



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—Beebe Plain, Vermont
Other names/site number Beebe Plain Inspection Station; Beebe Plain Border Station

2. Location

Street & Number 3136 Beebe Road/ State Route 247 Not for Publication N/A
City or Town Derby Vicinity N/A
State Vermont Code VT County Orleans Code 019
Zip Code 05823

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 meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting official/Title [Signature] Date 9/30/13
VERMONT STATE HISTORIC PRESERVATION OFFICER

4. National Park Service Certification

I, hereby certify that this property is:
 entered in the National Register [Signature] Date of Action 9.10.14
 See continuation sheet.
 determined eligible for the National Register
 See continuation sheet.
 determined not eligible for the National Register
 removed from the National Register
 other (explain):

5. Classification

Ownership of Property (Check as many boxes as apply)	Category of Property (Check only one box)	Number of Resources within Property	
		Contributing	Noncontributing
<input type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	<u>2</u>	<u>0</u> building(s)
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u> </u>	<u> </u> sites
<input type="checkbox"/> public-state	<input type="checkbox"/> site	<u> </u>	<u> </u> structures
<input checked="" type="checkbox"/> public-federal	<input type="checkbox"/> structure	<u> </u>	<u> </u> objects
	<input type="checkbox"/> object	<u>2</u>	<u>0</u> total

Number of contributing resources previously listed in the National Register 0

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

6. Function or Use

Historic Functions (Enter categories from instructions)

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

Current Functions (Enter categories from instructions)

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

7. Description

Architectural Classification (Enter categories from instructions)

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

Materials (Enter categories from instructions)

foundation	<u>concrete</u>
roof	<u>SYNTHETIC/asphalt shingle</u>
walls	<u>BRICK</u>
walls	<u>OTHER/gypsum plaster (interior)</u>
other	<u>WOOD (windows and doors)</u>
	<u>GLASS (windows and doors)</u>
	<u> </u>

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

Please see Section 7 Continuation Sheets.

8. Statement of Significance

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

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- C
- D Property has yielded, or is likely to yield information important in prehistory or history.

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

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

Architecture
Politics/Government

Significant Person (Complete if Criterion B is marked above)

N/A

Period of Significance

1937

Cultural Affiliation

N/A

Significant Dates

1937

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 (9/22/1986)
- 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
- Federal agency
- Local government
- University
- Other

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

10. Geographical Data

Acreage of Property 0.4

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

	Zone	Easting	Northing	Zone	Easting	Northing
1	18	725334	4987557	3		
2				4		

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 <u>July 2011</u>
Street & Number	811 W. 7 th St., Suite 800	Telephone <u>(213) 627-5376</u>
City or Town	Los Angeles	State <u>CA</u> Zip Code <u>90017</u>

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

Photographs

Representative photographs of the property.

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

Property Owner

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

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

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

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

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National Register of Historic Places Continuation Sheet

*U.S. Inspection Station—Beebe Plain
Orleans County, Vermont*

Section 7 Page 1

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

Description

Location and Setting

The Beebe Plain Inspection Station is located at 3136 Beebe Road (State Route 247) in Derby, Orleans County, Vermont. The primary entry of the Inspection Station faces west: a highly unique positioning relative to the other U.S. Border Inspection Stations. The property is located within the center of the small town, and is immediately surrounded by 1- to 3-story commercial buildings, houses, and churches that date primarily from the early twentieth century. The Canadian Inspection Station is visible immediately north across “Canusa” Avenue. The components of the street name “Can” and “USA,” are derived from the international border that runs down its center. The intersection of Beebe Road and Canusa Street is an exceptionally wide blacktop, and the Beebe Plain Inspection Station is set back from it. The topography is flat. The majority of the site is grass with minimal paved areas for parking and vehicle access and maneuvering. The facility is located in a primarily urban area surrounded by Canada and Canusa Avenue to the north, residential buildings to the east, residential buildings to the south and Beebe Road to the west.

Exterior

The Beebe Plain US Inspection Station is a rectangular plan, 1.5-story Inspection Station designed in the Colonial Revival style. Running course brick cladding is present across all four elevations, which are constructed of wood frame and built on a concrete foundation. The Inspection Station features a side gabled roof clad in asphalt shingle. A molded wood cornice underscored by a plain fascia runs beneath all roof edges and both side-gabled ends. Centrally affixed to the front of the Inspection Station is an original gabled roof porte-cochere that covers one lane. A 2-bay freestanding garage is present on the property due east of the inspection station. The garage features a front gabled roof and wood clapboard cladding.

