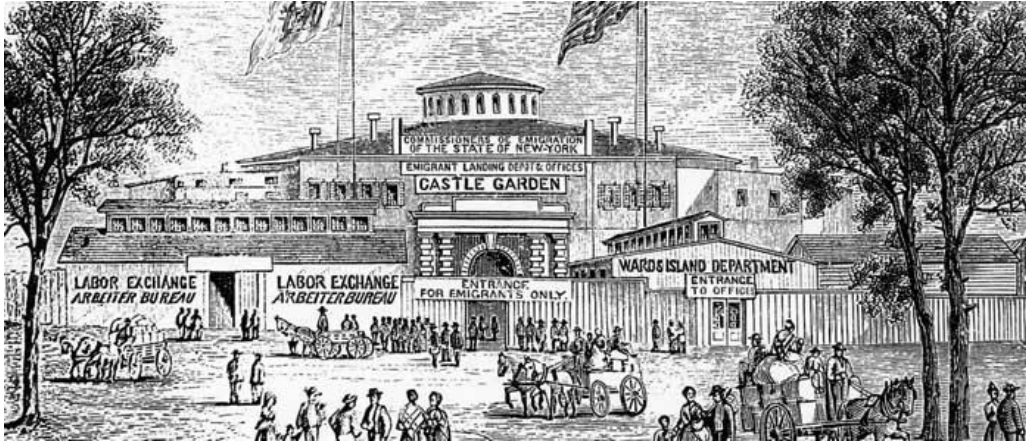


Castle Garden, New York's first immigrant processing center

Ellis Island was not the first immigrant processing center in the port of New York City. From 1855-1890 the first stop for immigrants arriving in New York was Castle Garden.



The government has been keeping tabs on immigrants since 1820, and Castle Garden at the Battery, originally built to defend New York from foreigners, was the city's first official debarkation point. It was the gateway for immigrants until 1890, when federal officials took over responsibility for the newcomers, who were processed first at the nearby Barge Office and, starting in 1892, on Ellis Island. Ellis Island may claim more of the ancestral spotlight, but Castle Garden was no slouch. More than one in six native-born Americans are descendants of the eight million immigrants who entered the United States through Castle Garden in Lower Manhattan.



A lithograph showing Castle Garden around 1852.



Immigrants to America arriving in New York, Castle Garden pier

Before the War of 1812, a circular brownstone fort called the Southwest Battery was built on the rocks off Manhattan Island. In 1817, it was renamed Castle Clinton in honor of DeWitt Clinton, who was the mayor and then the governor. The fort was abandoned by the Army four years later without a shot ever fired at an enemy.

The fort, where the nation bade farewell to the Marquis de Lafayette, later welcomed Jenny Lind, the "Swedish Nightingale," after the addition of a roof allowed it to be expanded into an opera house and theater.

Meanwhile, in 1820, Congress began requiring records to be kept of passenger manifests, ostensibly to monitor whether ship owners were overloading their vessels. But the arrival process remained chaotic. Immigrants were besieged at the docks by agents - many of them unscrupulous - representing or claiming to represent boardinghouses, employers, railroads and other entrepreneurs who had designs on the newcomers' savings.

So in 1855, the state transformed the site from a concert hall to an immigration station.

Researchers said they were unable to verify the name of the first passenger processed, but John Celardo, an archivist with the National Archives and Records Administration in New York, said the first one listed on the manifest for the largest of the first five ships that ferried their passengers to Castle Garden from the British Queen, which sailed from Bristol, was a 30-year-old laborer from England named Richard Richards. Castle Garden was connected to the mainland by landfill and surrounded by a 13-foot-high fence to keep the unscrupulous agents out. Newcomers could register, be examined, eat, bathe and arrange for lodging and for transportation for themselves and their baggage before leaving to settle in the city or to travel to other destinations.

"Now, if the emigrant desires to stop in the city," The New York Times reported a few days after Castle Garden was reincarnated in 1855, "he may leave his luggage, to be called for when wanted, and issuing out at the narrow front gate, saunter up Broadway, and squat, or rent, or buy and build as suits his own sweet will - he is already a prospective American citizen and has the freedom of the

city or the land." Most, the paper noted, "are wise enough to push on where they will be welcomed - to the West."

Between 1855 and 1890, about eight million immigrants, mostly Germans, Irish, English, Scots, Swedes, Danes, Russians and Italians, passed through Castle Garden. Immigration was virtually unrestricted until 1875, when Congress barred convicts and prostitutes. An 1882 law excluded anyone convicted of a political offense, lunatics, idiots and persons likely to become public charges and imposed a 50-cent tax on every immigrant who arrived by boat.

In 1890, 450'394 passengers were recorded as passing through Castle Garden. Of those, 364'086 were immigrants. According to the records, 155 had died en route.

In 1896, the castle was transformed into the New York Aquarium. It was largely demolished in the early 1940's for an approach to a Battery-to-Brooklyn bridge that was never built. Preservationists persuaded Congress to declare the original fort walls a national monument.



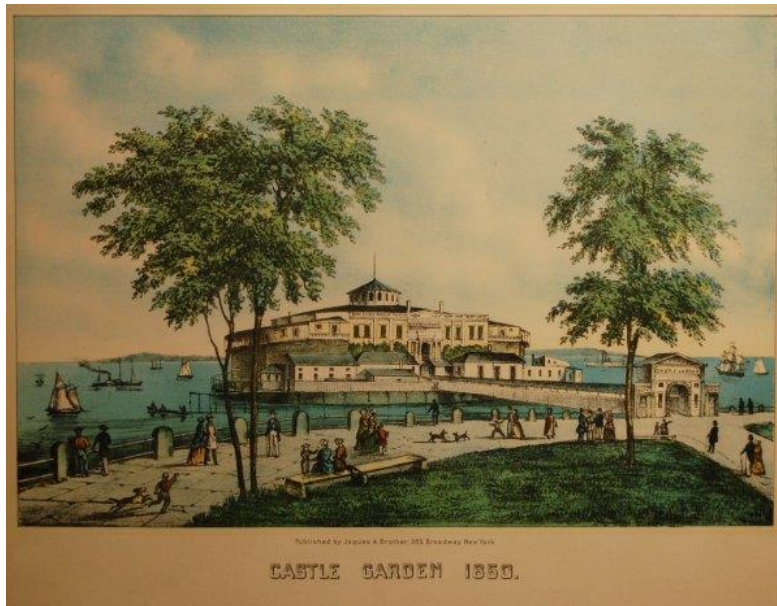
Castle Garden New York Harbor

Original records of the arrivals, which are also available on microfilm at the National Archives and Records Administration, Northeast Region, in Manhattan, were lent by the archives to create what Ms. Price of the Battery Conservancy described as the first noncommercial digitized database of immigrants that covers almost all the 19th century. The archive was compiled by Ira Glazier, an ethnic historian.

