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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— Laurier, Washington

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

2. Location

Street & Number: U.S. Border Station, U.S. Route 395 — Not for Publication: N/A

City or Town: Laurier — Vicinity: N/A

State: Washington — Code: WA — County: Ferry — Code: 019

Zip Code: 99146

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: Carol D. Savage, Federal Preservation Officer — Date: 7/23/14

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: Allyn M. — Date: 11-24-13

WASHINGTON STATE HISTORIC PRESERVATION OFFICE

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)	3	2	building(s)
___ public-local	___ district	___	___	sites
___ public-state	___ site	___	___	structures
x public-federal	___ structure	___	___	objects
	___ object	3	2	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. Inspection Station and Associated Points of Entry, States Bordering Canada and Mexico

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat:	Sub:
Government	Custom House
Government	Government Office

Current Functions (Enter categories from instructions)

Cat:	Sub:
Government	Custom House
Government	Government Office

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	Asphalt (shingles)
walls	Brick
walls	Wood (garage wings)
other	Wood (windows and doors)
	Glass (windows and doors)
	Vinyl (windows and dormers)

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
1935

Cultural Affiliation
N/A

Significant Dates
1935

Architect/Builder
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

10. Geographical Data

Acreage of Property 1.9

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

	Zone	Easting	Northing		Zone	Easting	Northing
1	11	410457	5428110	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 – Northwest/Arctic Region Telephone (253) 931-7912

Street & Number 400 15th Street SW

City or Town Auburn State WA Zip Code 98001

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—Laurier is located at P.O. Box 40, 27027 Hwy 395N in Laurier, Ferry County, Washington. The 1.9 acre wedge-shaped parcel (84,126 square feet) has as the northern border the Canadian international boundary line, the western border the Burlington Northern Railroad, and the eastern border Highway 395 forming the property boundaries. Due west, directly behind the property, is the siding and right of way for a rarely used Burlington Northern rail freight line. The elevation of the property is 1,648 feet. The surrounding area is comprised of tall green hills covered with a variety of mature tree specimens. The Kettle River is located a quarter mile to the east. The U.S. Inspection Station—Laurier is located in a rural setting. Laurier is a small village and the closest U.S. town is Kettle Falls (population 1,527), which is located 30 miles south of Laurier. The city of Spokane is 110 miles southeast of Laurier.

Exterior

The U.S. Inspection Station—Laurier is a rectangular plan, 1½-story, side gabled wood-frame building clad in American bond brickwork and designed in a Georgian inspired Colonial Revival style. Flanked on either end of the building are 1-story, 4-bay garage wings with vinyl clapboard siding, and eaveless hipped roofs underscored with a fascia and simple cornice molding. Centered in front of the inspection station is a flat roofed, metal porte-cochere that is supported by pipe columns elevated on square concrete piers and topped with square crowns. The front elevation of the U.S. Inspection Station—Laurier is now three bays instead of five, because two sets of original paired window units were combined and converted to triple units. These three bays are placed in a symmetrical arrangement, with two outer window triplicate bays on either side of a centered entrance. The centered entrance features a glass panel, aluminum- framed single leaf door with aluminum-frame sidelights topped by a transom that now houses an air conditioning unit. Above the transom is a gauged brick jack arch pattern with a centered marble keystone. The modified, large window bays on either side each feature a set of three aluminum-frame windows. Each set of windows is topped by two sets of the gauge brick jack arching and marble keystone detail as seen over the entrance. Each set of these windows is underscored with a continuous concrete sill. At the northern portion of the front elevation in the lower corner is a marble commemorative plaque. Centered within the front-facing roof run is a centered shed dormer with vinyl clapboard cladding, cornerboards, and a ridged metal roof. This dormer consists of three bays, each containing an 8/8 double hung window. Affixed to the front elevation is the porte-cochere, which is a replacement. This porte-cochere is flat roofed and covers two lanes. The words “United States Inspection Station Laurier, Washington,” spelled out in a Moderne style font, are affixed upon its northern fascia.

