

United States Border Inspection Station
West Side of State Route 95
Eastport
Boundary County
Idaho

HABS No. ID-101

HABS

ID.

11-EAPO.

1-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Building Survey
National Park Service
Western Region
Department of the Interior
San Francisco, CA 94102

HISTORIC AMERICAN BUILDINGS SURVEY

UNITED STATES BORDER INSPECTION STATION HABS No. ID-101

Location: West Side State Route 95
Eastport
Boundary County
Idaho

USGS Eastport Quadrangle (7.5 minute)
Universal Transverse Mercator Coordinates:
HABS NO. ID-101: N5427590/E259940
HABS NO. ID-101-A: N5427540/E259945
HABS NO. ID-101-B: N5427500/E259950
Zone 11

HABS
ID,
11- EAPO,
1-

Present Owner: General Services Administration, Public Buildings Service

Present Occupants: U.S. Customs Service (Treasury Department)
U.S. Immigration and Naturalization Service
(Justice Department)

Present Use: Border Inspection Station. Construction of a new temporary inspection station is planned, to be followed by erection of a permanent station. The existing inspecting station and two adjacent houses owned by the U.S. government will all eventually be demolished.

Significance: The Border Inspection Station at Eastport is one of only two such facilities built in the state of Idaho. The styles, materials, and methods of construction of the station and the two residences are representative of the "northern type" U.S. inspection stations constructed along the Canadian border by the federal government in the 1930s.

PART I: HISTORICAL INFORMATION

A. Physical History

1. Date of erection: March-November 1936
2. Supervising Architect: Louis A Simon; Supervising Engineer: Neal A. Melick; Field Engineer: W.E. Pierce.
3. Original and subsequent owner: The original and current owner of the buildings is the federal government.
4. Builder/Contractor: On 16 November 1935, the Procurement Division of the U.S. Treasury Department awarded Andrew F. Mowat, 509 McDowell Building, Seattle, a contract to construct the inspection station and two residences at Eastport for \$53,548.
5. Original plans and construction: The inspection station is a two-story brick, frame and concrete structure. Its original front facade was brick on the ground floor, with multi-paned wood sash windows and wood doors. A decorative balustrade matching those on the porch roofs of the adjacent houses encircled the canopy over the drive bays in front of the station. Originally there were four roll-away vehicle garage doors on each frame wing extending off the north and south ends of the station. (The front facade, canopy, and two garage bays on the south wing have been altered). The full basement under the inspection station's central mass is divided into three rooms: a furnace occupies the center space, with storage rooms on either side. (The coal chute has been closed in the south room, which once served as a coal bin). On the first floor are two large, open office areas, two private offices, a restroom, and a utility room. On the second floor are two detention cells, an office, a conference room, and a storage room. (See floor plan and elevation drawings, photographs ID-101-17-21).

Immediately south of the inspection station stand a U.S. Customs Officers Residence (HABS No. ID-101-A) and a U.S. Immigration Officer's Residence (HABS No. ID-101-B). See each file for specific information on the two individual structures.

6. Alterations and additions: Numerous modifications have been made to the Inspection Station, the most significant of which are listed below:

UNITED STATES BORDER INSPECTION STATION
HABS NO. ID-101 (Page 3)

1956: Roof eaves and moldings extended out from walls; six galvanized metal vents placed on roof ridges; canopy installed over rear door; new galvanized sheet metal laid over asphalt-saturated asbestos felt on dormer roofs; copper roof on driveway canopy covered with asphalt asbestos coating; and acoustic tile ceiling installed in main floor offices. (Drawings 27-CR10-3, 5/15/56 and 27-CR10-4, 5/28/56, Project No. 411, Construction and Repair Division, Public Buildings Administration, Seattle).

1963: Counter tops in main floor offices recovered with plastic laminate. (Drawing 27-11, Project No. 3-288, Putnam & Dinke Architects, 5-24-63).

1966: Original shingles replaced with asphalt shingles and insulation and gravel applied over original copper roof on driveway canopy. (Drawing 27-16, Project No. 1-140, Design and Construction Division, GSA Region 10, 4/4/66).

