 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, U.S. General Services Administration

State or Federal Agency or Tribal government

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

Signature of commenting official/Title: Laura Trieschmann — Date: 9/30/13

VERMONT STATE HISTORIC PRESERVATION OFFICER

State or Federal agency and bureau

## 4. National Park Service Certification

I, hereby certify that this property is:

Signature of Keeper: for Edson H. Beall — Date of Action: 9.10.14

✓ entered in the National Register
____ See continuation sheet.

____ determined eligible for the National Register
____ See continuation sheet.

____ determined not eligible for the National Register

____ removed from the National Register

____ other (explain): _____

## 5. Classification

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

Number of contributing resources previously listed in the National Register 0

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

## 6. Function or Use

Historic Functions (Enter categories from instructions)

| Cat: | Sub: |
|---|---|
| Government | Government Office |
| Government | Custom House |

Current Functions (Enter categories from instructions)

| Cat: | Sub: |
|---|---|
| Government | Government Office |
| Government | Custom House |

## 7. Description

Architectural Classification (Enter categories from instructions)

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

Materials (Enter categories from instructions)

| | |
|---|---|
| foundation | CONCRETE |
| roof | SYNTHETIC/asphalt shingle |
| walls | BRICK |
| walls | METAL/aluminum (garage wings and dormers) |
| 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.

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

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

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

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

___ B removed from its original location.

___ C a birthplace or a grave.

___ D a cemetery.

___ E a reconstructed building, object, or structure.

___ F a commemorative property.

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

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

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

Period of Significance
1933

Cultural Affiliation
N/A

Significant Dates
1933

Architect/Builder
Wetmore, James A./Simon, Louis A.
Von Nerta, George O. (supervising engineer)

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

Please see Section 8 Continuation Sheets.

## 9. Major Bibliographical References

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

Please see Section 9 Continuation Sheets.

Previous documentation on file (NPS)

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

___ previously listed in the National Register

x previously determined eligible by the National Register (9/12/1986)

___ 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

## 10. Geographical Data

Acreage of Property 1.1

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

| | Zone | Easting | Northing | | Zone | Easting | Northing |
|---|---|---|---|---|---|---|---|
| 1 | 19 | 298290 | 4987424 | 3 | | | |
| 2 | | | | 4 | | | |

X See continuation sheet.

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

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

## 11. Form Prepared By


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


## Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

Photographs

Representative photographs of the property.

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

## Property Owner

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

| | | | | | |
|---|---|---|---|---|---|
| Name | | | | | |
| Organization | U.S. General Services Administration, Region 1 | | | Telephone | (617) 565-8100 |
| Street & Number | 10 Causeway St., Room 900 | | | | |
| City or Town | Boston | State | MA | Zip Code | 02222 |

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.). A federal agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number.

Estimated Burden Statement: Public reporting burden for this form is estimated to range from approximately 18 hours to 36 hours depending on several factors including, but not limited to, how much documentation may already exist on the type of property being nominated and whether the property is being nominated as part of a Multiple Property Documentation Form. In most cases, it is estimated to average 36 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form to meet minimum National Register documentation requirements. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, 1849 C St., NW, Washington, DC 20240.

# Description

## *Location and Setting*

The U.S. Inspection Station—Canaan is set back from the west side of State Route 141 on a rectangular 1.1-acre lot above the small town of Canaan, Vermont. Within the immediate vicinity of the Inspection Station are a few other buildings dating back to pre-1920. These include an early hotel that straddles the United States/ Canada Border, a church, and a various residential buildings. The Canadian Inspection Station is visible due north. Unlike most United States Inspection Stations, the U.S. Inspection Station—Canaan is about 700' south of the international border rather than closer to it. Behind the U.S. Inspection Station—Canaan is a sloping hill with a yard of mowed grass. The surrounding area is rural in character. Aside from the above-mentioned structures, the surrounding area features undulating hills, open space, and deciduous trees. A mast-style flagpole is located just north of the building adjacent to State Route 141.

