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YOUR COMPLETE GUIDE TO THE PARKS

ELLIS ISLAND & STATUE OF LIBERTY

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WELCOME

Welcome to the Statue of Liberty National Monument and Ellis Island.

The Statue of Liberty was presented by the people of France to the people of the United States in 1886 to honor the friendship between the two nations. Today, it is recognized as a symbol of liberty throughout the world. It was established as a national monument in 1924 and placed under the management of the National Park Service (NPS) in 1933. It underwent an extensive \$87 million renovation, funded and overseen by The Statue of Liberty-Ellis Island Foundation, just in time for the statue's 100th birthday in 1986. Millions visit the statue each year.

Ellis Island was the gateway through which more than 12 million immigrants passed between 1892 and 1954 in their search for freedom of speech and religion, and for economic opportunity in the United States. Because of its unique historical importance, it was declared part of the Statue of Liberty National Monument in 1965. After a six-year, \$170 million renovation, guided by the NPS and also funded and overseen by The Statue of Liberty-Ellis Island Foundation, it reopened to the public as a museum in 1990.

Many volunteers, park employees and partners work together to provide you with a rich visitor experience. This guide, provided by Statue Cruises and *American Park Network*, has been made possible by the support of the sponsors whose messages appear inside. We hope it will enhance your appreciation and enjoyment of the monuments.



Vlad Ghinea

More than 40 percent of America's population can trace their ancestry through Ellis Island.

Established: France gave the Statue of Liberty to the United States as a gift in 1886. It was established as a national monument in 1924; Ellis Island was added to it in 1965.

Immigration: Between 1892 and 1954, more than 12 million immigrants passed through Ellis Island on their way to the United States. More than 40 percent of the United States' population can trace ancestry through Ellis Island.

Size & Weight: The Statue is 151 feet tall from base to torch and weighs 225 tons!

Designer: Frédéric-Auguste Bartholdi, born in Colmar, France, in 1834.

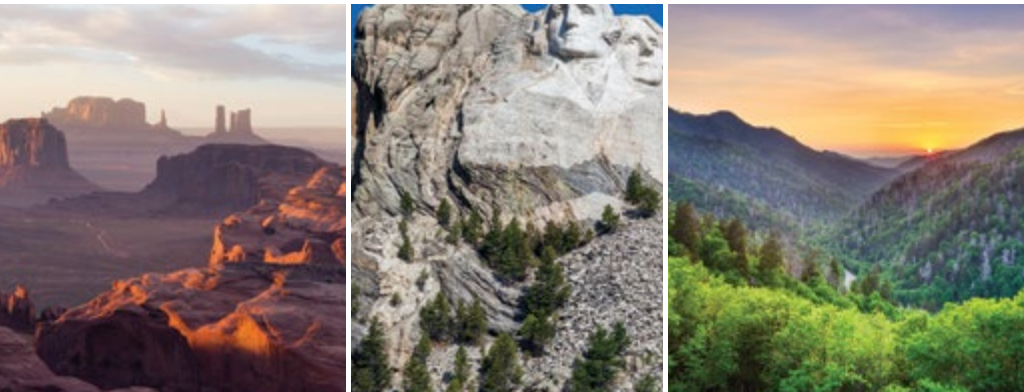
Popular Activities: Reserve tickets to enjoy the view from the statue's observation deck or crown, tour Ellis Island, and trace your heritage at the American Family Immigration History Center®. Take a "Hard Hat Tour" of the unrestored hospital complex.

Zion National Park is the result of erosion, sedimentary uplift, and Stephanie Shinmachi.

Members of the National Park Foundation community, like Stephanie, volunteer in parks across America, supporting everything the National Park Service does, from conservation to education. Find your park and join today.



Join the community at nationalparks.org



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(Cover: Liberty Island and Ellis Island
GCShutter/iStock)

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go to **OhRanger.com**



WHAT'S NEW! WHY PARKS MATTER

“There is nothing so American as
our national parks.”