1971: Shed-roofed frame extension added to ground-level front facade; original brick wall, two pairs of double-hung, multi-light wood sash windows with segmented crowns and keystones, and wood doors with multi-light windows (Colonial style with top panes arched) replaced by beveled clapboard siding matching that on the station wings, two bays of plate glass windows flanking plate glass side lights and transom window over double metal and glass doors in the center bay; new counters and partitions built in main inner office space; new fluorescent and bulb light fixtures installed in main office area; tube radiation units enclosed in metal cabinets replaced original bare pipe radiators in main offices and in new toilets in south wing (Customs Garage); new canopy and sign over the driveway; new concrete islands, sidewalks, and piers under canopy; old columns cut and installed on higher piers to support new canopy providing greater vehicle clearance; new inspection booth in the center island; two garage bays in south wing (Customs Garage) nearest central mass of inspection station closed with matching beveled clapboard siding, one window in rear closed in like manner, for installation of men's and women's toilets and vestibule with public telephone and water fountain; and cornerstone plaque relocated from under Immigration front window to north side of new facade addition under window. (Drawings 27-24, 25, 26, 27, and 28, Project No. 1-227, Design and Construction Division, GSA Region 10, 3/8/71).

1979: Concrete handicapped ramp placed against front sidewalk; handicapped furnishings installed in south garage wing toilets; sliding glass windows replaced earlier fixed plate glass windows in inspection booth; and other minor alterations and repairs. (Drawing 27-38, Project No. RID84140, Construction Management Division, GSA Region 10, 3/29/79).

UNITED STATES BORDER INSPECTION STATION
HABS NO. ID-101 (Page 4)

B. Historical Context:

Eastport is a small settlement on the Canadian Border in north Idaho. It lies in a deep mountainous valley along the Moyie River and U.S. Highway 95 about 32 miles from Bonners Ferry, the closest town. Eastport is one of two border crossings in Idaho, the other being Porthill several miles to the west.

The village was born in 1906 when the Spokane International Railroad (SI) was constructed north into Canada. As the meeting place of the SI and Canadian Pacific Railroad, Eastport and its sister station, Kingsgate, across the border became a railroad switching point. Engines, cabooses, and rail crews were switched as trains moved freight and passengers north and south. U.S. Customs and Immigration officials and their Canadian counterparts arrived to inspect and assess duties on cargo and keep a watch on the human traffic crossing the undefended border.

From the beginning it was clear that the two rail and inspection stations and their attendant crews comprised one inseparable community. In this settlement numbering from 100 to 200 citizens, a single one-room school served the children of both countries, until its closure in 1940. The one community hall was the scene of Sunday morning church services, silent movies on Saturday nights, local theater productions, and Christmas programs. Bridge, cribbage, skating and ski competitions were frequent, usually between American and Canadian teams. The ski jump attracted much attention in winter and was truly an international event: jumpers took to the air on one side of the border and landed on the other. In summer tennis tournaments were held on clay courts west of the SI depot, and the swimming hole straddling the boundary line on the Moyie River was busy on hot days. Fireworks were set off on both the first and fourth of July in honor of both nations' national holidays.

Aside from railroading, local citizens found opportunities for making a living available, albeit limited in the surrounding countryside. In winter, some harvested ice from small nearby lakes to fill the icehouse, which supplied railroad cars hauling fruits and vegetables in summer. Cedar pole cutting "has meant quite a little business in this district," reported the Bonners Ferry Herald in referring to the Eastport vicinity (3/5/36, p. 2). The same issue alluded to the diversity of economic endeavors in reporting an Eastport man's seasonal employment: "Norman has finished his winter's sojourn on the trap line." Local businesses included Albert Carter's hotel and general store (otherwise known as the Idaho Hotel, which still stands across Highway 95 from the U.S. Inspection Station), W. Avery's restaurant next door, John Sims' cafe adjacent to the SI depot, and the Royal Hotel across the line in Kingsgate. By the spring of 1936, Eastport residents were petitioning to have electricity brought to the community as was being done for Porthill, the other Idaho border crossing to the west.