## *Exterior*

The U.S. Inspection Station—Canaan is a rectangular plan, 1½-story, side gabled wood frame building clad in painted American bond brickwork, and designed in the Colonial Revival style. Flanked on either end of the building are 1-story, four-bay garage wings with aluminum clapboard siding, and eaveless hipped roofs underscored by a wood fascia and simple cornice molding. Centered in front of the inspection station is a flat roofed, metal porte-cochere that is supported by square shaped metal posts. The front elevation of the U.S. Inspection Station—Canaan is presently three bays. These three bays are placed in a symmetrical arrangement, with two outer window bays on either side of a centered entrance. The centered entrance features a glass panel, aluminum framed single leaf door with single panel, aluminum frame sidelights, all topped by a paneled transom that now houses an air conditioning unit. Above the entry and the transom is a gauged brick jack arch pattern with a centered marble keystone. The modified, large window bay on either side of the entrance features 12-unit glazing set in dark stained aluminum frames. Above each window bay is a brick soldier course and below each window bay are brick sills. At the northern portion of the front elevation in lower corner is a marble informational plaque. The porte-cochere, which is a replacement, covers a large center portion of the front eave of the building. On either side of it upon the building is a wood fascia and simple cornice molding that wraps around the front corners to form gable returns at the side elevations.

The side gabled roof of the U.S. Inspection Station—Canaan is clad in gray asphalt shingle. Garage wings with their three exposed elevations clad in aluminum clapboard siding flank each side of the inspection station with stepped copper flashing above them. The upper portion of the inspection station side elevations is painted brick and features paired, 4-unit wood frame windows underscored by a continuous marble sill. The rear elevation first level of the U.S. Inspection Station—Canaan building features symmetrically placed pairs of 12/12 wood frame double hung windows. Placed in a pairing off center in the northern portion of the rear elevation is a pair of thin 4/4 wood frame double hung windows with gauged brick jack arch molding. All of the first level windows at the rear elevation feature marble sills. A concrete clad, basement level is present at the rear elevation, and is submerged into the grade of the rear yard. Wood framed hopper windows are present within this level. Within the roof atop the rear elevation of the inspection

station is an aluminum clapboard clad shed dormer with four bays of 8/8 woodframe double hung windows. Protruding from the center of the dormer is a rectangular brick chimney with a concrete capital.

The two bays closest to the inspection station within the southern of the two garage wings have been converted into restrooms. The outline of the original inspection pit in the south bay is present, albeit cemented over. The southern garage wing was originally used for various customs inspection activities, and the north wing was for officer's automobiles. All of the garage doors within the two wings are metal roll-up, and are not original. The southern and northern ends of each garage wing feature a pair of 12/12 wood frame double hung windows. These windows are also present at the 4 rear bays of each garage wing. The front-end corners of the garage wings feature bronze rain gutters, with floral-patterned bracketing.

## *Interior*

The front, east facing half of Canaan Inspection Station first level interior is divided into three parts: an Immigration desk and work area in the southern portion, a public lobby in the middle, and the Customs desk and work area in the northern portion. Two desks serve as the primary space delineators between these three areas. In the middle of this space, on the floor of what was originally a public lobby and service is a fire-flash tile. An early framed and hand-lettered "Carte de Mille" chart hangs on the east wall of the Immigration section.

Behind this large open area are office spaces, restrooms, and stairways to the basement and upper levels. The wall dividing the front from the rear half of the first level features four bays each on the Customs and Immigration sides of the first level. Each program of four bays includes two bays of privacy glass, and one bay with a door to the rear offices. The four bays at each end are topped with operable transom windows that still possess their original bronze hardware. All of the windows of the first and second interior level are trimmed with ogee molded wood frames and wood sills. All of the walls and ceilings of the first and second levels are plaster, and crown molding is present around the ceilings.

The upper level of the Canaan Inspection Station features two detention cells along the west wall, a detainee restroom, various storage rooms, and a hallway centered in middle of the second floor that runs north-south. The doors of the two detention cells are clad in sheet metal, and contain a small viewing portal with wrought iron bars. The windows within the detention rooms are also covered in steel bar. Original sink and toilet fixtures are present in the restroom on the second floor, as is original pink and gray marbled linoleum flooring at the second floor landing and hallway. Most of the doors on the second level are 5-panel wood doors. Original lighting fixtures are also present.

The stairs from the first to second level have cement finish treads and risers, metal balusters, and square shaped metal newels each featuring a cornice molded crown detail and. Wood trim runs along the base of the stairway, and the handrail is of a blonde colored, stained hardwood. A rear landing, with a door to the back of the property, is present within the stairway. The basement level is divided into three separate rooms for the boiler, coal storage and the plumbing machinery. One section of the basement has a desk and functions as a workspace. The basement rooms are unfinished and feature painted concrete walls and floors. The doors separating each of these three rooms are paired, two-panel, metal safety doors featuring a diagonal board pattern within each of the rounded-corner panels.