— Franklin Delano Roosevelt

Access to parks is one of the things that's truly great about life in America. Not just national parks, like FDR stated, but *all* parks. Parks afford everyone, regardless of race, income, social status or age, the opportunity to escape the concrete jungle and step into the wild. It doesn't matter whether it's a small step into a local park or a giant leap into the backcountry. The effect is the same. Time in nature feels good. Other values that parks bring may be less obvious. Since we take care of the things we value, I'd like to highlight a few other benefits we all receive from public lands:

Economic Impact America's federal, state and local parks and public lands generate \$200 billion in annual economic activity and support more than one million jobs! You might help a dozen businesses during a weekend hiking trip. Imagine the impact of a week-long national park adventure. Parks raise property values, too!

Conservation Trees produce the oxygen we need to survive, but did you know that they also help save money? It's estimated that trees in cities save \$400 billion in costs to retain stormwater. A single tree can store 100 gallons or more, which helps keep streets from flooding and reduces the need for artificial storage facilities. A tree can also absorb as much as three tons of carbon gas during its lifetime.



Mark, Joel & Alex – Support parks, stay healthy!

Take a deep breath in a park and you'll immediately know the value of greenspace.

Health & Wellness Studies show a high correlation between time spent in parks and improved health (and, in my view, happiness). You move more when you're outside, which decreases stress, makes you more fit and reduces the risk of many health issues, such as diabetes, high blood pressure and heart disease. Exercise (which parks inspire) also positively impacts your cholesterol levels. A few years ago, I started bicycling to work every day. A year later, my overall cholesterol went down while my HDL—the “good” cholesterol—went up. The results of a small change in your exercise routine can be amazing! Parks invite this change.

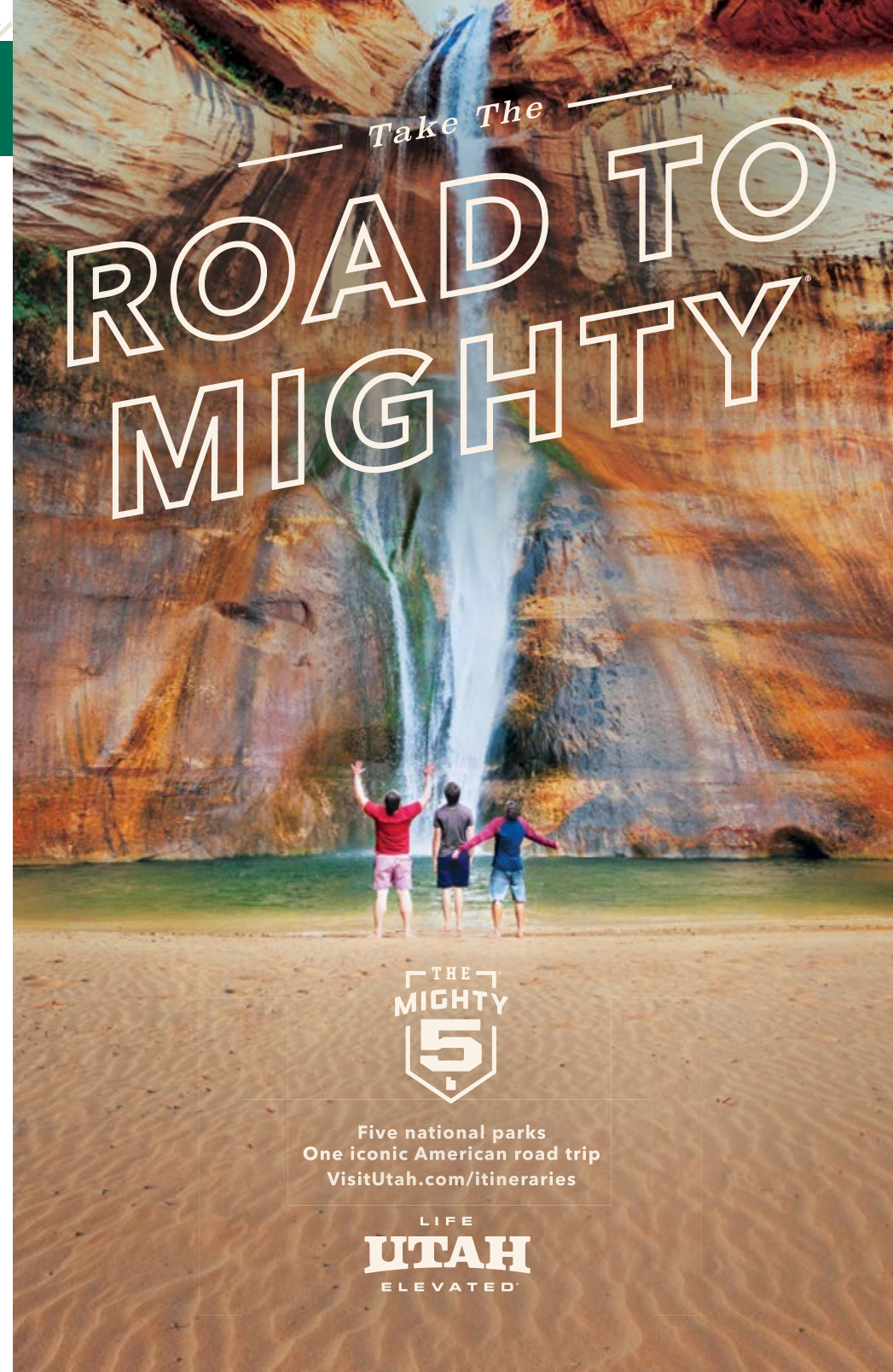
The value of parks is undeniable, so follow FDR's lead and support our public lands. It's the all-American thing to do. (Congress, take note!) You'll save the country money while improving our nation's health—and your own, too. Not a bad combination!