UNITED STATES BORDER INSPECTION STATION
HABS NO. ID-101 (Page 5)

In 1934 the federal government paid \$1,150 for property in Eastport on which to build a new inspection station and residences for inspectors and their families. At that time numerous structures that have since been razed stood on and adjacent to the property. John Sims' log and frame house was located on land now occupied by the present station. A few feet behind the house stood his "power house" amidst terraced gardens. To the southeast along an unpaved drive stood two garages and Spencer Lewis' frame building. In the vicinity of the present government house furthest to the south, W.E. Hall owned the frame cabin labeled "Border Patrol" on a 1935 survey map of the area. Five unidentified cabins stood along the Moyie River south of the government property line west from near the graveled Federal Forest Road on the present Highway 95 route.

Northwest of the present station and east of the railroad depot stood the Boundary Cafe, owned by the SI Railroad. Immediately to the north on the boundary line was a frame Immigration and Customs cabin. The SI depot stood where the present depot is located. The U.S. Customs office occupied the north end of the depot, while the U.S. Immigration Service occupied a building directly south of the depot also owned by the railroad.

During the Great Depression of the 1930s, considerable amounts of federal money were spent in Idaho on New Deal programs through the Works Progress Administration, the Civilian Conservation Corps, and other programs. It was during that period that funds became available for building a new inspection station and houses for Customs and Immigration officials and their families at Eastport. (Congress actually appropriated \$59,000 for the buildings in 1931, but a contract was not issued until four years later). Unlike many other Depression-era projects, construction of the facilities was done by a private contractor and not by one of the many federal work forces active in the region.

On 16 November 1935, the federal government signed a contract with Andrew F. Mowat, a Seattle construction contractor, to build an inspection station and two residences at Eastport. The contract amount was for \$53,548.00, but records indicate construction costs ran to \$56,333. Mowat had bid \$53,728.00, but the contract reduced that amount by \$180 in substituting shingle tiles for the slate roof specified in the preliminary drawings.

Local Indians and trappers had correctly predicted the winter of 1935-1936 to be unusually severe. Perhaps the weather had something to do with the delay in starting construction on the buildings. The first load of materials arrived by rail in early February, and the newspaper predicted "a start is expected at any time." (Herald, 2/13/36, p. 2). W.E. Pierce, the field engineer for the project, and his wife and young children arrived in late February and took up residence in Carter's Hotel across the highway. (Herald, 2/27/36, p. 3).

In late March, "considerable numbers" of workmen arrived to begin work on the buildings. The Bonners Ferry Herald (3/26/36, p. 2) carried a colorful account of construction activities in their earliest stages:

UNITED STATES BORDER INSPECTION STATION
HABS NO. ID-101 (Page 6)

Eric, the engineer, was dashing around in all the orthodox paraphernalia of high laced boots, bright mackinaw and transit, one pocket stuffed full of blueprints and the other with the inevitable field book, setting up his gun and waving excitedly to his rodman, "Up a little; down one, Atta boy!" Important looking men with their hats settled on the backs of their heads, huddled together over more prints, while carpenters ran around with axes and bundles of stakes, driving them here, there and everywhere. Albert Carter was fixing up the front of his store, while John Sims was putting the finishing touches on the restaurant's first coat of paint.

Bad weather held up construction in early April, but good progress was made later that spring. By mid June, the brickwork on the station was nearly complete, the two houses were roofed and their fireplaces installed. The Herald reported: "The cluster of buildings have quite an imposing appearance from the highway and when the plans for landscaping are completed will form a very attractive settlement." (6/18/36, p. 2). By July the canopy was finished, with its "light ornamental railing . . . which adds greatly to its appearance," so the paper reported. (Herald, 7/2/36, p. 5). By mid August, the structures were "rapidly approaching completion. All the buildings have been plastered and the painters are busy with the decorating." The driveways were graded and graveled awaiting asphalt, and local children were discovering the advantages of roller skating and bike riding on the cement sidewalks and approaches. (Herald, 8/13/36, p. 2).

In September 1936 the exteriors of all the new federal buildings at Eastport were painted white and work on the interiors was nearing an end. (Herald, 9/17/36, p. 2). During the first week in November, W.E. Pierce, field engineer in charge of the project, arrived to conduct a final inspection of the buildings before they were officially turned over to the Customs and Immigration services. A temporary Customs station erected along the highway had closed by then, perhaps indicating that the new station was already occupied. (Herald, 11/5/36, p. 2).