The side gabled roof of the U.S. Inspection Station—Laurier is clad in gray asphalt shingle. Garage wings flank each side of the inspection station with stepped metal flashing where they connect to it. The upper portion of the side elevations features paired, 4/4 double-hung windows underscored by a continuous concrete sill and topped with a continuous brick sailor course. Boxed eaves are present at either side, and a milled attic vent is fitted into the gable peak at each side. The rear elevation first level of the U.S. Inspection Station—Laurier building features

symmetrically placed pairs of 20/20 vinyl-frame double-hung windows similarly detailed to the primary windows at the front elevation. Off center in the northern portion of the rear elevation is a pair of narrow 4/4 double-hung windows with gauged brick jack arch molding. All of the first level windows at the rear elevation feature concrete sills. A rear entry is present off-center at the rear elevation. This entry is slightly lower than ground level, and features an original wood door with nine-unit upper glazing fronted by a three-paneled screen door. This rear entry is topped by a gabled overhang supported by wood posts. The gable itself is in-filled with vinyl clapboard cladding. A concrete clad, basement level is present at the rear elevation, and is submerged into the grade of the rear yard. Multi- glazed windows are present within the basement level. Within the roof atop the rear elevation of the inspection station is an shed dormer with vinyl clapboard cladding and cornerboards. Within it are four bays of 8/8 woodframe double hung windows. Protruding from the center of the dormer is a rectangular brick chimney with a concrete cap.

The garage wings affixed to either side of the inspection station have hipped roofs and are of one story each. Originally, each of these wings would have featured four bays. At this time, each of these wings has a garage bay at each of its outer two bays. Each garage bay is square, with an aluminum garage door. The northern wing features a fixed window, and the southern bay features a pedestrian entry. What was the innermost garage bay of each wing is now clad in the same vinyl clapboard siding that traverses each wing. The outer side-ends of each garage wing each feature a pair of 20/20 vinyl-frame windows topped with a simple wood molding detail. The southern garage wing features four bays of 20/20 vinyl-frame double hung windows, each set into molded wood surrounds. The rear of the north garage wing features similar 20/20 windows at the outer two bays, a small horizontal window at the other middle bay, and cladding over what was originally the inner-most window bay to the inspection station. These alterations have occurred within the last thirty years. The southern garage wing was originally used for various customs inspection activities, and the north wing was for officer's automobiles.

Interior

The front, eastern half of U.S. Inspection Station—Laurier first level interior is divided into three parts: an Immigration desk and work area in the southern portion, a small public waiting 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. An original metal and glass information cabinet is present at the southern (immigration) half of the public area. This cabinet has scored metal edges and the words "Immigration Bulletin" incised at the top of it in serifed Roman Font. Behind the front 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.

The upper level of the U.S. Inspection Station—Laurier features a detention cell, various storage rooms, and a hallway centered in middle of the second floor that runs north-south. The door to the detention cell is clad in sheet metal, and contains a small viewing portal with wrought iron bars. This portal features a metal cover with its original brass latching hardware and hinges. All of the walls and ceilings of the first and second levels are plaster. Many of the windows of the

first and second interior level are trimmed with ogee molded wood frames and ogee molded wood sills. The two small side windows at the north-side elevation upper level have particularly elaborated molded wood sills.

The stairs from the first to second level have wood treads and risers, metal "matchstick" balusters, and square-shaped metal newels each featuring a cornice molded crown detail. Wood trim runs along the base of the stairway, and the handrail is of painted wood. 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. 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.

Two Detached Residences

Located directly south of the U.S. Inspection Station—Laurier are two detached residences, each designed in the "Cape Cod" Colonial Revival style. One residence is placed to the north and slightly in front of the other. This residence was the living space for the Customs officer and his family, and the southern residence was the living quarters for the Immigration officer and his family. Both residences feature wood clapboard cladding, cornerboards, grouped and single 6/6 and 9/9 double hung windows in either vinyl or woodframe accordingly, and semicircular lunette shaped attic vents. Both residences feature wood doors with nine-unit upper glazing. Both residences are elevated upon a concrete foundation that indicates a basement level, and various pairings of small, fixed, four-panel units are horizontally placed within the foundation wall. Each residence features a metal, standing seam roof with a rectangular, rusticated brick chimney.