mark@americanparknetwork.com



GET CONNECTED AT YOUR FAVORITE PARKS!

Parks are about enjoying nature, but what if you want to share a great picture or are awaiting an important email? If you're looking to add connectivity to your park, or if you already have Wi-Fi and would like help adding content or generating sponsor revenues, please let us know at wifi@americanparknetwork.com.



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ELLIS ISLAND AT A GLANCE



“Our growth as a nation has been achieved, in large measure, through the genius and industry of immigrants of every race and from every quarter of the world. The story of their pursuit of happiness is the saga of America. Their brains and their brawn helped to settle our land, to advance our agriculture, to build our industries, to develop our commerce, to produce new inventions and, in general, to make us the leading nation that we now are.”

– Commission on Immigration and Naturalization, 1953

A SAGA OF FEAR, FAITH AND COURAGE

Basking in the shadow of the Statue of Liberty, the newly established Ellis Island

Immigration Station answered “the lady’s” plea to “Give me your tired, your poor, your huddled masses yearning to breathe free” when it officially opened its doors to the world on Friday, January 1, 1892.

Perhaps it was fitting that a 17-year-old Irish girl named Annie Moore was the first to be questioned in the immigration station’s second-floor Registry Room because America, like Annie, was in its adolescence.

The story of Ellis Island is the chronicle of the more than 12 million immigrants who passed through its doors from 1892 until 1954. Theirs are individual stories of unrelenting hardship, fear of the unknown and the pain of separation. It is also the story of immigrants’ faith and courageous dedication in their pursuit of happiness: This is the saga of America.



Hopeful new arrivals gather in Ellis Island’s Great Hall. This photo was taken before the installation of the Guastavino tile ceiling, which was commissioned in 1916.

Library of Congress



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ELLIS ISLAND PLAN YOUR VISIT



Allison Meier

Save Ellis Island and the National Park Service are working to restore and preserve historic buildings on Ellis Island.

GENERAL INFORMATION

Ellis Island is located in New York Harbor, off the southern tip of Manhattan on 27 acres near the New Jersey coast. For visitor information, please call (212) 363-3200, please visit nps.gov/elis or write: Ellis Island Museum of Immigration, Statue of Liberty National Monument, New York, NY 10004.

HOURS

Ellis Island is open daily, year-round, except for December 25. Ferries start running at 8:30 a.m., daily. Return times vary, based on the season. For an up-to-date schedule, visit statuecruises.com/departure-schedule#.

ENTRANCE FEE

While Ellis Island charges no admission fee, it is necessary to buy a ferry ticket to gain access to the Statue of Liberty and related buildings and attractions. For prices, see Transportation box on Page 11. Donations are also gratefully accepted.