## *Alterations*

The primary alteration to the Canaan Inspection Station is the replacement of the front elevation windows with extruded aluminum frame multi-glazed units. In the process of replacing these windows, the crown and keystone detail above them was altered, and the original pairs of windows in the outer bays were consolidated into single units, thereby changing the overall configuration of the primary façade from five bays to three bays. Aluminum cladding is present on the garage wings and dormers. Within these garage wings, two of the former garage door openings at the south wing have been transformed into pedestrian entries. However, the profile and frame of the original garage openings are still present. A non-original porte-cochere, taller than the original, is also present.

# Statement of Significance

## *Summary*

The U.S. Inspection Station--Canaan was included in the Multiple Property Submission for *U.S. Border Inspection Stations, States Bordering Canada and Mexico* (Inspection Station MPS). As demonstrated in this registration form, the U.S. Inspection Station--Canaan retains most aspects of integrity and meets the registration requirements in the Inspection Station MPS to be eligible for listing in the National Register of Historic Places under Criterion A, at the local level of significance, period of significance 1933. It retains most of its original program elements, and demonstrates the historic characteristics of Inspection Station MPS Property Type Number 2: 5-bay Inspection Station.

Under Criterion A, the U.S. Inspection Station—Canaan retains the associative attributes necessary to convey that it was one of the first set of purpose-built U.S. Border Inspection Stations that were planned, designed and constructed by the U.S. Government to improve land border security. Designed in 1932 and constructed in 1933, it was sited alongside a border highway (State Highway 141) 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. 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.

Because of substantial alterations to the windows on the primary façade that consolidated two pairs of windows, however, the property is not being considered eligible under Criterion C, and this is an exception from most of the other inspection stations still extant from this era. The U.S. General Services Administration and the National Park Service determined the U.S. Inspection Station—Canaan eligible for the National Register on September 12, 1986.[1] The alterations to the windows and window openings on the primary elevation occurred in the 1970s, and this was an existing condition when the formal determination of eligibility was made.

## *U.S. Inspection Station—Canaan, Vermont: 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—Canaan:

> *This is a station operating under Beecher Falls and is located in a small building of one room and storage space in the heart of the village. The highway in Canadian territory is now being improved, and upon its completion next summer a considerable increase in traffic is anticipated, and this offers the shortest route between Quebec and the White Mountains. The office now does not provide sufficient facilities and is improperly located. It should be closer to the boundary so as to eliminate the local traffic between the boundary and the customhouse, which is of considerable volume, as there is a general store located between the boundary and*

[1] National Register Information System, search 05/19/2005, DOE Index by Agency; Agency: GSA; Vermont.

> *the present quarters. Automobiles from the store and residents between the office and the boundary can not be distinguished from those which have actually crossed the boundary, nor can any statement by the driver of a vehicle that he has not been outside of the United States be refuted by a Government officer because of the situation.*
>
> *It is recommended that a standard office building (Type No. 1) be placed close to the boundary*[2].

The Benner & Hughes report estimated the cost of the U.S. Inspection Station--Canaan to be $55,000 to construct the building and $1,000 to acquire the site.[3]

With the exception of substantial alterations to the windows and window openings on the primary elevation, the U.S. Inspection Station--Canaan is an otherwise intact example of the Colonial Revival design system as expressed on Inspection Station designs of the Federal Public Works Administration (PWA) period of the 1930s. This Colonial Revival detailing, which has strong Georgian influences, makes itself present through the combination of: a strongly symmetrical massing featuring a primary unit backed by a centered chimney and flanked by lower wings; strong symmetrical massing in the front elevation including a centered entry program; ogee style cornice and gable molding underscored by fascia boards; a side gabling; gable returns; American course brick cladding and symmetrically placed multi-glazed wood frame double hung windows; marble sills; a shed dormer; and limited instances of gauged brick jack arch molding. The interior of the Canaan Inspection station has retained its original design program. This includes the delineation of Immigration from Customs services on the first floor, where the two halves are defined by two original desks that also delineate a centered public lobby.