The Beebe Plain Inspection Station possesses a variety of Colonial Revival design features. The complex 3-bay front elevation is highly symmetrical, and features a centered front entrance. The centrally located entrance bay consists of an aluminum frame single leaf storefront door that is a later, c.1960s era alteration. This door frame is of a similar stained aluminum and features a single transom window. This door is flanked closely on either side by 6/6 wood frame double hung sash windows inset into the wall with molded wood picture framing and underscored by exposed concrete sills. Each outer bay of the front elevation features a pairing of 6/6 woodframe windows with the same design treatment as the windows, except one continuous sill underscores each pair. A bronze aluminum rain gutter with floral patterned bronze bracketing is present at either end of the front elevation.

Windows that are 6/6 double hung sash and similar in scale and design features to those at the front elevation are symmetrically placed at the first level of each side elevation. The building features running course brick outside end chimneys at either side, and the southern of these is *faux*. The upper level of each side elevation features smaller scale 6/6 windows, identically treated as the others, placed adjacent to each side of the chimney. A plain fascia is present at each gable. The highly symmetrical rear elevation of the Beebe Plain Inspection Station is 4 bays wide with a 3-bay

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shed roof dormer above the second and third bays. At the first level, the center bay is blank. At either side of it are symmetrically placed smaller size 6/6 windows, and at each outer bay are standard scale 6/6 woodframe windows. The headers are aligned at the same height. In the roof at the rear elevation is an eaveless 3-bay shed dormer clad in wood clapboard with cornerboards. Its center bay features a 6/6 woodframe window, and each end bay features the smaller scale 6/6. All three windows in the dormer are without sills and are inset into the dormer with plain trim.

The front gable of the porte-cochere is clad in wood clapboard, and centered within it is a lunette shaped vent. Both the gable and the vent are trimmed in wood. At the bottom portion of the gable is metal, Roman style, serif lettering spelling out "UNITED STATES CUSTOMS AND IMMIGRATION." Steel columns clad in paneled wood rectangular columns support the porte-cochere. Bronze rain gutters similarly detailed to those previously mentioned are placed upon each column. A mowed grass yard is present behind both the Inspection Station and the garage. A mast style metal flagpole with a balloon finial is located near the northwest corner of the property.

Interior

The interior of the U.S. Inspection Station--Beebe Plain is highly symmetrical, with the northern half devoted to immigration services, and the southern for customs services. Two original, wood-framed information cabinets, one for each service, are present on the east wall of the lower level. All of the interior windows are framed in wood plank. Six panel wood doors are present throughout the interior. The stair to the second level features a stained wood railing supported by bronze brackets. Turned wood balustrades each with a small plinth, and square newel posts with molded capitals are also present. The stairs themselves have stained wood treads and risers. The upper level of the building is also symmetrically split, featuring a general purpose room for each agency at either end and a toilet and shower room adjacent to either side of the centered stairway. Original bathroom and shower fixtures plus spherical lighting fixtures are present. Beebe Plain is the only MPS Inspection in Vermont without an acoustic drop ceiling inside.¹ Running baseboards are present at both levels of the interior and in the stairway. Wood floors are present across the second level, and the ceiling of both bedrooms is gambreled. The basement features unfinished concrete walls and floors, and consists of one primary room. A metal clad wood door is present in the basement, as is a two-panel wood door with an upper panel of nine-unit glazing.

Garage

A detached 2-bay automobile garage is located east of (behind) the inspection station building. The garage is clad in wood clapboard terminated with cornerboards. The roof of the garage is front gabled and is clad in asphalt shingle and is underscored with a fascia board at each side. The garage bay doors are multi-paneled wood. A 6/6 wood frame double hung window with wood trim is present in middle of each side elevation, and in the rear elevation.

¹ Berger, Louis & Associates, Inc. U.S. Border Stations, Vermont. Historic Preservation Plan: Draft Submission. East Orange, NJ: Louis Berger & Associates, Inc. October, 1994: 2-3.