DINING

The Ellis Island Cafe offers a menu that features burgers of all kinds, grilled chicken, fish and chips, paninis, sandwiches, organic salads and both (limited) vegan and gluten-free options. Cold drinks, coffee, snacks and ice cream are also available. The café has indoor seating, plus an outdoor patio with seating that overlooks the Statue of Liberty, the American Immigrant Wall of Honor® and Lower Manhattan. Ellis Island can also host catered day and evening events.

Contact Evelyn Hill, Inc., or visit ellisland-events.com for more information.

MUSEUM STORE

The National Parks of New York Harbor Conservancy Ellis Island Museum Store sells books and other items near the main

Oh, Ranger!
FUN FACTS

Q. WHAT ARE THE OTHER BUILDINGS ON ELLIS ISLAND?

A. Ellis Island's south side contains nearly 30 buildings that are unrestored. These structures, originally used by the U.S. Public Health Service, served as hospitals for immigrants needing treatment or isolation. The dormitory for legal detainees is on the island's north side.

For answers to all your questions, go to OhRanger.com

entrance. The new shop operates in partnership with Eastern National, which is working with the National Parks of New York Harbor to open other museum stores at the Statue of Liberty and other locations, including the African Burial Ground.

GIFT SHOP

The Ellis Island Gift Shop & Museum Store, which can be found right across from the Ellis Island Cafe, sells a wide selection of souvenirs and jewelry. For more information, contact (201) 333-7165.

MEDICAL

If you need first aid, contact a ranger at the information desk or any uniformed personnel. The nearest hospital is in New Jersey, about five minutes from the island.

MUSEUM

The gemstone and focal point of Ellis Island is the 110,000-square-foot **National Museum of Immigration**, centered in the island's Main Building. The museum's exhibit space is devoted to the history of Ellis Island and the populating of America, from the arrival of the first immigrants to the present day. The museum houses the following permanent exhibits:

Through America's Gate is an experience that replicates the immigrants' journey through the immigration station. A step-by-step view of immigrant processing is revealed through historic photographs, artifacts and personal papers. Restored to the 1918–1924 period, this 14-room exhibit area features audio recordings of immigrants' reminiscences and reactions upon arriving in America.

Treasures from Home® is a collection of approximately 1,000 artifacts and photographs brought by immigrants to America.

Ellis Island Chronicles portrays the story of the island from its earliest days as a fishing site to the 1950s. Highlights show the incremental growth from the original 3.3-acre island to the final 27.5-acre site that was created with landfill.

Silent Voices is a strangely haunting evocation of the period when Ellis Island was abandoned to the ravages of vandals and the elements of New York Harbor.

Restoring a Landmark documents the metamorphosis of the Main Building from an abandoned ruin to a new national museum.

Peak Immigration Years is a 10-room exhibit that tells the larger story of immigrants, regardless of their port of entry. Displays explore the immigrant experience: leaving their homelands, journeying to

TRANSPORTATION

Statue of Liberty and Ellis Island Ferry: Boats leave from Battery Park, Manhattan and from Liberty State Park, New Jersey.

Hours of Operation: Ferries run about every 30 to 45 minutes starting at 8:30 a.m., with extended hours in the summer and during holidays. Schedules are subject to change. There are no ferries on December 25. For schedule information, contact Statue Cruises.

Ferry Fees (includes Liberty and Ellis Islands and an audio tour for each island): Adults (ages 13 to 61): \$18.50; senior citizens (age 62 and over): \$14; children (ages 4 to 12): \$9; kids under 4 ride free. *Rates are subject to change.*

Ticket and Schedule Information: Please visit statuecruises.com or call (877) 523-9849.

For more information about ferries, please refer to the "Plan Your Visit" chapter in the Statue of Liberty section of this guide.



FERRY BUILDING

The Ellis Island Ferry Building is the first of 30 unrestored buildings on Ellis Island for which Save Ellis Island, working in partnership with the National Park Service, has raised the funds to completely restore and put to beneficial re-use. Restoration of the exterior of the Ellis Island Ferry Building and the Laundry Hospital Outbuilding was completed in 2002.