Both residences originally featured open porches that in 1956 were enclosed, and topped with a front gabled element, which makes both buildings cross-gabled. These enclosures featured semi-circular lunette vents, clapboard cladding, and, on the northern residence, cornice returns. Numerous windows are present in each enclosure, set into molded wood surrounds. In the northernmost residence, molded wood panels are present beneath each window and engaged, classically detailed columns are also present at each outer corner of this enclosure. The porch enclosure of the southernmost residence features paired 12/12 wood-frame double-hung windows, narrow 6/6 double-hung windows, and a 6/6 wood-frame double-hung window with sidelights. The enclosures of these porches are sensitive, are over 50 years old, and are in keeping with the design intent of the original design.

The interiors of both residences feature standard brick fireplaces of variegated and decorative symmetrical courses topped by a bracketed wood mantle. Each fireplace is fronted by an original brass fire screen with decorative, swag- like filigree placed within it. Both interiors also feature original, built-in hutch cabinetry in the Colonial Revival style. Each cabinet features a pair of square, molded panel doors topped by a pair of tall, multi-glazed doors with rounded headers—in a pattern similar to the original front entry doors. A wood frieze with a decorative swag pattern is present above the doors of each cabinet.

Landscaping and Associated Elements

A semi-circular drive is located to the south of the border station, and the two original residences are placed at either side of it. A cyclone fence encompasses the border station property. The two residences located south of the inspection station are fronted by mowed lawn yards with mature tree and shrub specimens. A small granite obelisk is located at the northernmost edge of the property, and delineates it from the Canadian side. This object appears to be a later addition. A small semi-circular grass pad is located immediately north and in front of the inspection station building. Within it is a tall mast style flagpole with a flared base, and a tapered metal pole topped by a brass balloon finial. The rear portion of the Laurier property features a grass lawn and a paved walk directly behind the inspection station.

Alterations

The front elevation of the U.S. Inspection Station—Laurier is presently three bays instead of five, because two sets of original paired window units were combined and converted to triple units. Multi-glazed vinyl windows are present at the side and rear elevations of the first level; aluminum frame windows are present at the front entry; vinyl cladding is present across the garage wings, which have undergone bay alterations to accommodate restrooms. Aluminum storefront entry door and sidelights are present at the main entry; the porte-cochere is a later, taller replacement. Both residences feature porch enclosures, and standing seam metal roofs that are a later replacement. A 1981 inspection garage is present at the front and south of the inspection station complex. A circa1963 brick-clad residence is located behind the two original residences. The inspection garage and the later residence are non-contributing resources because these buildings were constructed after the period of significance.

Statement of Significance

Summary

The U.S. Inspection Station—Laurier was included in the Multiple Property Submission for *U.S. Border Inspection Stations, States Bordering Canada and Mexico* (Border Station MPS). As demonstrated in this registration form, the U.S. Inspection Station—Laurier retains most aspects of integrity 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 Criterion A at the local level of significance, period of significance 1935. It retains most of its original program elements, including both original detached residences: now a rare condition among the remaining Public Works Administration (PWA)-era U.S. inspection stations. The U.S. Inspection Station—Laurier demonstrates the historic characteristics of Border Station MPS Property Type Number 2: 1 ½-story, 5-bay standard office building with 4-bay garage wings and separate quarters.

Under Criterion A, the U.S. Inspection Station—Laurier 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 1935, it was sited alongside a border highway at one of the locations noted 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.

U.S. Inspection Station—Laurier, Washington: 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 regarding the proposed site for the U.S. Inspection Station—Laurier:

> *The Great Northern Railroad crosses the boundary at this port. The Great Northern Railroad will furnish quarters for the immigration officer to be stationed here. The Customs Service also rents quarters from the Great Northern. Three immigration patrol officers are now operating from their homes in Laurier. Two customs officers are stationed here.*
>
> *The road through Laurier is not improved at present, and the State Highway Commissioner advises that this may at some future time be made a state road. Until the status of the highway is more definitely settled, it is believed inadvisable to erect a Government building for inspection purposes.*[1]

The U.S. Inspection Station—Laurier building is an example of a Georgian inspired Colonial Revival design system as expressed in Border Station designs of the Federal PWA-period of the 1930s. This Colonial Revival detailing 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

[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: 43.

entry program; transom window over the main entry; cornice and gable molding; side gabling; boxed gable returns; American bond brick cladding; symmetrically placed multi-glazed double hung windows; marble sills; and gauged brick jack arch molding with centered keystones. The public portion interior space of the U.S. Inspection Station— Laurier 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 define a centered public lobby space.