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*U.S. Inspection Station—Beebe Plain
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MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico

Alterations

The interior is without its original service desks, and recent office partitions are also present in the interior. The restrooms on the first floor appear to have been enlarged. The original wooden columns of the porte-cochere have been replaced with steel columns enclosed in wood. The entrance door, which is now an aluminum and glass storefront door, appears to be a 1960s era alteration.

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*U.S. Inspection Station—Beebe Plain
Orleans County, Vermont*

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

Statement of Significance

Summary

The U.S. Inspection Station—Beebe Plain 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—Beebe Plain retains all 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 Criteria A and C, at the local level of significance, period of significance 1937. It retains all of its original program elements, and well demonstrates the historic characteristics of Inspection Station MPS Property Type Number 2: 5-bay Inspection Station.

Under Criterion A, the U.S. Inspection Station—Beebe Plain 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 1937, it was sited alongside a border highway (State Route 247) at one of the locations recommended in 1928 by H.A. Benner of the Bureau of Customs and J.L. Hughes of the Bureau of Immigration Benner and Hughes. Its construction was, therefore, in direct response to a chain of events including the imposition of head taxes and country quotas on immigration in 1917 and 1921, smuggling arising from the prohibition of alcohol in 1919, and the increase in usage of the automobile and improved roads in the 1920s.

Under Criterion C, the U.S. Inspection Station—Beebe Plain retains adequate integrity to convey the design, plan, and program from the time it was constructed by the Treasury Department. The exterior and interior of the station's two buildings still convey the historical design, workmanship, and materials of the facility's original construction. The Colonial Revival design system was employed throughout the facility through a combination of: brick or clapboard exterior wall surfaces, symmetrical design, steep gable roofs, multi-light double-hung sash windows, flat arches, and Colonial style columns. The inspection station building and detached garage are both contributing resources. The two buildings retain a high degree of integrity and are distinguished, both in their exterior and interior features and materials, as an excellent example of the Colonial Revival style, particularly for their associative values as a record of the self-image of Federal government buildings during the 1930s.

The U.S. General Services Administration and National Park Service determined the U.S. Inspection Station—Beebe Plain eligible for the National register on September 22, 1986.

U.S. Inspection Station—Beebe Plain, 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,

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**U.S. Inspection Station—Beebe Plain
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respectively, made the following analysis and recommendations that ultimately led to the authorization for the U.S. Inspection Station—Beebe Plain:

This is a small village on the international line close to Derby Line, through which a direct highway from Canada passes, which is at present not an improved road. A cutoff in Canada from the main highway which passes through Derby Line also connects with the road through Beebe. Consideration has been given by district officers to the desirability of locating an office at Beebe to cover these highways. It is, however, not an official station at present for either customs or immigration purposes. This Committee believes that while the erection of the building at this point may be desirable at some future time, temporary quarters by rental should first be procured if it is desired to place officers at this point. This will permit the Government to determine by actual experience, before investing money in acquiring a property of its own, whether the stationing of officers at Beebe is desirable.²

The U.S. Inspection Station—Beebe Plain is an intact example of the Colonial Revival design system as expressed on Inspection Station designs of the Federal PWA period of the 1930s. Strongly influenced by the Georgian design system, this Colonial Revival detailing makes itself present through the combination of: brick-clad elevations, ranked and multiglazed wood frame double hung windows; odd numbered ranking upon the façade; an overall strong sense of exterior symmetry, a centered front entry; boxed eaves; outside end chimneys; fascia boards, and a generous use of molding and floorboards inside the building. The design of the U.S. Inspection Station--Beebe Plain is highly similar in form and materials to other inspection stations constructed in the late 1930s that have been called “Northern Style” inspection stations for their ubiquity in the northern Border 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.³

The renderings for the U.S. Inspection Stations are found at the National Archives and Records Administration (NARA). The U.S. Inspection Station--Beebe Plain shares an identical set of plans with the Sasabe, Arizona U.S. Inspection Station. Compared to many other Inspection Stations from the Public Works Administration (PWA) era, the details on the Beebe Plain building are relatively sparse, and of inexpensive materials. According to the General Services Administration, this may have been because these designs were completed in the midst of the Great Depression.⁴ The U.S. Inspection Station--Beebe Plain continues to possess many features originally depicted in the front elevation rendering. Aside from the replacement of the entry door and its transom, the U.S. Inspection Station--Beebe Plain as extant looks remarkably similar to its original rendering.⁵

Louis A. Simon is listed as the Supervising Architect of the building, and signed its plans on June 9, 1936. Simon was the Supervising Architect of the Treasury from 1933-1939 and during Simon’s tenure; the Department of the Treasury was the largest architectural office in the United States. During that period, the Department constructed over 700 million dollars worth of various Post Offices, Border Checkpoints, Custom Houses, and other Federal buildings.