Save Ellis Island, a partner of the National Park Service, opened the historic hospital complex on Ellis Island's south side to the public for guided tours in October 2014 and offers "Hard Hat Tours" of the unrestored hospital complex. Tickets for the 90-minute tour are \$53.50 (\$49 for seniors) and are available only to those ages 13 and older.

For the first time in 60 years, visitors are able to view a portion of the 22 hospital buildings, once considered to be the largest and most modern in the United States. Access to the hospital complex is by guided tour only and tickets for the tours must be pre-purchased through Statue Cruises.

Currently on display is the art exhibit, "Unframed-Ellis Island," by renowned artist JR.



Kevin Daley / NPS

The Ferry Building's features are restored to match their original design.

The exhibit features life-size historic photographs of immigrants to Ellis Island. The photos are installed on 16 interior walls and can be viewed as part of the tour. This is the first of many exhibits planned for the south side and the Ellis Island Hospital Complex.

Tours are available on Monday, Wednesday, Friday, Saturday and Sunday. Information on tour times and how to purchase tickets can be found at the Statue Cruises website statuecruises.com. For more information about the tours or to schedule a private group tour please visit the Save Ellis Island website at saveellisland.org.

America, traveling across the new country, establishing communities, working, adapting to American life and becoming American citizens.

The Peopling of America Center® places the Ellis Island immigration era into the context of centuries of North American migration history. Journeys: The Peopling of America – 1550-1890, located in the historic Railroad Ticket Office, focuses on the history of immigration from the Colonial Era to the opening of Ellis Island in 1892. New Eras of Immigration reflects the rapid pace of technological progress that has characterized migration

since World War II and portrays changing demographic trends.

Island of Hope/Island of Tears is a half-hour movie, produced by Oscar-winning filmmaker Charles Guggenheim, in which immigrants tell stories of pulling up roots and coming to America. The movie is shown in two separate theaters. Seating is on a first-come, first-served basis.

The Bob Hope Memorial Library has reference books and research materials, and houses an oral history studio containing a collection of recorded memories of Ellis Island immigrants and former immigra-

tion employees. It also features an exhibit about Bob Hope's life and career.

FAMILY HISTORY CENTER

The American Family Immigration History Center® is a research facility that, for a minimal fee, offers easy access to the arrival records of the more than 51 million passengers and crew members who entered through the Port of New York and Ellis Island from 1892 to 1957. Its Interpretive Shop offers reproductions of historic immigration documents, ship pictures, and immigration-related books, posters and historic maps. For more information, please see the chapter titled "Your Ancestors."

MEMORIAL WALL

The American Immigrant Wall of Honor® commemorates more than 700,000 indi-

viduals and families whose names were placed there in tribute by descendants, and celebrates their arrival in America regardless of when they came or through which port of entry. From this monument is a view of both the Statue of Liberty and the Manhattan skyline.

For information regarding the addition of an individual or family name to the Wall, contact The Statue of Liberty-Ellis Island Foundation, Inc., 17 Battery Place, Suite 210, New York, NY 10004, (212) 561-4500, or visit libertyellisfoundation.org. For more information about the foundation, see the "Who's Who at the Parks" chapter.

SPECIAL EVENTS AND MEETINGS

Ellis Island may be utilized for private evening events of up to 1,200 people. Conferences and day meetings are also pos-

The Statue of Liberty-Ellis Island Foundation, Inc.



Visitors look for the names of relatives on the American Immigrant Wall of Honor®.

TOURS

An exciting **self-guided audio tour** for Ellis Island and the Statue of Liberty is included with each ferry ticket.

On Ellis Island, individuals, families and groups can relive the immigrant experience through narration and firsthand accounts by the immigrants themselves. At the Statue of Liberty, visitors can discover Lady Liberty's history and her importance as a symbol of freedom and opportunity around the world. Family tours designed for young visitors are also available on both islands.

The tours are produced by Antenna International for the Statue of Liberty-Ellis Island Foundation. They can be tailored to your time requirements and specific interests and are available in English, French, German, Spanish, Japanese, Italian, Mandarin, Arabic and Russian. Audio tour players can be picked up at the An-



Antenna International

Audio tours are available in nine languages.



Antenna International booths on both islands.

Rangers conduct free 30-minute public park guided tours throughout the day on both islands. Check information desks for schedules.

sible. For more information, please contact Evelyn Hill, Inc.