According to an analysis of census calculations by Joseph P. Ferrie, professor of economic history at Northwestern University, about 30 percent of native-born Americans are descended from immigrants who arrived between 1820 through 1892 through the Port of New York. About 18 percent are related to immigrants who came through Castle Garden and 9 percent to arrivals at Ellis Island during its peak, from 1892 to 1924.

The first immigrant at Ellis Island was 15-year-old Annie Moore, an Irish immigrant from County Cork, whose family moved to 32 Monroe Street in Lower Manhattan and then to Texas, where she was killed by a trolley in 1923.

The last person processed at Ellis Island was Arne Petterssen, a Norwegian seaman who was sent home 50 years ago for overstaying his work permit.



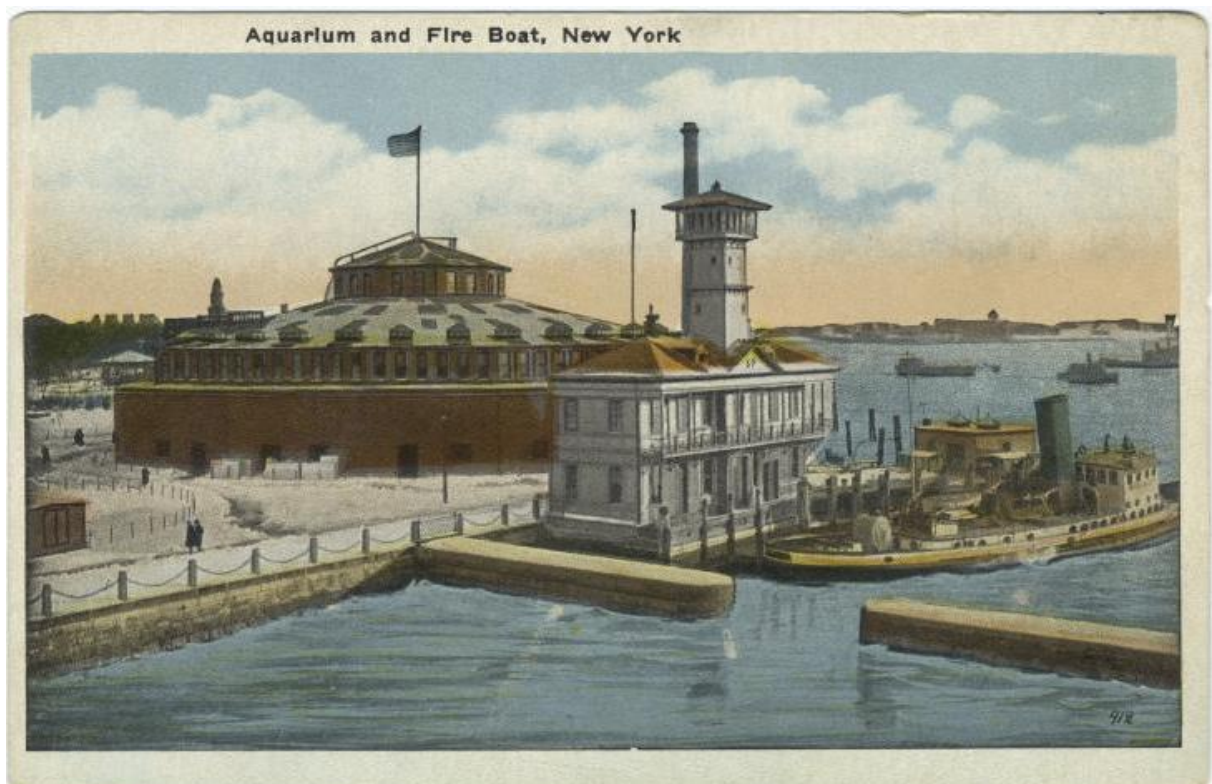
Castle Garden, 1850 (Port of Immigration prior to Ellis Island)



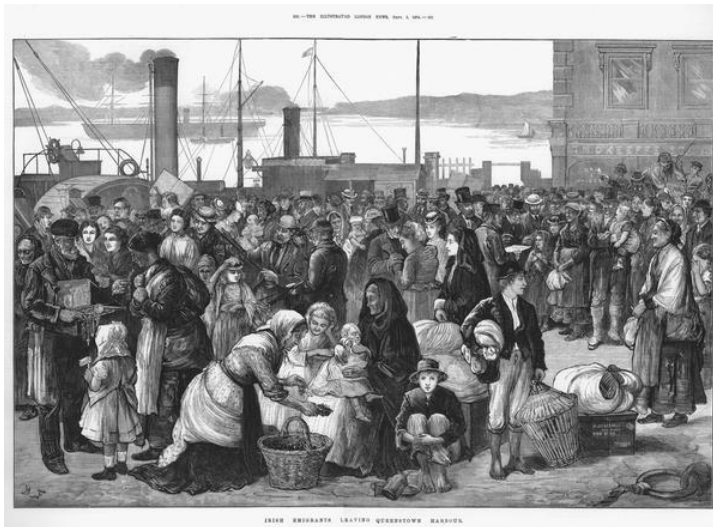
Aerial view illustration of Manhattan, showing Castle Garden at its tip, ca. 1880