The U.S. Inspection Station—Laurier 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 border stations, including: Ambrose, ND; St. John, ND; Fort Covington, NY; Chateaugay, Mooers, NY; Champlain, NY; North Troy, VT; Canaan, VT; Norton, VT; West Berkshire, VT; Richford, and Metaline Falls, WA. The U.S. Inspection Station—Laurier design and the above mentioned examples are all of a type that have been written of as "Northern Style" border stations for their ubiquity in the northern border states. The Northern Style border stations shared general features such as brick walls and sharply pitched gable roofs that buffer from the affects of cold climates, rain, and snow.[2]

The U.S. Inspection Station—Laurier was designed in late 1934 and constructed in 1935. Louis Simon was the Supervising Architect of the U.S. Inspection Station—Laurier, and Neal Melick was the supervising engineer. Simon, who had worked with the Treasury Department office continually since 1896, became the Supervising Architect of the Treasury in 1933, and would retain the post until 1939.[3] "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" [American Architect and Architecture, August, 1937, vol. 151, p. 51]."[4]

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 border 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 border 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 U.S. Inspection Station—Laurier 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. The imposition of head taxes and literacy tests on cross-border immigrants beginning in 1917 also resulted in a sharp increase of illegal entry attempts into the United States. The U.S. Inspection Station—Laurier was

[2] 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.
[3] 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.
[4] 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.

constructed near a Burlington Northern rail line that is infrequently used at the present time. It was not uncommon to have inspection stations constructed near such rail lines.[5]

The U.S. Inspection Station—Laurier projects an iconographic image of American architecture at the international border. It features a Georgian inspired Colonial Revival design system often used for governmental buildings during this time; one that was consciously associated with the American heritage and the American past since the 1876 Centennial celebration which triggered a desire for an understanding of American architectural lineage. The Colonial Revival, as employed with the inspection stations, was simultaneously intended to evoke feelings of patriotism, power, and security.[6] 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—Laurier is unmoved from its original location in an isolated and hilly setting near an early rail line at the U.S.-Canada border. The integrity of feeling, as a PWA-era border station intent on expressing an American sentiment at the border through the use of the Colonial Revival design system, is likewise unaltered. The gauge brick jack arching with centered keystones, decorative brick fire places in both residences, and the built in custom cabinetry are all examples of quality workmanship that remain unaltered. The inspection stations are associated with the Federal presence at the U.S. Border during the 1930s.

Significance within the Related Multiple Property Submission

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

[5] 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: 11.

[6] The style was also seen as a morale booster for the officers who lived and worked on the properties. Often, their prior facilities were rented buildings that ill suited the purpose at hand. The prior residences were often temporary structures, including train cars. Benner and Hughes, Report: 2-4.

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—Laurier 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 late 1934 by the Supervising Architect of the U.S. Treasury, built in 1935, and sited along U.S. Highway 395 near the International Border with Canada. It was sited at one of the locations considered but not recommended by Benner and Hughes in their 1928 report, as follows: "The road through Laurier is not improved at present, and the State Highway Commissioner advises that this may at some future time be made a state road. Until the status of the highway is more definitely settled, it is believed inadvisable to erect a Government building for inspection purposes."[7] By the time the station was constructed in 1935, customs and immigration traffic must have increased, and eventually the highway became signed as U.S. Highway 395. 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—Laurier retains ***integrity of location*** because it is still in its original location along U.S. Highway 395 near the International Border with Canada. Prior to the station's construction in 1935, the customs and immigrations officers were stationed near the Great Northern Railroad crossing of the border, and not along an automobile crossing.

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 noted that customs and immigrations officers rented quarters because no dedicated facilities were provided by the government:

[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: 43.

"The Great Northern Railroad will furnish quarters for the immigration officer to be stationed here. The Customs Service also rents quarters from the Great Northern. Three immigration patrol officers are now operating from their homes in Laurier. Two customs officers are stationed here."[8] The two detached residences at Laurier, now a rare condition among the border stations, represent proper facilities for customs and immigration officers.