By 12 November 1936, Mr. and Mrs. G. Fallon had moved into the new Customs Service house (closest to the station), and Mr. and Mrs. John W. Maudlin had moved into the Immigration and Naturalization Service house to the south. (Herald, 11/12/36, p. 2). G. Fallon was at that time the Chief Customs inspector, while Maudlin was an Immigration Officer at the post. L. Meikle, who the newspaper described as being a new permanent resident, became the "caretaker" of the station building. (Herald, 11/19/36, p. 2).

Over the years the inspection station has undergone considerable modification and is still in use (as of January 1989). The houses, on the other hand, have been altered very little. They were last occupied seasonally 8 or 9 years ago and year around perhaps 13 or 14 years ago.

PART II: ARCHITECTURAL INFORMATION

A. General Statement

1. Architectural Character: The three federal buildings at the Eastport, Idaho, represent both administrative and residential facilities provided by the government at a rural, isolated border crossing. The Inspection Station is vernacular in style, while two the adjacent houses are modest Colonial-style cottages with subtle Greek Revival detailing.
2. Condition of fabric: All three buildings are in very good condition. Paint has peeled off the houses, which are not occupied.

B. Description of Exterior

Inspection Station:

1. Overall Dimensions: The building faces east toward the highway and measures 131 feet 8 inches long, including the four-bay garages extending from the north and south sides of the central mass. The garages are 19 feet 8 inches wide, contain 4 bays each, and are one story high. The central mass housing the administrative offices is 26 feet 4 inches wide, is divided into 3 bays, has a full basement, and is 2 stories high. A canopy 15 feet 8 inches high and 32 feet wide extends 43 feet off the front of the offices.
2. Foundations: The basement walls under the central office area are 13 1/2-inch thick poured concrete atop concrete footings. The foundation under the two garage wings consist of 10-inch thick poured concrete atop concrete footings.
3. Walls: The walls of the central mass are unadorned brick masonry, with the exception of the front facade extension, which is clapboard. Those on the garage wings are clapboard (8 inches exposed to weather).
4. Openings:
 - a. Doorways and doors: Double metal and plate glass doors enter the main administration offices via the central bay. A wooden door with 9 lights and wood muntins enters the rear of the structure at the landing on the stairway leading to the basement. Four roll-away wooden garage doors face east toward the highway in the northern garage wing, while two identical doors are in the two southernmost bays in the southern garage wing. The other two bays in the south wing have been converted into restrooms. A plate glass hinged door enters a vestibule off the restrooms in what was a vehicle garage in one of the bays.

UNITED STATES BORDER INSPECTION STATION
HABS NO. ID-101 (Page 8)

b. Windows: With the exception of the modern plate glass in the front facade addition and around the door to the restrooms in the south wing, all fenestration in the station is original. The original windows are double-hung wood sash with chain-operated sash weights. Sashes vary from 12-over-12 lights on the ground floor in the north, south, and east elevations to 8-over-8 lights in the 7 dormer windows (3 in front and 4 in the rear) to 4-over-4 lights in two small windows in the rear of the building. One rear window in the south wing nearest the central mass has been boarded shut. At the rear of the station, there is a 30-foot long, 4-foot wide, 4-foot 6-inch deep access well containing concrete stairs leading to the back door and three hinged 6-light wood casement windows lighting two rooms in the basement. There are two hinged 4-light wood casement windows under the gables on the second story. Those on the south side light one of the detention cells and are covered with iron grilles.

5. Roofs:

a. Shape and covering: A steeply-pitched gable roof with asphalt shingles covers the two-story central mass of the station. The ground-level extension on the facade is covered by a shed roof with asphalt shingles. Hipped gable roofs with asphalt shingles cover the two garage wings. All roofs have boxed eaves.

b. Dormers: There are two shed-roof dormers on the station, one in front and one in the rear. Both are centered on the station roof, sided with clapboard matching that on the lower level of the station, and covered with sheet metal roofing.

6. Chimneys: There is one rectangular brick chimney (painted white) protruding from the rear dormer at the center of the building. In addition, there are six pyramid-topped galvanized metal vents along the roof ridges, two on each of the three masses of the building.