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: 23-24.

³ Boyle • Wagoneer Architects, U.S. Border Stations: Metaline Falls, Laurier and Curlew (Ferry), Washington. Seattle: Boyle • Wagoneer Architects, 1996: 2. Despite their ubiquity in the north, one station of this type was constructed in Sasabe Arizona in 1937.

⁴ U.S. General Services Administration, “Historic Federal Buildings: U.S. Border Station, Beebe Plain, VT.” Stat sheet viewed online, http://w3.gsa.gov/web/p/interaia_save.nsf/1fd3e6888294..... Viewed 24 Nov 2006.

⁵ U.S. Department of the Treasury. Cabinet Sketch No. 41 (A), United States Inspection Station—Beebe Plain, Vermont. In Records Group 36 at the National Archives and Record Administration in College Park, Maryland.

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“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

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 U.S. Inspection Station--Beebe Plain evolved from the contexts of Prohibition (1919-1933), the increased popularization of automobile travel, a more stringent entry regimen for immigrants passed in 1917, and the Public Works Administration that developed out of the Great Depression of the 1930s. In 1917 the Federal Government began the imposition of head taxes and literacy tests on Canadian and Mexican Immigrants. This was a practice formerly done only to oversee immigrants. This reform resulted in a sharp increase of illegal entry attempts into the United States across various Canadian and Mexican borders. A Vermont-specific context that influenced the development of Inspection stations was 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. In response to this flood, many roads that had been dirt were paved. This shifted the economy of Vermont away from one formerly dependent on the railroad, and also allowed easier cross-border access.⁷

The U.S. Inspection Station--Beebe Plain projects an iconographic image of American architecture at the international border. It features the Colonial Revival design system often used for Governmental buildings during this time; one that was consciously associated to the American heritage and American past since the 1876 Centennial celebration which triggered a desire for an understanding of American architectural lineage.

The U.S. Inspection Station--Beebe Plain has retained its original location. The feeling and setting of the Beebe Plain Inspection Station, as a PWA-era, northern style Colonial Revival inspection station located within the center of the small town, immediately surrounded by one- to 3-story commercial buildings, houses, and churches that date primarily from the early twentieth century, is unaltered.

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.

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Section 8 Page 7

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

Significance within the Related Multiple Property Submission

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

Evaluation under Criterion A

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

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—Beebe Plain 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 1936 by the Supervising Architect of the U.S. Treasury, built in 1937, and sited along State Route 247 near the International Border with Canada. While the decision to build the station was 5-6 years later than most of the other inspection stations, it was ultimately sited at one of the locations recommended by Benner and Hughes in their 1928 report, as follows: "This Committee believes that while the erection of the building at this point may be desirable at some future time, temporary quarters by rental should first be procured if it is desired to place officers at this point. This will permit the Government to determine by actual experience, before investing money in acquiring a property of its own, whether the stationing of officers at Beebe is desirable."⁸ Federal authority

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: 23-24.

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is symbolized by the prominent flagpole between the inspection station building and detached garage. It is also symbolized by the pronouncement “UNITED STATES CUSTOMS AND IMMIGRATION” along the porte-cochere. 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—Beebe Plain retains *integrity of location* because it is still in its original location along State Route 247 near the International Border with Canada. In their 1928 report, Benner and Hughes recommended this location because: “This is a small village on the international line close to Derby Line, through which a direct highway from Canada passes, which is at present not an improved road. A cutoff in Canada from the main highway which passes through Derby Line also connects with the road through Beebe. Consideration has been given by district officers to the desirability of locating an office at Beebe to cover these highways.”⁹