PARK REGULATIONS

The following regulations are intended to enhance your enjoyment of Ellis Island. These guidelines protect the monument and you, the visitor.

- No eating, drinking, smoking or chewing gum is allowed inside the museum or exhibit areas. Please keep food within the food service areas.
- Camping is not permitted on the island.
- Students must be chaperoned at all times by one teacher or adult for each group of 10 students.
- There is no vehicle access to Ellis Island.
- A permit must be obtained for commercial photography at Ellis Island.
- No pets are allowed with the exception

of service animals.

- All visitors must pass through security screening before boarding ferries.
- Large bags and weapons of any kind are not permitted.

VISITOR FACILITIES

Restrooms, an ATM and other facilities are located on Ellis Island.

SPECIAL SERVICES †

All facilities, including elevators and restrooms, are accessible to visitors with disabilities. For more information, see the "Plan Your Visit" chapter in the Statue of Liberty section.

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ELLIS ISLAND HISTORY & CULTURE

THE EARLY YEARS

Located in the Upper New York Bay, a short distance from the New Jersey shore, Ellis Island was originally known to American Indians as *Kioshk*, or Gull Island, named for the birds that were its only inhabitants. Consisting of nothing more than three acres of soft mud and clay, it was so low that it barely rose above the high-tide level of the bay.

The island was purchased by the colonial governors of *Nieuw Amsterdam* (later New York) from American Indians on July 12, 1630, for "certain cargoes, or parcels of goods." The Dutch called it "Little Oyster Island" because of the delicious oysters found in its sands, and used it as a base for oystering. Because the island was not good for much other than its oysters—certainly it was not a prime building site—it changed independent ownership many times during the next century.

During the 1700s, the island was also irreverently known as "Gibbet Island" due to its executions of state criminals who were hanged from a "gibbet" (or gallows tree).

By means never officially determined, ownership passed into the hands of one **Samuel Ellis** about the time of the American Revolution. Ellis tried unsuccessfully to sell the island and still owned it when he died in 1794. In his will, he bequeathed the island to the unborn child of his pregnant daughter, Catherine Westervelt, on two conditions: that the baby would be a boy and that the child would be named after him. A son was born, but died in infancy. Title to the island was then disputed by other members of the family.

On April 21, 1794, the city formally deeded the only part of the island that was

publicly owned, a narrow strip of mud between the water and the high-tide mark, to the state (Samuel Ellis had actually drawn up a deed transferring ownership of his island to the state, but he died before the deed could be completed). On this site, considered an excellent defense for the harbor, construction of the first fort on Ellis Island had begun, in fear of new attacks from the British. A few wooden buildings and 13 24-pound guns were ordered. As threats of war with Britain increased, the island was also used for training recruits. Amid all of this military activity, the island was still privately-owned property, which was leased for the anticipated military fortifications.

To speed up the transfer of the property, New York State ceded its right of legal jurisdiction over the island to the federal government in February 1808. After several inspections by U.S. Army engineers, it was concluded that Ellis Island's position in the harbor made it strategically invaluable to the safety of the nation, despite potential construction problems. A committee of New Yorkers was appointed to estimate the island's value. The agreed upon figure was "no less than \$10,000," a very large sum for apparently unusable land in the early 1800s.

On June 8, 1808, the state of New York bought Ellis Island at the committee's recommended price and was immediately reimbursed when the federal government took possession of the island on the same day. After feverish and difficult preparations, Fort Gibson, a full-scale stronghold boasting 13 guns and a garrison of 182 gunners, was in place just in time for the outbreak of the War of 1812. But Fort Gibson wasn't