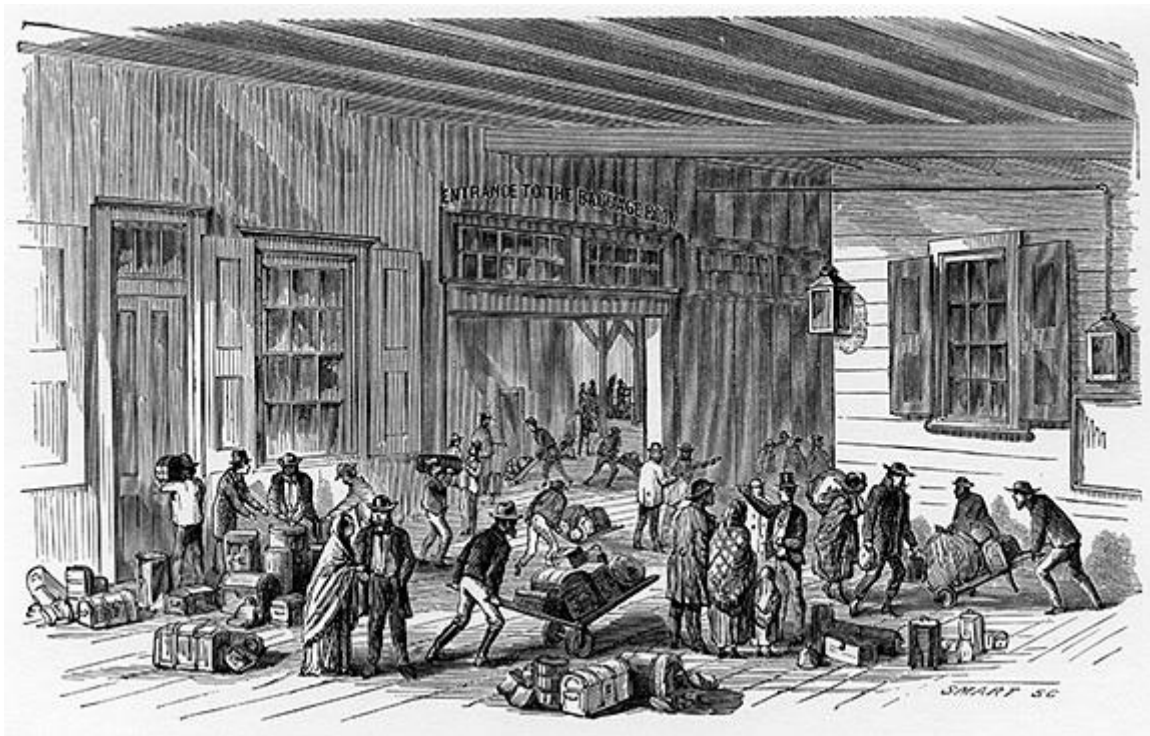
Immigrants at Castle Garden, New York City, 1866. Wood engraving in "Frank Leslie's Illustrated Newspaper", 20 January 1866, vol. 21, p. 280-281.



The New York City Aquarium was once housed at Castle Garden. (Image before 1923)



Landing Immigrants at Castle Garden



Immigrants collect baggage in Castle Garden



Immigration Archives - The Immigration Process At Castle Garden (1871)

The State of New York has established a Landing Depot for Immigrants at Castle Garden in the port of New York. The work centering there is done in departments, of which the following description is abridged from a pamphlet on Immigration, by Mr. Friedrich Kapp, late of the Commissioners of Immigration of the State.

I. The Boarding Department - On arrival at the quarantine station (six miles below the city), every vessel bringing immigrant passengers is boarded by an officer of this department, stationed there for the purpose, who ascertains the number of passengers, the deaths, if any, during, the voyage, and the amount and character of sickness, examines the condition of the -vessel in respect to cleanliness, and receives complaints, of which he makes report to the General Agent and Superintendent at Castle Garden ; he remains on board the ship during her passage up the bay, to see that the law prohibiting communication between ship and shore before immigrant passengers are landed is enforced. On casting anchor in the stream, convenient to the Landing Depot, he is relieved by an officer of the Metropolitan Police force, detailed at Castle Garden, and the passengers are transferred to the care of

II. The Landing Department, from which the Landing Agent proceeds with barges and tugs, accompanied by Inspector of Customs, to the- vessel. After an examination of the luggage, it is checked, and the passengers with their luggage are transferred to the barges and tugs, and landed at the Castle Garden pier. On landing, the passengers are examined by a medical officer, to discover if any sick have passed the health authorities at quarantine (who are thereupon transferred by steamer to the hospitals on Ward's or Black-well's Island), and likewise to select all subject to special bonds under the law, as blind persons, cripples, lunatics, or any others who are likely to become a future charge. This examination being ended, the immigrants are directed into the Rotunda, a circular space with separate compartments for English-speaking and other nationalities, to

III. The Registering Department, where the names, nationality, former place of residence, and intended destination of the immigrants, with other particulars are taken down. The passengers are then directed to

IV. The Agents of the Railroad Companies, from whom they can procure tickets to all parts of the United States and Canada, without the risk of fraud or extortion to which they are subjected outside of the Depot. In the meanwhile, the baggage and luggage are stored in the baggage room.

A brass ticket, with any letter of the alphabet from A to F inclusive, and a number from 1 to 600, is delivered to the immigrant on landing, and a duplicate fastened on his piece of baggage. The trunk or box is then placed in the baggage- room. This room has six bins, designated by the letters A, B, C, D, E, F, and each bin has six hundred numbers. Accordingly, when the immigrant produces his ticket, a baggage man at once goes to the bin indicated by the letter and number on the ticket, and delivers the baggage required.

The immigrants destined inland, on delivery of their check, take their baggage to the weigher's scales. After having been weighed and paid for, it is sent free of charge to the depot of the railroad or dock of the steamboat by which they leave. Such immigrants as design remaining in this city and vicinity are directed to

V. The City Baggage Delivery, which ascertains the address to which the immigrants may desire to have their luggage sent, and takes their orders, exchanging the brass check *received from the Landing Agent on shipboard; for a printed paper one. The luggage is then promptly delivered in any part of this city. and vicinity. at a moderate rate of charges, approved by the Commission. At die

same time, those having gold or silver which they may wish to have exchanged for United States currency are directed to one of three

VI. Exchange Brokers, admitted into the Depot, who change specie for a small advance on the market rate, set forth in a conspicuous place for the observation of the immigrant, the daily fluctuations in rates being duly noted.

These list three departments are conducted by responsible parties, who, while not officers, are nevertheless under the close and constant supervision of the Commission, and are required to keep a record of all transactions, subject to the inspection of any member of the Board.

VII. The Information Department. - When the foregoing operations are completed, the immigrants are assembled in the Rotunda, and an officer of the Commission calls out the names of those whose friends attend them in the waiting-room at the entrance of the Depot, and to whom they are directed. At the same time are called out the names of those for whom letters or funds are waiting, which are then delivered to the proper owners through the Forwarding Department. Immigrants who desire to communicate with friends at a distance are referred to

VIII. The Letter-writing Department, where clerks, understanding the various Continental languages, are in attendance to write. The immigrant, while waiting a reply, if destitute, finds a home in the institutions at Ward's Island.