Vermont features more extant PWA era inspection stations (10) than any other state in the country. 13 PWA-era Inspection stations were originally constructed in Vermont, which was also more than anywhere else in the United States. The Canaan Inspection Station design, as a brick-clad, side gabled 1½-story primary unit with symmetrical multi-bay garage wings is highly similar in design to numerous other inspection stations, including: Ambrose, ND; St. John, ND; Fort Covington, NY; Chateaugay, Mooers, NY; Champlain, NY; North Troy, VT; Norton, VT; West Berkshire, VT; Richford, VT; Laurier, WA, and Metaline Falls, WA. Unlike many of these other stations, the Canaan Station does not possess a front facing shed dormer. This could be due to the fact that it was an earlier design (1932) than many of these other facilities, which may have "evolved" a front dormer. The Canaan Inspection Station design and the above mentioned examples are all of a type that have been written of as "Northern Style" inspection stations for their ubiquity in the northern inspection states. The Northern Style inspection stations shared general features such as brick walls and sharply pitched gable roofs that buffer from the affects of cold climates, rain, and snow.[4]

The Canaan Inspection Station was completed in 1933. Its plans appear to have been constructed one year earlier, as they are signed by Judge James A. Wetmore, the former Supervising Architect of the Treasury. In 1933 Louis Simon had become the Supervising Architect of the Treasury, and would retain the post until 1939. Simon had already worked with the office continually since 1896.[5] Because Wetmore was not a trained Architect, Simon was likely

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[2] Benner, H.A. and J.L. Hughes, Report on Standard Type of Customs-Immigration Inspection Buildings for Border Highways. Congressional report to the Commissioner General of Immigration. Washington D.C., May 13, 1928: 22.
[3] Ibid., page 54.
[4] 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.
[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.

involved in the design of the Canaan Station though Wetmore signed off on the plans. Indeed, the design appears to have characteristics associated with Simon's designs; "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]

During Simon's tenure, the Department of the Treasury was the largest architectural office in the United States, with over $700 million dollars worth of various Post Offices, Border Checkpoints, Custom Houses, and other Federal buildings. The construction of United States inspection stations, inspection stations, and customs and immigration inspection stations was approved by Legislation under the Act of June 25, 1910. The spate of PWA-era of construction, and the construction of this particular inspection station, initially resulted from the Public Buildings Act of 1926, a Congressional enabling act that doubled the number of U.S Federal buildings in existence.

The Canaan 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. In addition to these contexts the Canaan Inspection Station also evolved from contexts that were fairly specific to Vermont. The first of these was the imposition of head taxes and literacy tests on cross-border immigrants beginning in 1917 that had resulted in a sharp increase of illegal entry attempts into the United States. The second was in context to the Great Vermont Flood of November 3, 1927, when approximately 1 cubic mile of water rained down on the state over one evening and caused severe damage and casualties. As a result of this flood, many roads that had been dirt were now paved. This changed the economy of Vermont away from one formerly dependent on the railroad, and also allowed easier cross–border access from a variety of points between Canada and Vermont.[7]

The Canaan Inspection station has retained its original location. The natural setting of the inspection station in a pastoral space of rolling hills, deciduous trees, and sparsely placed pre-1920 buildings is largely unchanged from 1933. The integrity of feeling, as a PWA era inspection station intent on expressing an American sentiment at the border through a vernacular use of the Colonial Revival, is likewise unaltered.

## *Significance within the Related Multiple Property Submission*

Within the context developed in the Inspection Station 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

[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.
[7] Vermont New Media, http://www.vermonttoday.com/century/topstories/flood.html, 1999. viewed 8 Nov 2006.

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—Canaan was planned, designed and constructed by the U.S. Government between 1928 and 1943 for use as a customs and immigration station at a land border crossing. It was designed in 1932 by the Supervising Architect of the U.S. Treasury, built in 1933, and sited along State Route 141 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: "It is recommended that a standard office building (Type No. 1) be placed close to the boundary."[8] 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—Canaan retains ***integrity of location*** because it is still in its original location along State Route 141 near the International Border with Canada. In their 1928 report, Benner and Hughes recommended this location because: "It should be closer to the boundary so as to eliminate the local traffic between the boundary and the customhouse, which is of considerable volume, as there is a general store located between the boundary and the present quarters. Automobiles from the store and residents between the office and the boundary can not be distinguished from those which have actually crossed the boundary, nor can any statement by the driver of a vehicle that he has not been outside of the United States be refuted by a Government officer because of the situation."[9]

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[8] 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: 22.
[9] Ibid., page 37.