At Laurier, protection from inclement weather was provided by a two-lane porte-cochere, garage wings, inspection pits; and the efficient placement of combined functions within the office building. Despite alterations to the porte- cochere and garage wings, the station buildings and property overall retain integrity ***of design and materials.*** Because of the continued retention of the detached residences, the property continues to convey its original range of proper facilities.

Dignified and attractive surroundings: To represent the government's efforts to create an environment to raise morale and convey an impression of federal authority, a property must be well sited and retain elements such as flagpoles and landscaped areas. To be eligible for listing, it must retain ***integrity of setting, feeling, and association***. The setting of the U.S. Inspection Station--Laurier has not been significantly changed. It retains its relationship to U.S. Highway 395 and its two detached residences. 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 Laurier, adequate service to the public is demonstrated by the design of the porte-cochere to accommodate two lanes of traffic, by the provision of eight bays for the storage and inspection of vehicles, and by the provision of ample office space in the station building, upstairs as well as downstairs.

Decent living quarters for officers: To represent the government's responsibility to retain quality officers, a property may have separate living quarters downstairs, upstairs, or in detached residences. The Benner and Hughes report of 1928 recognized that the need for living quarters was flexible and could be changed to accommodate the needs of a particular station over time. Therefore, because of the changing needs of Customs and Immigration over time, alteration of the living quarters for another use or removal of detached residences would not disqualify a property for listing. At Laurier, two detached residences were provided for quarters for the officers, and their retention is currently a relatively rare condition at the border stations.

[8] Ibid., page 37.

Integrity Considerations

As discussed in the Inspection Station MPDF, 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[9] or otherwise altering it to accommodate larger vehicles.
- Alteration or removal of detached garages or residences, in cases where the main building retains integrity.
- Interior modifications that reflect the intended flexibility of program.
- Filling in of the inspection pit(s).
- Minor or reversible exterior alterations.

At Laurier, the two-lane porte-cochere was altered, but the redesign was similar in scale and design to the original. The increased height also reflected the change in response to the 1956 minimum vertical clearance requirement of the Interstate Highway System. Changes to the main entrance and garage openings do not detract from the overall design integrity of the station, and are offset by the retention of many original features and program elements, such as interior woodwork, cabinetry and stairs, brick wall surface, and the two detached residences.

Significance – Conclusion

The U.S. Inspection Station—Laurier 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—Laurier retains most aspects of integrity and meets the registration requirements in the Inspection Station MPDF to be eligible for listing in the National Register of Historic Places under Criterion A, at the local level of significance, period of significance 1935. Designed in late 1934 and constructed in 1935, it was sited alongside a border highway, now U.S. 395, 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 an example of the Colonial Revival style, and is important 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

[9] "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.

all of its original program elements, including two detached residences for the customs and immigrations officers, and well demonstrates the historic characteristics of MPS Property Type Number 2: 5-bay Inspection Station.

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

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U.S. Department of the Treasury. Cabinet Sketch No. 38. *United States Inspection Station—Laurier, Washington*. in Records Group 36, 12/5/1934. 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. Border and Inspection Stations.

Geographical Data

Boundary Description

The U.S. Inspection Station - Laurier is located inside the Colville National Forest area on U.S. Route 395 - a remote area in the north-east border of Ferry County, Washington. The property is located on a 1.9 acre, wedge-shaped parcel, 84,126 square feet with the northern border the Canadian international boundary line, the western border the Burlington Northern Railroad, and the eastern border Highway 395. The official GSA address is: Laurier U.S. Border Station, Laurier, Washington 99146-9998.