IX. Boarding-house Keepers, licensed by the Mayor and properly certified as to character by responsible parties, are admitted to the Rotunda, after the foregoing business has been completed, to solicit for their respective houses such immigrants as desire to remain in the city for any length of time. These boarding-house keepers are subject to certain regulations, and every precaution is taken to guard the immigrant against the abuses and imposition to which he was formerly liable.

X: The Forwarding Department receives, through the Treasurer, all communications and remittances from friends of immigrants, sent either before their arrival or in response to letters written by the Letter Department.

XI. The Ward's Island Department receives all applications for admission to the Refuge or Hospital there. Attached to this department are two physicians, whose duties are to examine all sick and destitute applicants for relief, and to visit all such at their residences in the city, and report to the General Agent.

XII. The Labor Exchange. — Each immigrant on arriving is requested to enter his or her name, ship, date of arrival, and character of employment ; while every employer is required to enter his or her name, residence, recommendations, references, and description of labor wanted. This Labor Exchange furnishes an intelligence office, without charge, for immigrants desirous of (binding employment or service in the city or at a distance ; and undertakes to supply all sorts of skilled mechanical and agricultural labor to employers in any part of the United States, who come with a proper guarantee of character and other necessary qualifications.

Such is the Commissioner's account. A few words from a pamphlet by a Scotch farmer give an immigrant's impressions.

" When the shore is reached, the passengers, baggage and all, are driven to Castle Garden, between two lines of officials, in the same manner as the railway officials in the west put the wild Texas cattle into the cars, minus the whipping. In the passage along Castle Garden, we were met first by one government official, and then by another, each of whom asked a distinct class of questions, and scrutinized the appearance of every immigrant. Some of the questions were as follows :

- 1.What is your name ?
- 2.Where is your former place of residence ?.
- 3.Whither are you going ?
- 4.What is your trade ?

After the government inspectors were satisfied, we were pushed farther on to a large open area, where we had to remain till all had passed this ordeal. When this formal business was completed, we wanted to get out to a hotel to secure a bed and get rested, for we were very much used up. We were told by the door-keeper that we must remain till the business was completed. I insisted on that flag out on the plea of sickness, and very sick I was, but that had no effect.

There I had to remain along with many more to be assailed by a host of what were called very respectable lodging house keepers, and to hear an almost endless string of names called over, which was only interesting to a few.

One would infer from the name of this place —Castle Garden — that he was entering into a paradise ; but I could call it by another name.

It contains a Labor Exchange, -- a most important and useful office for immigrants whose minds are not fixed on any particular place, and especially for those who have no money to carry them farther.. A meal can be got in the building for half a dollar, and immigrants can remain in it to wait the chance of employment.

There is no place for them to sleep, unless on the floor or on a form. If one possessed of money or Valuables wishes to remain for a time about New York, and knows of no place for their safety, he should hand them over to the General Superintendent of Castle Garden, in whose hands they are quite safe, and who will rant a receipt for them.

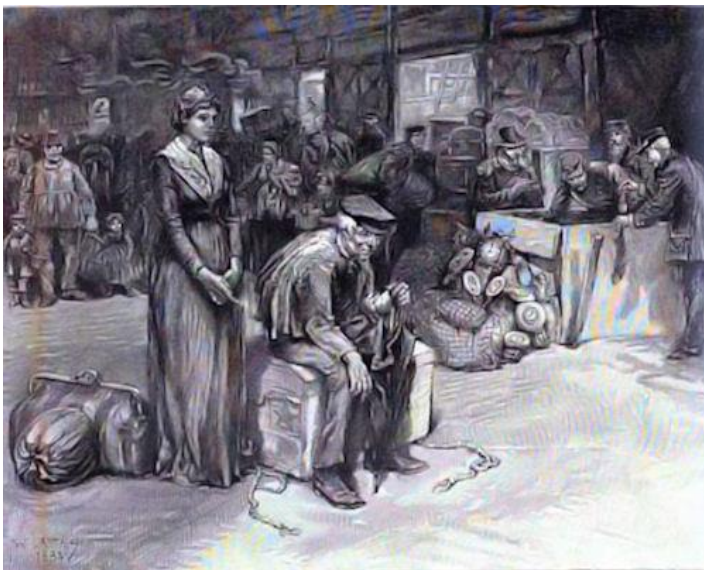
An immigrant can leave his baggage there for days or weeks, if it is not convenient for him to remove it but he should be careful always to get a check for each box, which is his guarantee for his property, from the Company's employees. Every employee, while on duty, is obliged to wear and exhibit a badge, showing his position, which is a good arrangement to prevent imposition by sharpers.

All services rendered to immigrants by the servants are without charge. The Immigration Commissioners have established a hospital for immigrants prostrated by sickness, and not able to pay for medical assistance and comforts. These and other arrangements at Castle Garden are all well meant, and have done good, and are possibly doing good still ; but from the many complaints in and out of the place, it is evident there is a screw loose somewhere."

Source: Handbook for Immigrants to the United States. Prepared by the American Social Science Association with Maps. Published for the Association by Hurd and Houghton, Cambridge, Massachusetts, 1871.



Inspection of Cabin Passengers Baggage



Inspection of Immigrants Baggage at Castle Garden



Ellis Island

Ellis Island opened in 1892 as a federal immigration station, a purpose it served for more than 60 years (it closed in 1954). Millions of newly arrived immigrants passed through the station during that time—in fact, it has been estimated that close to 40 percent of all current U.S. citizens can trace at least one of their ancestors to Ellis Island.

Overview

When Ellis Island opened, a great change was taking place in immigration to the United States. As arrivals from northern and western Europe—Germany, Ireland, Britain and the Scandinavian countries—slowed, more and more immigrants poured in from southern and eastern Europe. Among this new generation were Jews escaping from political and economic oppression in czarist Russia and eastern Europe (some 484,000 arrived in 1910 alone) and Italians escaping poverty in their country. There were also Poles, Hungarians, Czechs, Serbs, Slovaks and Greeks, along with non-Europeans from Syria, Turkey and Armenia. The reasons they left their homes in the Old World included war, drought, famine and religious persecution, and all had hopes for greater opportunity in the New World.

After an arduous sea voyage, many passengers described their first glimpse of New Jersey, while third-class or steerage passengers lugged their possessions onto barges that would take them to Ellis Island. Immigrants were tagged with information from the ship's registry and passed through long lines for medical and legal inspections to determine if they were fit for entry into the United States. From 1900 to 1914—the peak years of Ellis Island's operation—some 5,000 to 10,000 people passed through the immigration station every day. Approximately 80 percent successfully passed through in a matter of hours, but others could be detained for days or weeks. Many immigrants remained in New York, while others traveled by barge to railroad stations in Hoboken or Jersey City, New Jersey, on their way to destinations across the country.