CHRONOLOGY OF ELLIS ISLAND

April 11, 1890	Designated an immigrant inspection station.
Jan. 1, 1892	Opens as an immigrant inspection station.
June 14, 1897	Buildings destroyed by fire, but all people safely evacuated.
Dec. 17, 1900	Reopens as an immigrant station on a larger scale.
1917 – 1919	Serves as a detention station for enemy aliens, a way station for Navy personnel and a hospital for the Army.
1924	Mass immigration ends. Immigrants now inspected in their countries of origin.
1925 – 1954	Primarily used for detention and deportation cases.
1939 – 1946	Part of Ellis Island is used as a Coast Guard station.
1941 – 1946	Part of Ellis Island serves as a detention station for enemy aliens.
Nov. 12, 1954	Ellis Island Immigration Station closes.
May 11, 1965	Added by presidential proclamation to the Statue of Liberty National Monument.
1976	Opens to the public for limited seasonal visitation.
1984	Closes for \$170 million public/private restoration.
Sept. 10, 1990	Reopens as Ellis Island Immigration Museum.
April 17, 2001	American Family Immigration History Center® opens and its website is launched.
April 7, 2007	Ferry Building opens to the public.
Oct. 28, 2011	The Peopling of America Center® Pre-Ellis Island galleries open, covering the time period from the 1550s to the 1890s.
May 20, 2015	The Peopling of America Center® is completed and the museum becomes the Ellis Island National Museum of Immigration.

needed. As the years passed, the Army and Navy had little use for the island. It was used only to store ammunition until, in 1890, it was chosen by the House Committee on Immigration as the site of the new immigration station for the Port of New York.

CONSTRUCTION BEGINS

When Ellis Island was finally selected, \$150,000 was authorized for improve-

ments and buildings. To make the small, muddy island usable, every penny—and more—would be spent.

To begin, a channel 1,250 feet long and 200 feet wide had to be dredged to a depth of more than 12 feet. New docks had to be constructed. Landfill (from subway tunnels and from the Grand Central Terminal excavation) was brought in to create the “ground” for the new buildings. And because there wasn’t enough fresh

water on the island, artesian wells and cisterns were dug.

The first buildings were constructed of Georgia pine with slate roofs. The Main Building was two stories high, about 400 feet long and 150 feet wide. Four-story peaked towers marked the corners of the building. There were baggage rooms on the ground level and a great inspection hall above them.

Smaller buildings included a dormitory for detainees, a small hospital, a restaurant, kitchens, a baggage station, an electric plant and a bathhouse. Some of the old Fort Gibson brick buildings were also converted into dormitories and office space.

When the immigration station officially opened on January 1, 1892, its final cost had reached approximately \$500,000 and it had become a city unto itself.

The number of employees varied with the number of incoming immigrants; the average staff ranged between 500 and 850 people. Often, as the flow of immigrants increased, the need for employees exceeded the number of staff available. Most workers commuted to the island by ferryboat from Manhattan.

THE 1891 CHANGE IN IMMIGRATION LAW

When Ellis Island opened in 1892, immigrants were facing stricter laws than ever before. The Contract Labor Law of 1885 was stiffened to exclude immigrants who were entering the country at the encouragement of American employers and it was illegal for American employers to advertise. A more comprehensive immigration law was passed in the spring of 1891.

While steamship companies had previously been held responsible for screening its passengers before leaving Europe, now the companies were also made responsible for returning deportees to their homeland and for the cost of their food and lodging while they were in detention in the United States. Aliens who entered the country illegally or became “public charges” within a year of their arrival, due to conditions that existed before they landed, were to be deported. Additional amendments were added to the law in 1893.

The combination of this stricter law, a cholera scare in 1892 and the financial panic of 1893, followed by several years of economic depression, began to show its





Everett Historical

At the end of the line, these new arrivals are finally ready to be discharged.

effect. The number of immigrants arriving in New York consistently decreased until the turn of the century.

THE FIRE OF 1897

There were only 200 people on Ellis Island the night of June 14, 1897, when shortly after midnight, without warning, a disastrous fire broke out. The buildings of pine went up in flames as if they had been made of paper. The slate roof of the Main Building crashed in within an hour and by dawn there was hardly a trace of the station left. Yet, not a single life was lost.

Congress immediately appropriated \$600,000 to replace the lost structures with fireproof buildings. During the two and a half years it took to rebuild the structures on Ellis Island, the processing of immigrants was conducted at the U.S. Barge Office in Battery Park.