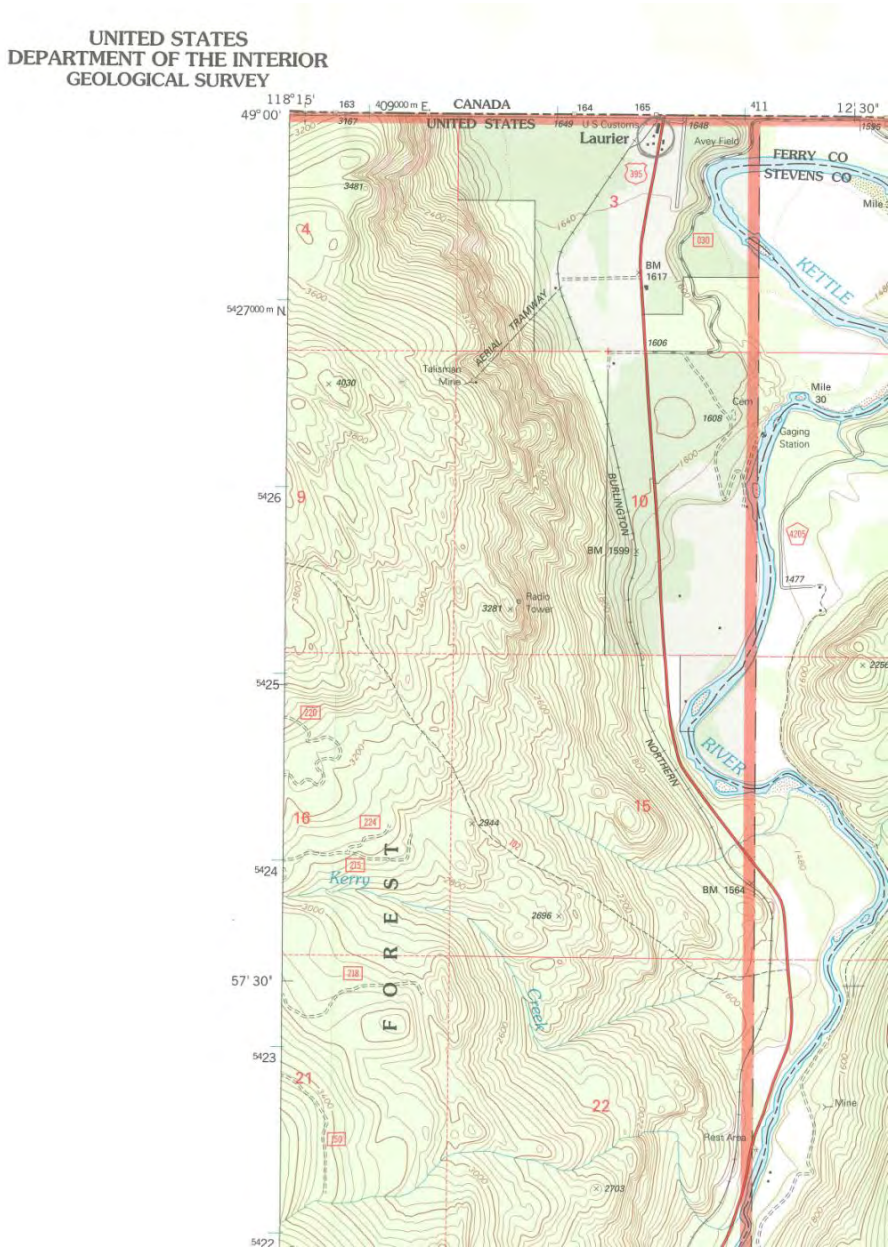
Boundary Justification

The current U.S. Government owned property associated U.S. Highway 395 in Ferry County, Washington at the international border, is consistent with the original limits.

USGS Map

UTM References:
Zone: 11
Easting: 410457
Northing: 5428110

Copy of map also included as supplemental information.



Photographs

U.S. Border Station
Ferry County, Washington
Photographer: Michael Mathers
Date of photograph: 2006
Negative: GSA
Description of view: east elevation, view: southwest.
Photo number: WA_FerryCounty_LaurierBorderStation1.tiff

U.S. Border Station
Ferry County, Washington
Photographer: Michael Mathers
Date of photograph: 2006
Negative: GSA
Description of view: east elevation, view: southwest.
Photo number: WA_FerryCounty_LaurierBorderStation2.tiff

U.S. Border Station
Ferry County, Washington
Photographer: Michael Mathers
Date of photograph: 2006
Negative: GSA
Description of view: rear elevation, view: south southwest.
Photo number: WA_FerryCounty_LaurierBorderStation3.tiff

U.S. Border Station
Ferry County, Washington
Photographer: Carrie Chasteen, Jones & Stokes
Date of photograph: November, 2006
Negative: GSA
Description of view: rear elevation, view: east.
Photo number: WA_FerryCounty_LaurierBorderStation4.tiff