Passage of the Immigrant Quota Act of 1921 and the National Origins Act of 1924, which limited the number and nationality of immigrants allowed into the United States, effectively ended the era of mass immigration into New York. From 1925 to its closing in 1954, only 2.3 million immigrants passed through Ellis Island—which was still more than half of all those entering the United States.

Ellis Island opened to the public in 1976. Today, visitors can tour the Ellis Island Immigration Museum in the restored Main Arrivals Hall and trace their ancestors through millions of immigrant arrival records made available to the public in 2001. In this way, Ellis Island remains a central destination for millions of Americans seeking a glimpse into the history of their country, and in many cases, into their own family's story.

Timeline

1630-1770

Ellis Island is no more than a lot of sand in the Hudson River, located just south of Manhattan. The Mohegan Indians who lived on the nearby shores call the island Kioshk, or Gull Island. In the 1630s, a Dutch man, Michael Paauw, acquires the island and renames it Oyster Island for the plentiful amounts of shellfish on its beaches. During the 1700s, it is known as Gibbet Island, for its gibbet, or gallows tree, used to hang men convicted of piracy.

1775-1865

Around the time of the Revolutionary War, the New York merchant Samuel Ellis purchases the island, and builds a tavern on it that caters to local fisherman. Ellis dies in 1794, and in 1808 New York State

buys the island from his family for \$10,000. The U.S. War Department pays the state for the right to use Ellis Island to build military fortifications and store ammunition, beginning during the War of 1812. Half a decade later, Ellis Island is used as a munitions arsenal for the Union army during the Civil War.

Meanwhile, the first federal immigration law, the Naturalization Act, is passed in 1790; it allows all white males living in the U.S. for two years to become citizens. There is little regulation of immigration when the first great wave begins in 1814. Nearly 5 million people will arrive from northern and western Europe over the next 45 years. Castle Garden, one of the first state-run immigration depots, opens at the Battery in lower Manhattan in 1855. The potato blight that strikes Ireland and the ensuing famine (1846-50) leads to the immigration of over 1 million Irish alone in the next decade. Concurrently, large numbers of Germans flee political and economic unrest. Rapid settlement of the West begins with the passing of the Homestead Act in 1862. Attracted by the opportunity to own land, more Europeans begin to immigrate.

1865-1892

After the Civil War, Ellis Island stands vacant, until the government decides to replace the New York immigration station at Castle Garden, which closes in 1890. Control of immigration is turned over to the federal government, and \$75,000 is appropriated for construction of the first federal immigration station on Ellis Island. Artesian wells are dug and the island's size is doubled to over six acres, with landfill created from incoming ships' ballast and the excavation of subway tunnels in New York.

Beginning in 1875, the United States forbids prostitutes and criminals from entering the country. The Chinese Exclusion Act is passed in 1882. Restricted as well are "lunatics" and "idiots."

1892

The first Ellis Island Immigration Station officially opens on January 1, 1892, as three large ships wait to land. Seven hundred immigrants passed through Ellis Island that day, and nearly 450,000 followed over the course of that first year. Over the next five decades, more than 12 million people will pass through the island on their way into the United States.

1893-1902

On June 15, 1897, with 200 immigrants on the island, a fire breaks out in one of the towers in the main building and the roof collapses. Though no one is killed, all immigration records dating back to 1840 and the Castle Garden era are destroyed. The immigration station is relocated to the barge office in Manhattan's Battery Park.

The new fireproof facility is officially opened in December, and 2,251 people pass through on opening day. To prevent a similar situation from occurring again, President Theodore Roosevelt appoints a new commissioner of immigration, William Williams, who cleans house on Ellis Island in 1902. To eliminate corruption, he awards contracts based on merit and announces contracts will be revoked if any dishonesty is suspected. He imposes penalties for any violation of this rule and posts "Kindness and Consideration" signs as reminders to workers.

1903-1910

To create additional space at Ellis Island, two new islands are created using landfill. Island Two houses the hospital administration and contagious diseases ward, while Island Three holds the psychiatric ward. By 1906, Ellis Island has grown to more than 27 acres, from an original size of only three acres.

Anarchists are denied admittance into the U.S. as of 1903. On April 17, 1907, an all-time daily high of 11,747 immigrants received is reached; that year, Ellis Island experiences its highest number of

immigrants received in a single year, with 1,004,756 arrivals. A federal law is passed excluding persons with physical and mental disabilities, as well as children arriving without adults.

1911-1919

World War I begins in 1914, and immigration to the U.S. slows dramatically. Ellis Island experiences a sharp decline in receiving immigrants: From 178,416 in 1915, the total drops to 28,867 in 1918. Anti-immigrant sentiment increases after the U.S. enters the war in 1917; approximately 1,800 German citizens are seized on ships in East Coast ports and interned at Ellis Island before being deported.

Starting in 1917, Ellis Island operates as a hospital for the U.S. Army, a way station for Navy personnel and a detention center for enemy aliens. The literacy test is introduced at this time, and stays on the books until 1952. Those over the age of 16 who cannot read 30 to 40 test words in their native language are no longer admitted through Ellis Island. Nearly all Asian immigrants are banned. By 1918, the Army takes over most of Ellis Island and creates a makeshift way station to treat sick and wounded American servicemen.

At war's end, a "Red Scare" grips America, in reaction to the triumph of the Russian Revolution. Ellis Island is used to intern immigrant radicals accused of subversive activity; many of them are deported.

1920-1935

President Warren G. Harding signs the Immigration Quota Act into law in 1921, after booming post-war immigration results in 590,971 people passing through Ellis Island. According to the new law, annual immigration from any country cannot exceed 3 percent of the total number of immigrants from a country living in the U.S. in 1910. The National Origins Act of 1924 goes even further, limiting total annual immigration to 165,000 and fixing quotas of immigrants from specific countries.

The buildings on Ellis Island begin to fall into neglect and abandonment. America is experiencing the end of mass immigration. By 1932, the Great Depression has taken hold in the U.S., and for the first time more immigrants leave the country than arrive.

1950-1954

By 1949, the U.S. Coast Guard has taken over most of Ellis Island, using it for office and storage space. The passage of the Internal Security Act of 1950 excludes arriving immigrants with previous links to communist and fascist organizations. With this, Ellis Island experiences a brief resurgence in activity. Renovations and repairs are made in an effort to accommodate detainees, who sometimes number 1,500 at a time.