**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 Canaan, not only because the new highway would increase motorists, but because there were no dedicated facilities for officers. "This is a station operating under Beecher Falls and is located in a small building of one room and storage space in the heart of the village. The highway in Canadian territory is now being improved, and upon its completion next summer a considerable increase in traffic is anticipated, and this offers the shortest route between Quebec and the White Mountains. The office now does not provide sufficient facilities and is improperly located."[10]

At Canaan, protection from inclement weather was provided by a three-lane porte-cochere (now one wider lane), garage wings, inspection pits; residential quarters for the officers, and the efficient placement of combined functions within the office building. Although there have been substantial alterations to the windows, window openings, and porte-cochere, the U.S. Inspection Station--Canaan continues to demonstrate its original range of proper facilities. As a result, the station buildings and property retain an adequate degree of 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--Canaan has not been significantly changed. With the exception of the alterations to the porte-cochere, window, and window openings, its regionally appropriate Colonial Revival architecture has been maintained, and it continues to be used as an inspection station, and therefore retains integrity of feeling and association.

**Fair and adequate service to the public:** To represent the government's responsibility to the treatment of the public, a property must have features or spaces to protect goods against dust and the elements, provide privacy from onlookers, and have adequate capacity to serve the increasing volume of motor vehicle traffic. Generally, a property meeting the requirements for proper facilities would also represent this associative attribute. However, private detention areas and porte-cocheres for additional lanes are also important to represent this attribute. At Canaan, adequate service to the public is demonstrated by the design of the porte-cochere to accommodate three lanes of traffic (now 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 Canaan, residential quarters for the officers were provided upstairs in the station building.

[10] Ibid., page 37.

Properties that do retain ***integrity of design and materials*** of the living quarters that were in effect on the property before or until 1943 may be considered important relative to the other stations, and this is the case at Canaan.

## *Significance – Conclusion*

The U.S. Inspection Station—Canaan 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—Canaan retains most aspects of integrity and meets the registration requirements in the Inspection Station MPS to be eligible for listing in the National Register of Historic Places under Criterion A, at the local level of significance, period of significance 1933. Designed in 1932 and constructed in 1933, it was sited alongside a border highway (State Route 141) 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 continues to demonstrate associative values as a record of the self-image of Federal government buildings during the 1930s as interpreted by the Supervising Architect of the Treasury. It retains all of its original program elements, and continues to demonstrate the historic characteristics of MPS Property Type Number 2: 5-bay Inspection Station.

The registration requirements for Criterion C do not include substantial alterations to the windows and window openings on the primary elevation as acceptable alterations. The effect of this alteration to the U.S. Inspection Station—Canaan is to change the original fenestration design by consolidating window openings on the primary elevation, and severely weaken the building's representation of this architectural property type. The other aspects of integrity are present to adequately represent the building's association with historical events under Criterion A.

The U.S. General Services Administration and the National Park Service determined the U.S. Inspection Station—Canaan eligible for the National Register on September 12, 1986.[11] The alterations to the windows and window openings on the primary elevation occurred in the 1970s, and this was an existing condition when the formal determination of eligibility was made.

[11] National Register Information System, search 05/19/2005, DOE Index by Agency; Agency: GSA; Vermont.

## 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.

Commissioner-General of Immigration. Annual Report of the Commissioner-General of Immigration to Secretary of Labor. Washington D.C.: Government Printing Office, 1924.

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.

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.

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

National Register Information System, search 05/19/2005, DOE Index by Agency; Agency: GSA; Vermont.

U.S. Department of the Treasury. Cabinet Sketch No. 29. United States Inspection Station—Canaan, Vermont in Records Group 36, c.1932. National Archives and Record Administration in College Park, Maryland.

U.S. General Services Administration. Historic Building Preservation Program: Inspection (Mooers). 27 Apr 1994.

Vermont New Media. http://www.vermonttoday.com/century/topstories/flood.html, 1999. viewed 8 Nov 2006.

*Please refer to the primary MPS National Register application for bibliographic entries related to the shared themes and context of the U.S. Inspection Stations.*

# Geographical Data

## *Boundary Description*

1. The bearings on this survey are based upon the bearing of the westerly line of the so-called Canaan-Hereford Road, now Vermont state highway no. 141, with said bearing being south 12° 30' east as recorded on a plat entitled "U.S. customs immigration inspection station Canaan, VT". Said plat dated Feb. 19, 1932 by Howard H. Hobson, surveyor. With (r) indicating record bearing / distance and (m) indicating this survey's measured bearing / distance.