U.S. Border Station
Ferry County, Washington
Photographer: Carrie Chasteen, Jones & Stokes
Date of photograph: November, 2006
Negative: GSA
Description of view: side elevation detail, view: southwest.
Photo number: WA_FerryCounty_LaurierBorderStation5.tiff

U.S. Border Station
Ferry County, Washington
Photographer: Carrie Chasteen, Jones & Stokes
Date of photograph: November, 2006
Negative: GSA
Description of view: commemorative plaque, primary elevation, view: west.
Photo number: WA_FerryCounty_LaurierBorderStation6.tiff

U.S. Border Station
Ferry County, Washington
Photographer: Carrie Chasteen, Jones & Stokes
Date of photograph: November, 2006
Negative: GSA
Description of view: operable transom with hardware.
Photo number: WA_FerryCounty_LaurierBorderStation7.tiff

U.S. Border Station
Ferry County, Washington
Photographer: Carrie Chasteen, Jones & Stokes
Date of photograph: November, 2006
Negative: GSA
Description of view: second floor holding cell door.
Photo number: WA_FerryCounty_LaurierBorderStation8.tiff

U.S. Border Station
Ferry County, Washington
Photographer: Carrie Chasteen, Jones & Stokes
Date of photograph: November, 2006
Negative: GSA
Description of view: second floor holding cell door detail.
Photo number: WA_FerryCounty_LaurierBorderStation9.tiff

U.S. Border Station
Ferry County, Washington
Photographer: Carrie Chasteen, Jones & Stokes
Date of photograph: November, 2006
Negative: GSA
Description of view: stairway, view: west.
Photo number: WA_FerryCounty_LaurierBorderStation10.tiff

U.S. Border Station
Ferry County, Washington
Photographer: Carrie Chasteen, Jones & Stokes
Date of photograph: November, 2006
Negative: GSA
Description of view: north residence, view: southwest.
Photo number: WA_FerryCounty_LaurierBorderStation11.tiff

U.S. Border Station
Ferry County, Washington
Photographer: Carrie Chasteen, Jones & Stokes
Date of photograph: November, 2006
Negative: GSA
Description of view: south residence, view: southeast.
Photo number: WA_FerryCounty_LaurierBorderStation5.tiff

U.S. Border Station
Ferry County, Washington
Photographer: Carrie Chasteen, Jones & Stokes
Date of photograph: November, 2006
Negative: GSA
Description of view: north residence, side elevation, view: southeast.
Photo number: WA_FerryCounty_LaurierBorderStation13.tiff

U.S. Border Station
Ferry County, Washington
Photographer: Carrie Chasteen, Jones & Stokes
Date of photograph: November, 2006
Negative: GSA
Description of view: south residence, rear elevation, view: northeast.
Photo number: WA_FerryCounty_LaurierBorderStation14.tiff

U.S. Border Station
Ferry County, Washington
Photographer: Carrie Chasteen, Jones & Stokes
Date of photograph: November, 2006
Negative: GSA
Description of view: south residence, fireplace.
Photo number: WA_FerryCounty_LaurierBorderStation15.tiff

U.S. Border Station
Ferry County, Washington
Photographer: Carrie Chasteen, Jones & Stokes
Date of photograph: November, 2006
Negative: GSA
Description of view: south residence, built in cabinetry.
Photo number: WA_FerryCounty_LaurierBorderStation16.tiff

U.S. Border Station
Ferry County, Washington
Courtesy: National and Records Administration (NARA)[10]
Date: 12/5/1934
Description of view: east elevation, view: west.

[10] Renderings on pages 17-20: U.S. Department of the Treasury. Cabinet Sketch No. 38. United States Inspection Station—Laurier, Washington. In Records Group 36, c.1932. National Archives and Record Administration in College Park, Maryland.

U.S. Border Station
Ferry County, Washington
Courtesy: National Archives and Records Administration (NARA)
Date: 12/5/1934
Description of view: residence, front elevation.

UNITED STATES BORDER INSPECTION STATION
STOP
STOP
STOP - REPORT
FOR INSPECTION

HENRY MORGENTHAU JR
SECRETARY OF THE TREASURY
LOUIS A SIMON
SUPERVISING ARCHITECT
NEAL A MELICK
SUPERVISING ENGINEER
1935