The Immigration and Naturalization Act of 1952, combined with a liberalized detention policy, causes the number of detainees on the island to plummet to less than 30.

All 33 structures on Ellis Island are officially closed in November 1954.

In March 1955, the federal government declares the island surplus property; it is subsequently placed under the jurisdiction of the General Services Administration.

1965-1976

In 1965, President Lyndon B. Johnson issues Proclamation 3656, according to which Ellis Island falls under the jurisdiction of the National Park Service as part of the Statue of Liberty National Monument. Ellis Island opens to the public in 1976, featuring hour-long guided tours of the Main Arrivals Building. During this year, more than 50,000 people visit the island.

Also in 1965, President Johnson signs a new immigration and naturalization bill, the Hart-Cellar Act, which abolishes the earlier quota system based on national origin and establishes the foundations for

modern U.S. immigration law. The act allows more individuals from third-world countries to enter the U.S. (including Asians, who have in the past been barred from entry) and establishes a separate quota for refugees.

1982-1990

In 1982, at the request of President Ronald Reagan, Lee Iacocca of the Chrysler Corporation heads the Statue of Liberty-Ellis Island Foundation to raise funds from private investors for the restoration and preservation of Ellis Island and the Statue of Liberty. By 1984, when the restoration begins, the annual number of visitors to Ellis Island has reached 70,000. The \$156 million dollar restoration of Ellis Island's Main Arrivals Building is completed and re-opened to the public in 1990, two years ahead of schedule. The Main Building houses the new Ellis Island Immigration Museum, in which many of the rooms have been restored to the way they appeared during the island's peak years. Since 1990, some 30 million visitors have visited Ellis Island to trace the steps of their ancestors.

Meanwhile, immigration into the U.S. continues, mostly by land routes through Canada and Mexico. Illegal immigration becomes a constant source of political debate throughout the 1980s and 1990s. More than 3 million aliens receive amnesty through the Immigration Reform Act in 1986, but an economic recession in the early 1990s is accompanied by a resurgence of anti-immigrant feeling.

1998

In 1998, the U.S. Supreme Court rules that New Jersey has authority over the south side of Ellis Island, or the section composed of the landfill added after 1834. New York retains authority over the island's original 3.5 acres, which includes the bulk of the Main Arrivals Building.

The policies put into effect by the Immigration Act of 1965 have greatly changed the face of the American population by the end of the 20th century. Whereas in the 1950s, more than half of all immigrants were Europeans and just 6 percent were Asians, by the 1990s only 16 percent are Europeans and 31 percent are Asians, and the percentages of Latino and African immigrants also jump significantly. Between 1965 and 2000, the highest number of immigrants (4.3 million) to the U.S. comes from Mexico; 1.4 million are from the Philippines. Korea, the Dominican Republic, India, Cuba and Vietnam are also leading sources of immigrants, each sending between 700,000 and 800,000 over this period.

2001

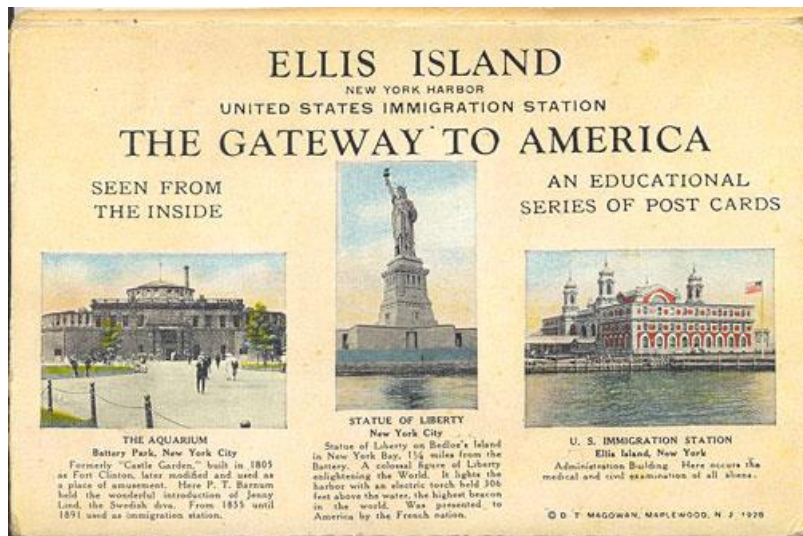
The American Family Immigration History Center opens on Ellis Island in 2001. The center allows visitors to search through millions of immigrant arrival records for information on individual people who passed through Ellis Island on their way into the United States. The records include the original manifests, given to passengers onboard ships and showing names and other information, as well as information about the history and background of the ships that arrived in New York Harbor bearing hopeful immigrants to the New World.

Debates continue over how America should confront the effects of soaring immigration rates throughout the 1990s. In the wake of the 9/11 terrorist attacks, the Homeland Security Act of 2002 creates the Department of Homeland Security (DHS), which takes over many immigration service and enforcement functions formerly performed by the Immigration and Naturalization Service (INS).

2008

Plans are announced for an expansion of the Ellis Island Immigration Museum called "The Peopling of America," which is scheduled to be completed in 2011. The museum's exploration of the Ellis Island era (1892-1954) will be expanded to include the entire American immigration experience up to the present day. Eighty-five percent white in 1965, the nation is currently one-third minority and on track for a non-white majority by 2020.

Ellis Island – The Gateway to America



Castle Garden was used as an immigration station from 1855 until 1891. The first Ellis Island Immigration Station was opened in 1892. In 1897 a fire destroyed the pine structures on Ellis Island and most of the immigration records dating from 1855. A new brick station opened in 1900.

During World War I, there was a sharp decline in immigration, and Ellis Island also served other purposes related to the war. Immigration revived after the war, and 560,971 immigrants passed through Ellis Island in 1921. During the next few years Immigration Quota laws were enacted, and immigration declined again. By 1925 the buildings at Ellis Island had started to fall into disuse and disrepair. Ellis Island functioned less for processing immigrants and more for detention and deportation.

In 1954, Ellis Island was closed and declared excess Federal property. In 1976, Ellis Island was opened to the public for visits. Restoration began in 1984, and in 1990 the Ellis Island Immigration Museum opened.



2. Aeroplane View—Showing Immigration Buildings at right and in center Hospital Buildings of the United States Public Health Service.



3. Administration Building—Here occurs the medical and civil examination of all aliens brought to Ellis Island.



4. Transfer Steamer—Arriving with passengers and baggage from the steamship pier.



5. Aliens Entering Buildings for Examination—Examination by surgeons of the U. S. Public Health Service after having been transferred from arriving ocean liner by steamboat.