7. Canopy: A flat-roof canopy extends off the front of the Inspection Station over two driveways. The present canopy replaced an earlier structure that was of somewhat similar construction but lacking elements that tied the station stylistically to the nearby houses. Atop the old canopy was a decorative balustrade similar to, but higher and more delicate than, the balustrades on the front porch canopies of the houses. The original canopy was supported by 11 round metal columns, four of which were cut and mounted on battered concrete piers supporting the new canopy. Plain wood block capitals topped the columns under the old canopy, whereas laminated beams rest atop the four columns under the modern structure. The older canopy extended directly from the original roof eave; the later version was raised a few inches to connect with the roof just below the second story dormer. Sheet metal flashing was attached around the cornice of the new canopy, and 8-inch high aluminum letters spelling out "United States Border Inspection Station - Eastport, Idaho" replaced the earlier painted lettering. Under the newer canopy, the

UNITED STATES BORDER INSPECTION STATION
HABS NO. ID-101 (Page 9)

two concrete islands are more widely separated than the original islands, creating wider driveway lanes. So-called inspection benches were removed from the older islands, and a concrete, frame and plate glass inspection booth was installed in the island between the lanes.

C. Description of Interiors

Inspection Station:

1. Floor Plans:

- a. Basement: Three rooms of equal dimensions occupy the full basement under the central mass of the station. Concrete stairs lead from the back door and rear of the main floor offices to the furnace room. A modern metal door in a metal casing enters what was originally called the "Boiler Room." The space now contains two oil furnaces, overhead piping, and a fuse box on the north wall with conduits extending up through the concrete ceiling. A small, 4-foot high door adjacent to the stairs enters a storage closet. Large, hinged double wood doors provide entry to two rooms on either side of the furnace room. The room to the south was known as the "Fuel Room" before the coal chute at the southeast corner was sealed with plywood. Now metal shelves and file cabinets line all four walls and modern fluorescent lights are suspended from the concrete ceiling. A water softener and pressure tanks, metal file cabinets, and a wood desk and shelves are located in the northern room.
- b. First Floor: Open work areas characterize most of the main floor, with the U.S. Customs Service occupying the south half of the floor and the U.S. Immigration and Naturalization Service in the north half. Formica-topped counters separate the work areas from a central public foyer, to the rear of which is a 7-foot high plaster-on-lath partition where bulletin boards display photographs of missing and wanted persons. Behind the partition are metal storage lockers and a narrow hallway off which are a toilet and small work room with a tile floor and a sink. At either end of the hallway, two enclosed offices face into the open work areas. Both have wood doors with plate glass windows, and 4 single-light transom windows above the doors. Banks of fluorescent lights are suspended from a modern acoustic tile ceiling throughout the first floor. All walls are plaster-on-lath construction.
- c. Second Floor: A small hallway at the top of the stairs leads south to what were originally two detention cells. Only the room to the left (east) has been maintained for its original purpose. A heavy wood door to the room has a small barred window which can be closed from the hallway by a hinged metal cover. The cell is an "L" shaped room, with a sleeping cot against the outer wall in the long portion of the room. A toilet and sink occupy the short side of the room below the two hinged wood casement windows opening to the outdoors near the ceiling. The ceiling mirrors the pitch of the roof, sloping upward at a 45 degree angle to a level area where two bare light bulbs are

UNITED STATES BORDER INSPECTION STATION
HABS NO. ID-101 (Page 10)

installed. Graffiti accumulated from years of holding prisoners for short periods was recently sanded off and the walls repainted.

Adjacent to the cell is a room that was originally a detention cell and is now used for storing files and brewing coffee. Like the cell, it has a heavy wood door with two panels and a barred window. Opposite the stair landing is what was once known as the "Immigration Board Room," but is now called simply the conference room. Staff meetings are held occasionally in the room, which has two banks of modern fluorescent lights. Confiscated items are kept locked in a small storage room off the north end of the conference room. At the north end of the hallway is the office of the Veterinary Services Program, Animal and Plant Health Inspection Service of the U.S. Department of Agriculture. The room contains the Veterinarian's desk and bookshelf, modern fluorescent lights, and a sink. A wood door at the north end of the room leads to a small storage room under the roof gable.