2. The Vermont state plane, nad83, U.S. foot coordinate for the true point of beginning has a northing = 917179.003, easting = 1883480.987. The elevations shown on this plan are based upon navd88 vertical datum.

3. The plat noted in general note 1 is located on site and was deemed too fragile for coping.

4. A utility locate was called in to Vermont dig safe system, inc. (ticket # 20042502409) on 06/14/2004 and the following utilities were requested to respond: Verizon, Central Vermont Public Service, and Vermont Electric Co-op.

5. All field marked utilities and field observed utilities were subsequently field located and are shown as normal weight lines on this plan.

6. 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.

7. The boundary field traverse error of closure = s 10° 46' 13.3" e 0.0150 feet and the precision = 1: 170852.

8. The subject parcel shown as tax parcel id # r18003 in the town clerk's office, Town of Canaan, Essex County, Vermont.

9. This survey represents the compilation of all available records and information provided from the various government agencies or researched by the surveyor or from the referenced title report. Certain Land Ports of Entry (LPOE) sites can have a wide variance in the amount and details of past records, lease areas, fee ownerships, previous surveys, utilities, etc. Certain remote LPOEs may have never had any clearly defined boundary limits prior to this survey effort. All such findings or boundary determinations will be duly noted.

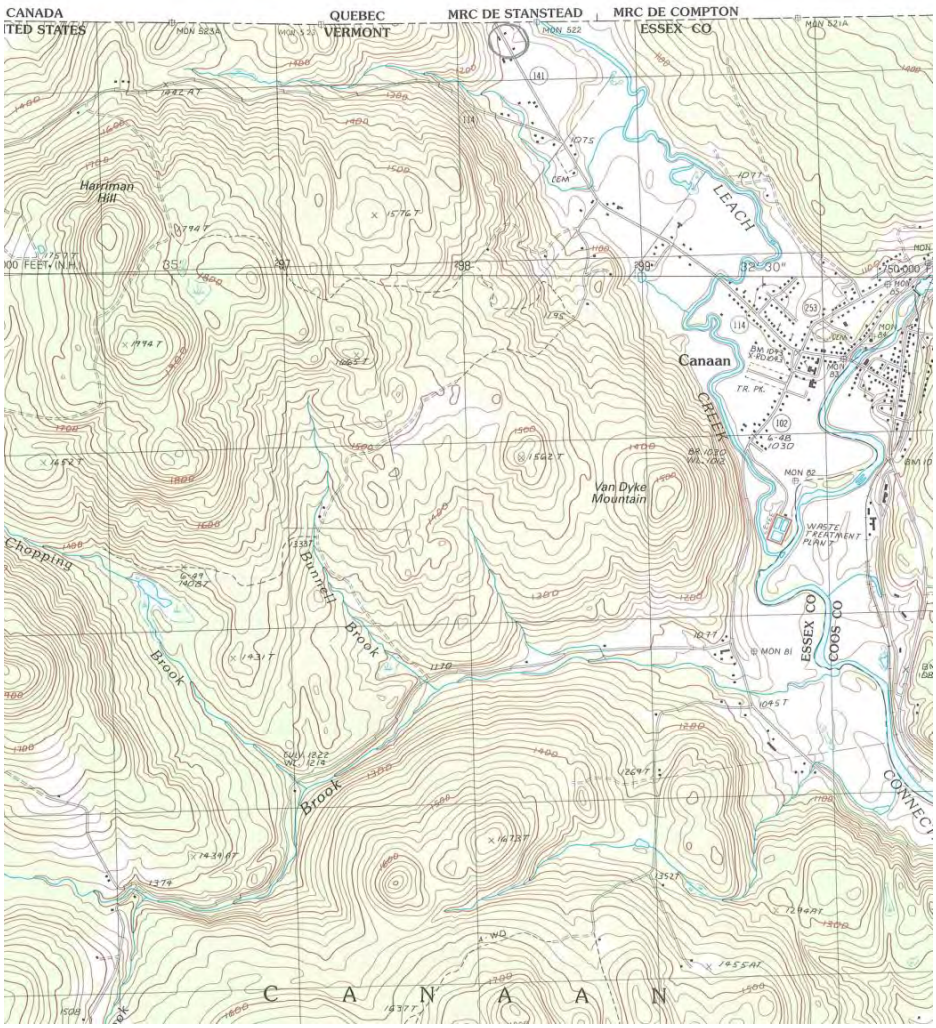
10. The plat, noted in general note 1, error of closure for the subject parcel is 1.12 feet.