Proper facilities: To represent the proper facilities for a border inspection station, a property must convey the protection of officers, motorists, and goods from the elements. At Beebe Plain, protection from inclement weather was provided by a porte-cochere, detached garage, and the efficient placement of combined functions within the office building. Integrity at the U.S. Inspection Station—Beebe Plain is among the highest of any property in the Inspection Station MPS, including the original garage doors, a relatively unaltered porte-cochere, and intact interior furnishings. As a result, the two station buildings and property retain a high degree of integrity *of design and materials*, and continue to convey their 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—Beebe Plain has not been significantly changed, and it retains among the highest original appearance of any station in the MPS. 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 Beebe Plain, adequate service to the public is demonstrated by the design of the porte-cochere to accommodate one lane of traffic, by the provision of two bays in the detached garage for the storage and inspection of vehicles, and by the provision of ample office space in the station building, upstairs as well as downstairs.

⁹ Ibid., page 23-24.

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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 Beebe Plain, residential quarters were provided for the officers upstairs. 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 exceptionally important relative to the other stations, and this is the case at Beebe Plain, which has had relatively few interior alterations.

Evaluation under Criterion C

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

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

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

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

The U.S. Inspection Station—Beebe Plain exemplifies the regional designs, standardized plans and program developed by the Supervising Architect of the Treasury to make land border customs and immigration inspections more efficient and secure, demonstrate federal authority and presence, provide protection and privacy to automobile travelers and their goods, and provide better working and living conditions for officers. Stylistic variation within border stations is quite limited according to the region and climate, and like many other inspection stations along the northern United States border, the U.S. Inspection Station—Beebe Plain exhibits the Colonial Revival design system. The Colonial Revival design system was employed throughout the facility through a combination of: brick or clapboard exterior wall surfaces, symmetrical design, steep gable roofs, multi-light double-hung sash windows, flat arches, and Colonial style columns. The period of significance of the U.S. Inspection Station—Beebe Plain is 1937, the year the facility was constructed, which falls within the period of significance for the Inspection Station MPS.

Discussion of the Seven Aspects of Integrity

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

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

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

The architectural *design* of the original U.S. Inspection Station—Beebe Plain, including the station building with porte-cochere and detached garage continues to have integrity of design, interior as well as exterior. The buildings continue to retain various design features that indicate that the structures have a Colonial Revival design aesthetic.

The *feeling* of the U.S. Inspection Station—Beebe Plain property and buildings constructed on the property during the period of significance is reinforced by its close proximity to the border and State Highway 247, its Colonial Revival design system, and the aesthetic and character of the facility, which reads as a small outpost in a northern environment.

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The *materials* of the U.S. Inspection Station—Beebe Plain appear to be original. These include brick and clapboard exterior walls and wooden sash windows. Interior features such as wood window trim, wooden stairwells, and wooden service counters are also original and contribute to the integrity of the materials within the station building and detached garage.

The inspection station is *associated* with the advent of the automobile, and increasing measures taken by the U.S. Government to regulate the inflow of immigrants during this time. This association is demonstrated by the porte-cochere, detached garage, and detention areas. The inspection station is also associated with the Public Works Administration, and its efforts during the 1930s to gainfully employ various out of work individuals, as evidenced by the offices and detached residences.

The *workmanship* of the buildings was likely executed by PWA employees, and the buildings at Beebe Plain retain very excellent integrity and continue to demonstrate the skill and care that went into the brickwork, metalwork, and woodwork.

Integrity Considerations

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

- Alterations conforming to the Secretary of the Interior's Standards for Rehabilitation.
- Raising the porte-cochere height from 12 feet to 14.5 feet in response to the 1956 minimum vertical clearance design standard of the Interstate Highway System¹¹ 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.

As demonstrated in the Description section of this registration form, the U.S. Inspection Station—Beebe Plain, Vermont, retains all of the seven aspects of integrity. The minor alterations such as the in-kind replacement of the paired porte-cochere columns, the replacement of the entrance door, and the interior modifications are offset by the

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

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continued existence of the detached garage and the fact that the property has retained an unusually high degree of integrity of setting, feeling, and association.