6. Primary Examination—Here aliens appear before immigrant inspectors for primary examination after having been passed by medical officers.



7. Board of Special Inquiry—All aliens found to be not clearly and beyond a doubt entitled to land are examined at length to determine their admissibility.



8. Railroad Ticket Room—Where admitted aliens exchange foreign money, purchase transportation and check baggage.



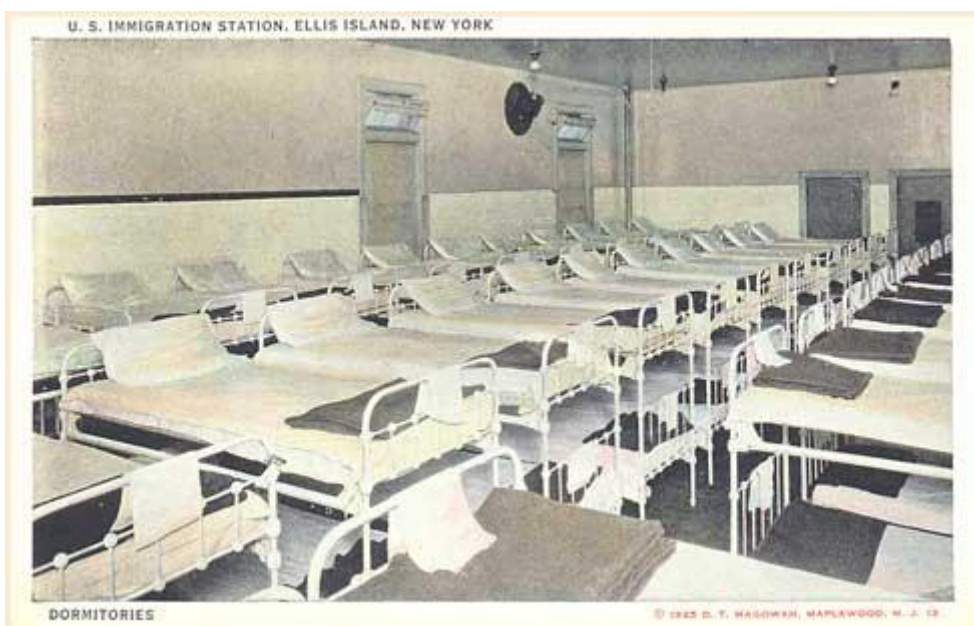
9. Railroad Waiting Room—Where admitted aliens are afforded opportunity to purchase food in convenient containers to last them until arrival at their destination. Here also they may send telegrams to relatives or friends to meet them.



10. Day Quarters—For detained arriving aliens. Here appropriate religious services are held. Concerts, moving pictures and other entertainment are provided.



11. Dining Room—Seating 400. Those detained are furnished three meals daily during the period of their detention. Also crackers and milk are served throughout the day and at bed time to women and children.



12. Dormitories—Sanitary, well-ventilated and comfortable dormitories insure rest for those detained over night.



13. Kindergarten—Children enjoying games and amusements, requiring healthful exercise under direction of trained instructors.



14. “At the Gateway to America”—Happy family just admitted to country viewing sky-line of downtown New York before going to farmlands in the middle west.



15. Sky-line of Downtown New York—As seen from Ellis Island.

THE STAR-SPANGLED BANNER
The National Anthem

O! say, can you see, by the dawn's early light,
What so proudly we hail'd at the twilight's last gleaming?
Whose broad stripes and bright stars thro' the perilous fight,
O'er the ramparts we watch'd, were so gallantly streaming?
And the rocket's red glare, the bomb's bursting in air,
Gave proof thro' the night that our flag was still there;

CHORUS
'Tis the star-spangled banner,
O long may it wave
O'er the land of the free
And the home of the brave.

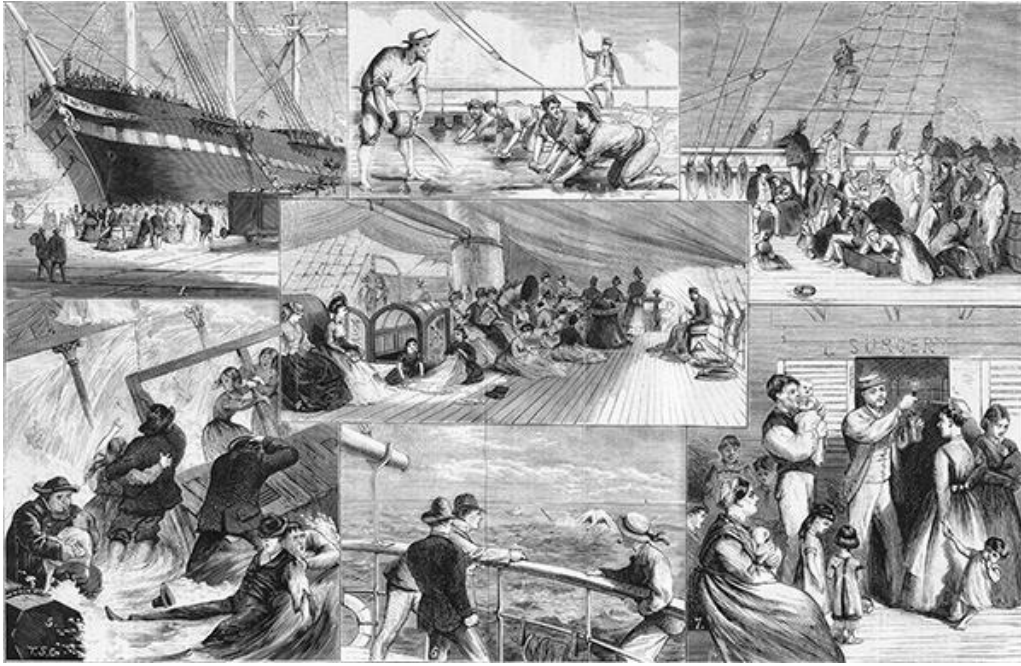
On the shore, dimly seen thro' the mists of the deep,
Where the foe's haughty host in dread silence reposes;
What is that which the breeze, o'er the towering steep,
As it fitfully blows, half conceals, half discloses?
Now it catches the gleam of the morning's first beam,
In full glory reflected, now it shines on the stream;

CHORUS
'Tis the star-spangled banner,
O long may it wave
O'er the land of the free
And the home of the brave.