- d. Garage Wings: The north wing, or Immigration Garage, consists of a work shop in the southern two bays and vehicle parking spaces in the northern two bays. A wall separates the two areas. In the south wing, or Customs Garage, modern public toilets have been installed in the bay nearest the inspection offices and a vestibule with public telephone and water fountain in the adjoining bay. A vehicle parking space occupies the third bay, while a grease pit is situated in the southernmost bay.
2. Walls and ceilings: All walls in the station are plaster-on-lath construction, except in the new restrooms and vestibule in the south garage wing. There the walls are modern sheet rock. Ceilings above the offices are acoustic tile.
3. Floors: Basement floors are concrete. Main level floors are slate tile, with some carpeting. Floors on the second level are linoleum. Floors in the garage wings, including in the restrooms, are concrete.
4. Stairways: Wood stairs (17 total) with original wood balustrade and hand rails lead from the south end of the narrow hallway on the ground level to the second floor. The stairs ascend in a 180 degree curve uninterrupted by a landing. Concrete stairs descend from below the upper stairs to a landing inside the rear door of the station. From there they continue to the basement. Original wood handrails have been retained on the stairs, as has what appears to be the only original wall-mounted light fixture in the building.
5. Openings: With the exception of the double front doors and the door in the basement (all of which are metal), the doors are all wood, most with paneling and some with multi-paned windows. The door casings are wood molded, as are the window casings.

UNITED STATES BORDER INSPECTION STATION
HABS NO. ID-101 (Page 11)

6. Mechanical equipment: The original coal boiler was replaced by two oil furnaces. Most of the original bare metal radiators have been replaced by metal cabinet units. Fluorescent lighting has been installed in the offices; original bulb fixtures are still in use in the detention cell, the toilet near the stairwell, and in a few other locations.

D. Site:

1. General setting and orientation: Eastport has declined as a community in the years since the federal government erected the station and the two houses. Many privately-owned buildings in the vicinity have disappeared from the townsite. The inspection station and the houses stand in their original locations, and no outbuildings associated with the facility have been razed. A modern pumphouse over a relatively new well and a steel transmitter communication tower have been erected behind the north garage wing of the station.

The inspection station faces directly east and is situated at a 90 degree angle to the International Boundary line. The houses lie immediately to the south and face almost directly east, with a slight northeast tilt. Although a few plants around the houses have been replaced, the original landscaping has been retained. New wire link fences have replaced the earlier fences in the back yards of the houses where early site maps showed "Future Living Quarters" were planned but never built.

PART III. SOURCES OF INFORMATION

A. Architectural drawings: Original and copies of elevation, floor plan, and various detail drawings were provided by the General Services Administration in Auburn, Washington. Drawings for most of the significant alterations were also provided.

B. Historic views: Historic photographs dating from the 1950s and 1960s were provided by the General Services Administration in Auburn. Those photos are currently housed in that office.

C. Bibliography:

Bonnors Ferry (Idaho) Herald, January through December 1936, published weekly. Reviewed at the Herald office in Bonners Ferry. Available on microfilm at the Bonners Ferry Public Library.

Construction of Public Buildings Outside the District of Columbia. House Doc. No. 788, 71st Cong., 3rd Sess., 1931.

Cutler, Roger, Chief U.S. Customs Officer at the Eastport Border Crossing. Interview with Craig Holstine, July 1988.

Eastport, Idaho, U.S. Border Crossing File, 1935-1960s. General Services Administration, Auburn office.

History of Boundary County, Idaho. Boundary County Historical Society, 1987, pp. 83-84.

Renk, Nancy F. IMACS Site Form for the Eastport U.S. Border Station, June 1988. On file with the Idaho State Historic Preservation Officer, Boise.

D. Likely sources not yet investigated:

National Archives and Record Service, NARS Record Group 121, Public Buildings Service. These records may include materials relating to the Eastport facilities from the Supervising Architect's Office concerning the design and construction of this border station.

PART IV. PROJECT INFORMATION

These records constitute the documentation required for compliance with the Memorandum of Agreement among the Advisory Council on Historic Preservation, the Idaho State Historic Preservation Officer, and the General Services Administration. The documentation was prepared in July 1988.

The historic information and documentation was compiled and written by Craig Holstine, Historian with Archaeological and Historical Services, Eastern Washington University, Cheney, Washington.

The photographs for this report were made by Harvey S. Rice, Director of Archaeological and Historical Services, and processed to archival standards by R & R Custom Colorlab, Spokane, Washington, and the Washington State University Photo Lab, Pullman, Washington.

Submitted to the Historic American Building Survey in 1990.

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