Significance – Conclusion

The U.S. Inspection Station—Beebe Plain 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—Beebe Plain retains all aspects of integrity at a very high degree and meets the registration requirements in the Inspection Station MPS to be eligible for listing in the National Register of Historic Places under Criteria A and C, at the local level of significance, period of significance 1937. Designed in 1936 and constructed in 1937, it was sited alongside a border highway (State Route 247) in direct response to a chain of events including the imposition of head taxes and country quotas on immigration in 1917 and 1921, smuggling arising from the prohibition of alcohol in 1919, and the increase in usage of the automobile and improved roads in the 1920s. The building is distinguished, both exterior and interior, as an excellent example of the Colonial Revival style, particularly for its associative values as a record of the self-image of Federal government buildings during the 1930s as interpreted by the Supervising Architect of the Treasury. It retains all of its original program elements, and well demonstrates the historic characteristics of MPS Property Type Number 2: 5-bay Inspection Station.

The U.S. General Services Administration and National Park Service determined the U.S. Inspection Station—Beebe Plain eligible for the National Register on September 22, 1986.

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*U.S. Inspection Station—Beebe Plain
Orleans County, Vermont*

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

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Geographical Data

Boundary Description

All that certain lot parcel or piece of land lying and being located in Beebe Plain, Town of Derby, County of Orleans, State of Vermont and being more particularly bounded and described as follows:

BEGINNING at a point at the intersection of the easterly side of Beebe Road (Main street) and the southerly side of Canusa Avenue (Commercial Street), having an approximate width of 30' feet, being formerly known as Rock Island Road, said beginning point is also distant southeasterly from monument No. 560 that is located on the International Boundary line between United States and Canada, South 69° 16' 22" East, a distance of 81.85 feet and said beginning point also distant southwesterly from the southwest corner of the Canadian Custom and Immigration Station approximately 53' feet;

Thence, North 88° 36' 38" East, a distance of 170.22 feet along the southerly side of Canusa Avenue (Commercial Street), to a 1" iron pipe (found);

Thence, South 10° 15' 22" East, a distance of 90.14 feet along the westerly boundary line of now or formerly, Gerard F. and Mary Jane Gamache, to a 1" iron pipe (found);

Thence, South 82° 22' 38" West, a distance of 39.70 feet along the northerly boundary line of now or formerly, Connie S. Butkovich, to a 1" iron pipe (found);

Thence, South 77° 00' 38" West, a distance of 99.37 feet along the said boundary line of now or formerly, Connie S. Butkovich, to a stone monument (found), on the easterly side of Beebe Road (Main Street);

Thence, North 23° 54' 22" West, a distance of 123.18 feet along the said easterly side of Beebe Road (Main Street), to the place of beginning containing 0.36 acres, more or less.

1. The bearings on this survey are based upon the 1" iron pipe (found) at the northeast corner of the subject property and the bearing to the concrete monument (found) at the north line of parcel TRD03-095, the bearing being (north 84°15'02" west)

2. The Vermont State Plane, NAD83, U.S. foot coordinate for the 1" iron pipe (found) at the northeast corner of the subject property mentioned in the bearing basis in General Note 1 above has a northing = 913594.18 easting = 1733211.45 and a NAVD88 elevation = 774.24.

3. A utility locate was called in to Vermont DIG Safe System, Inc. (888-344-7233) (Ticket # 20042600896) on 6/21/2004 and the following utilities were requested to respond: Verizon, Vermont Electrical Co-Op and Adelpia Communications. All field marked utilities and field observed utilities were subsequently field located and are shown as normal weight lines on this plan.

4. Unconfirmed utilities shown on this drawing as screened back lines are approximate only and were transferred from various best available government and utility sources. Any future development or construction must be aware of certain unknown or underground lines that may exist and follow all appropriate construction and utility notifications. This survey is not responsible for the complete resolution of all buried or obscure utility lines.

5. The Boundary Field Traverse Error of Closure = S 23° 42' 00" W 0.013' and the Precision = 1: 260,174.

6. The subject parcel shown on this survey has a Tax Map ID # TRD 03-100A4T-TXM identified in the Orleans County Tax Assessor's Office.

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

Boundary Justification

The current U.S. Government owned property boundary is consistent with the original limits. The Beebe Plain LPOE is located at the intersection of two secondary roads. The topography is flat. The majority of the site is grass with minimal paved areas for parking and vehicle access and maneuvering. The facility is located in a primarily urban area surrounded by Canada and Canusa Avenue to the north, residential buildings to the east, residential buildings to the south and Beebe Road to the west.