O! thus be it e'er when freemen shall stand
Between their lov'd homes and war's desolation,
Blest with vict'ry and peace, may the heav'n rescu'd land
Praise the pow'r that hath made and preserved us a nation.
Then, conquer we must, when our cause it is just,
And this be our motto, "In God is our trust!"

CHORUS
'Tis the star-spangled banner,
O long may it wave
O'er the land of the free
And the home of the brave.

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On board an emigrant ship

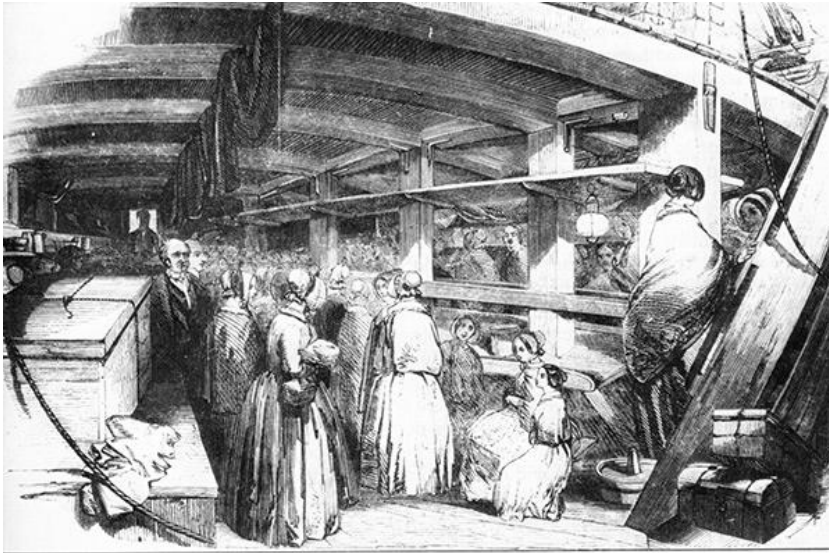


Emigrant families at dinner on the 'St Vincent'

Emigrants were divided into messes and each mess cooked its own rations. At first the ration was two thirds of the official naval ration. Unfortunately none of this food was suitable for infants and many died on these early ships. Babies also died when mothers became violently seasick and were unable to produce enough milk. Illustrated London News 13.4.1844

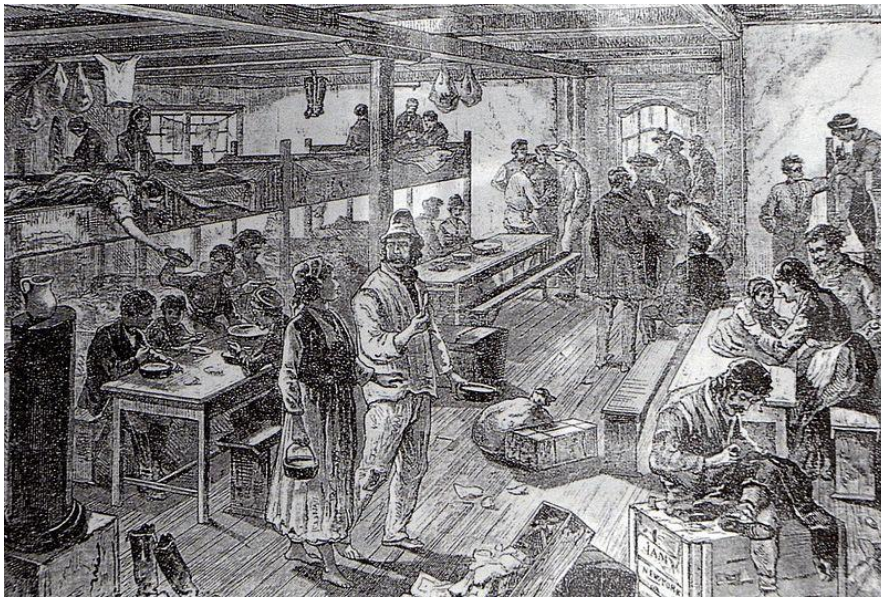


In the steerage of an emigrant ship, wood engraving, 1870

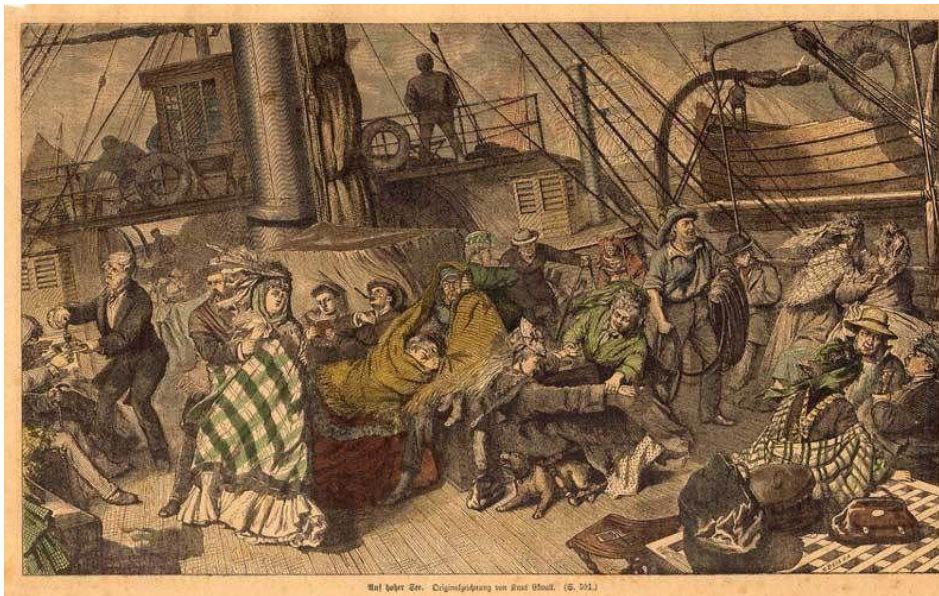


Between decks, 1850

Convicts and emigrants were housed 'tween decks' below the waterline of the vessel and usually in the semi-dark since candles were very dangerous in wooden boats sealed by tar. Emigrants were segregated into single men and single women, with married couples and their younger children usually in between. Narrow bunks and bulkheads were generally torn apart in Australia to make room for a return cargo. Illustrated London News 17.8.1850



Das Innere eines Auswandererschiffes, Leben auf engstem Raum



Karl Hehlert. Originalzeichnung von Ernst Haeckel. (S. 101.)



1853 Map Showing Major Emigration Routes from Europe to North America