## *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: 19
Easting: 298290
Northing: 4987424



# Photographs

U.S. Inspection Station – Canaan
Essex County, Vermont
*Photographer:* Daniel Paul, Jones & Stokes
*Date of photograph*: November 2006
*Negative:* GSA
*Description of view:* front and side elevation, view: northwest
*Photo number:* VT_EssexCounty_ CanaanBorderStation1.tiff

U.S. Inspection Station – Canaan
Essex County, Vermont
*Photographer:* Daniel Paul, Jones & Stokes
*Date of photograph*: November 2006
*Negative:* GSA
*Description of view:* rear and side elevation, view: southeast
*Photo number:* VT_EssexCounty_ CanaanBorderStation2.tiff

U.S. Inspection Station – Canaan
Essex County, Vermont
*Photographer:* Daniel Paul, Jones & Stokes
*Date of photograph*: November 2006
*Negative:* GSA
*Description of view:* rear elevation, view: east
*Photo number:* VT_EssexCounty_ CanaanBorderStation3.tiff

U.S. Inspection Station – Canaan
Essex County, Vermont
*Photographer:* Daniel Paul, Jones & Stokes
*Date of photograph*: November 2006
*Negative:* GSA
*Description of view:* altered front window, view: west
*Photo number:* VT_EssexCounty_ CanaanBorderStation4.tiff

U.S. Inspection Station – Canaan
Essex County, Vermont
*Photographer:* Daniel Paul, Jones & Stokes
*Date of photograph*: November 2006
*Negative:* GSA
*Description of view:* commemorative plaque, view: northwest
*Photo number:* VT_EssexCounty_ CanaanBorderStation5.tiff

U.S. Inspection Station – Canaan
Essex County, Vermont
*Photographer:* Daniel Paul, Jones & Stokes
*Date of photograph*: November 2006
*Negative:* GSA
*Description of view:* operable window hardware, view: east/northeast
*Photo number:* VT_EssexCounty_ CanaanBorderStation6.tiff

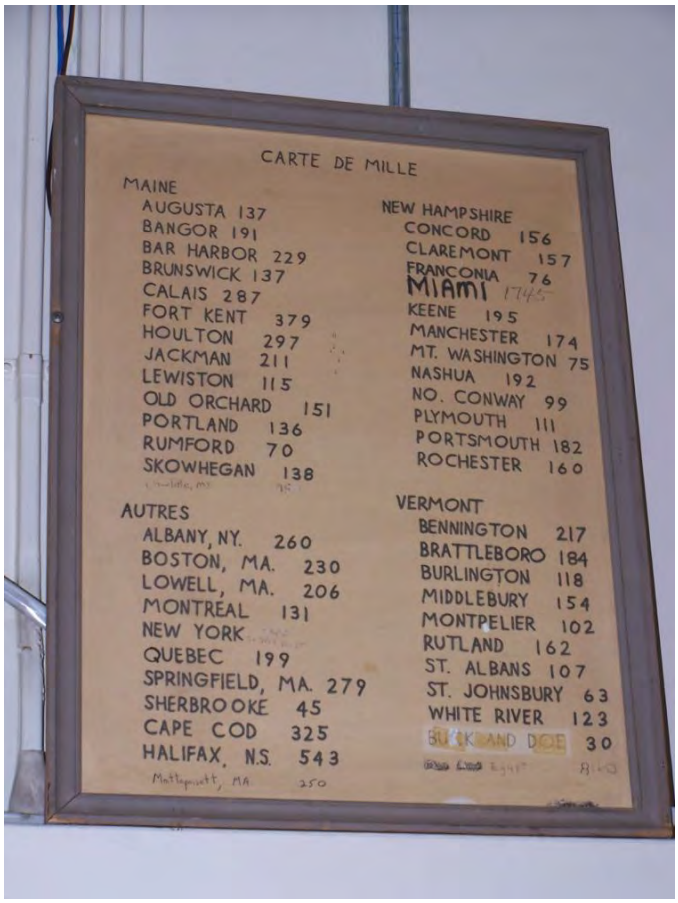
U.S. Inspection Station – Canaan
Essex County, Vermont
*Photographer:* Daniel Paul, Jones & Stokes
*Date of photograph*: November 2006
*Negative:* GSA
*Description of view:* stair rail, linoleum, view: southwest
*Photo number:* VT_EssexCounty_ CanaanBorderStation7.tiff