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Photographs

U.S. Inspection Station – Beebe Plain
Orleans County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date of photograph: November 2006

Negative: GSA

Description of view: front elevation, view: east

Photo number: VT_OrleansCounty_BeebePlainBorderStation1.tiff



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

U.S. Inspection Station – Beebe Plain
Orleans County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date of photograph: November 2006

Negative: GSA

Description of view: north (side) and front elevation, view: southwest

Photo number: VT_OrleansCounty_BeebePlainBorderStation2.tiff



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

U.S. Inspection Station – Beebe Plain
Orleans County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date of photograph: November 2006

Negative: GSA

Description of view: south (side) and east (rear) elevation, view: north

Photo number: VT_OrleansCounty_BeebePlainBorderStation3.tiff



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

U.S. Inspection Station – Beebe Plain
Orleans County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date of photograph: November 2006

Negative: GSA

Description of view: rear elevation, view: west

Photo number: VT_OrleansCounty_BeebePlainBorderStation4.tiff



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

U.S. Inspection Station – Beebe Plain
Orleans County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date of photograph: November 2006

Negative: GSA

Description of view: standard window, view: northwest

Photo number: VT_OrleansCounty_BeebePlainBorderStation5.tiff



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

U.S. Inspection Station – Beebe Plain
Orleans County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date of photograph: November 2006

Negative: GSA

Description of view: porte-cochere gable, view: southeast

Photo number: VT_OrleansCounty_BeebePlainBorderStation6.tiff



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

U.S. Inspection Station – Beebe Plain
Orleans County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date of photograph: November 2006

Negative: GSA

Description of view: garage front elevation, view: south

Photo number: VT_OrleansCounty_BeebePlainBorderStation7.tiff



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

U.S. Inspection Station – Beebe Plain
Orleans County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date of photograph: November 2006

Negative: GSA

Description of view: garage west (side) and rear elevation, view: northeast

Photo number: VT_OrleansCounty_BeebePlainBorderStation8.tiff



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

U.S. Inspection Station – Beebe Plain
Orleans County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date of photograph: November 2006

Negative: GSA

Description of view: flagpole, view: west/northwest

Photo number: VT_OrleansCounty_BeebePlainBorderStation9.tiff



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

U.S. Inspection Station – Beebe Plain
Orleans County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date of photograph: November 2006

Negative: GSA

Description of view: general purpose room, second floor, view: south/southeast

Photo number: VT_OrleansCounty_BeebePlainBorderStation10.tiff



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

U.S. Inspection Station – Beebe Plain
Orleans County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date of photograph: November 2006

Negative: GSA

Description of view: stairwell, view: east

Photo number: VT_OrleansCounty_BeebePlainBorderStation11.tiff



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

U.S. Inspection Station – Beebe Plain
Orleans County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date of photograph: November 2006

Negative: GSA

Description of view: stairwell view: east

Photo number: VT_OrleansCounty_BeebePlainBorderStation12.tiff



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

U.S. Inspection Station – Beebe Plain
Orleans County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date of photograph: November 2006

Negative: GSA

Description of view: shower, second floor, view: east/southeast

Photo number: VT_OrleansCounty_BeebePlainBorderStation13.tiff



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

U.S. Inspection Station – Beebe Plain
Orleans County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date of photograph: November 2006

Negative: GSA

Description of view: original light fixture, second floor, view: south

Photo number: VT_OrleansCounty_BeebePlainBorderStation14.tiff



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

U.S. Inspection Station – Beebe Plain
Orleans County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date of photograph: November 2006

Negative: GSA

Description of view: rail bracket, stairwell, view: northwest

Photo number: VT_OrleansCounty_ BeebePlainBorderStation15.tiff



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*U.S. Inspection Station—Beebe Plain
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MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico

U.S. Inspection Station – Beebe Plain

Orleans County, Vermont

Courtesy: National Archives and Records Administration (NARA)

Date: 1936

Description of view: front elevation





UNITED STATES CUSTOMS AND IMMIGRATION



NO
BLOCK
PARKING



Welcome to the United States
All vehicles must report for inspection.
Bienvenue aux États-Unis
Tous les véhicules doivent s'arrêter pour l'inspection

BEERIE PLAIN, VT

ENTER
HERE

ENTER
←
HAVE TO READY









UNITED

STATES

CUSTOMS AND BORDER PROTECTION



