U.S. Inspection Station – Canaan
Essex County, Vermont
*Photographer:* Daniel Paul, Jones & Stokes
*Date of photograph*: November 2006
*Negative:* GSA
*Description of view:* original door off second level corridor, view: north
*Photo number:* VT_EssexCounty_ CanaanBorderStation8.tiff

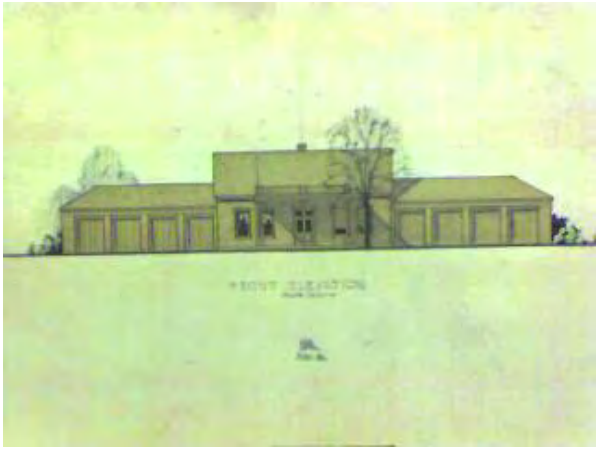
U.S. Inspection Station – Canaan
Essex County, Vermont
*Photographer:* Daniel Paul, Jones & Stokes
*Date of photograph*: November 2006
*Negative:* GSA
*Description of view:* detention facility with original lighting fixture, view: west
*Photo number:* VT_EssexCounty_ CanaanBorderStation9.tiff

U.S. Inspection Station – Canaan
Essex County, Vermont
*Photographer:* Daniel Paul, Jones & Stokes
*Date of photograph*: November 2006
*Negative:* GSA
*Description of view:* doors within basement, view: south
*Photo number:* VT_EssexCounty_ CanaanBorderStation10.tiff

U.S. Inspection Station – Canaan
Essex County, Vermont
*Photographer:* Daniel Paul, Jones & Stokes
*Date of photograph*: November 2006
*Negative:* GSA
*Description of view:* "Carte de Mille", east elevation, first floor, view: east
*Photo number:* VT_EssexCounty_ CanaanBorderStation11.tiff



U.S. Inspection Station – Canaan
Essex County, Vermont
*Courtesy:* National Archives and Records Administration (NARA)[12]
*Date*: 1932
*Description of view:* front elevation



[12] Images 12 and 13: U.S. Department of the Treasury. Cabinet Sketch No. 29. United States Inspection Station—Canaan, Vermont in Records Group 36, at the National Archives and Record Administration in College Park, Maryland.

STOP HERE
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HENRY MORGENTHAU JR
SECRETARY OF THE TREASURY
LOUIS A SIMON
SUPERVISING ARCHITECT
GEORGE O VON NERTA
SUPERVISING ENGINEER
1933

NCIC
AUTHORITY MEMBERS
NEW OPERATING MANUAL

# CARTE DE MILLE

## MAINE

AUGUSTA 137
BANGOR 191
BAR HARBOR 229
BRUNSWICK 137
CALAIS 287
FORT KENT 379
HOULTON 297
JACKMAN 211
LEWISTON 115
OLD ORCHARD 151
PORTLAND 136
RUMFORD 70
SKOWHEGAN 138

## AUTRES

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BOSTON, MA. 230
LOWELL, MA. 206
MONTREAL 131
NEW YORK
QUEBEC 199
SPRINGFIELD, MA. 279
SHERBROOKE 45
CAPE COD 325
HALIFAX, N.S. 543
Mattapoisett, MA 250

## NEW HAMPSHIRE

CONCORD 156
CLAREMONT 157
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MIAMI 1748
KEENE 195
MANCHESTER 174
MT. WASHINGTON 75
NASHUA 192
NO. CONWAY 99
PLYMOUTH 111
PORTSMOUTH 182
ROCHESTER 160

## VERMONT

BENNINGTON 217
BRATTLEBORO 184
BURLINGTON 118
MIDDLEBURY 154
MONTPELIER 102
RUTLAND 162
ST. ALBANS 107
ST. JOHNSBURY 63
WHITE RIVER 123
BURLINGTON 30