FROM THE ASHES

Five architectural firms in New York City entered the government’s competition to rebuild the structures on Ellis Island; a small firm called Boring & Tilton won the assignment. The Main Building, still considered one of the few grand-scale brick buildings in New York, was composed of red brick with iron-work and limestone trim, and concrete floors. Notable for its four cupola-style towers and the large, light and airy second-floor Registry Room, the Main Building was 338 feet long and 168 feet wide. A dramatic vaulted ceiling was installed in 1918 and carefully tiled by the **Guastavino family**, who were, themselves, immigrants from Spain. Using a peculiar technique of vaulting, which involved weaving three layers of tiles together, the ceiling crept out from the side walls like a vine, without the support of central scaffolding. Dormitories were added on the floor above the Registry Room. Other floors housed administrative offices, records rooms and special inquiry board hearing rooms. The entire first floor was used as a baggage receiving room and railroad ticket office.

The original land encompassed 3.3 acres but was increased in size over the years to 27.5 acres. A second, three-acre island included hospital wards and an administration building. A third island of five acres was added in 1910 with additional hospital facilities for isolating immigrants with contagious diseases.

The new Ellis Island Main Building cost more than \$1.5 million to complete. It reopened on December 17, 1900.

Despite the unquestioned physical superiority of the new immigration station, one “oversight” was to have repercussions for years to come. In planning the reconstruction, officials calculated that no more than a half-million immigrants a year would pass

through New York on their way to new lives in America. It would prove to be a gross miscalculation.

“A DEN OF THIEVES”

As gracious as the new receiving station appeared on the outside, its insides were riddled with graft, corruption and cruelty for the next few years. Inspectors demanded bribes from immigrants who appeared to have money; if the bribe was questioned, or slow in coming, an immigrant was detained. Other inspectors would admit pretty young women on the condition that the women meet them later at a hotel. Railroad agents sold tickets at inflated prices. Immigrants were compelled to buy box lunches they didn’t want for many times their value. Employees at the money exchange simply lied about the exchange rates and then pocketed the difference. Some American immigration inspectors were discovered issuing fake certificates of citizenship for a fee and splitting the profits with ship officers.

When, in 1901, this greed-infested situation was brought to the attention of **President Theodore Roosevelt**, the cleanup of Ellis Island began within a month. Several senior officials, including the commissioner of immigration and the head of the Bureau of Immigration in Washington, D.C., were replaced.

CLEANING UP THE CORRUPTION

In April 1902, **William Williams**, a young Wall Street lawyer, was appointed as the new commissioner. He awarded new contracts for the food, money exchange and baggage concessions solely on the basis of merit. He wanted the immigrants to have only the best services available. Employees were harshly reprimanded for drunkenness (once quite common), forbidden special favors (such as

free passes from the railroads) and constantly reminded to treat immigrants with “kindness and consideration.” Within a few months, his reform policies had completely changed the atmosphere at Ellis Island. And not a moment too soon, for the island’s busiest years were still ahead. In 1907 alone, 1.2 million people would pass through the immigration station.

THE WAR YEARS

With the outbreak of World War I in August 1914, immigration to America all but ceased. Many European nations closed their borders, seas were unsafe to travel and unemployment in America was on the rise.

Ellis Island became host to those who could not be admitted to the United States, yet could not be returned to their original homes. It served as an **internment center** for 1,500 German sailors and 2,200 suspected “aliens and spies.”

The large hospital was turned over to the War and Navy Departments for the care of almost 700 wounded soldiers and sailors.

A SECOND THREAT OF OBLIVION

The Ellis Island Immigration Station was almost blown out of existence on July 30, 1916. **Black Tom Wharf**, a railroad yard and barge-



Everett Historical

Emigrants from Europe arrive at Ellis Island.



The Statue of Liberty-Ellis Island Foundation, Inc.

The first phase of The Peopling of America® Center, a major expansion of the National Museum of Immigration, explores arrivals before the Ellis Island era.

Americans were eager to see immigration restricted. Organizations like the **Immigration Restriction League** joined their voices with those of labor organizations anxious to reduce the number of incoming immigrants. In 1917, legislation was passed that specified 33 classes of foreigners who could not be admitted and also demanded literacy testing. The new law greatly reduced the number of immigrants for a while, but by 1921, the number of arrivals once again climbed to 500,000. New, stricter laws were enacted in 1921 and a quota system went into effect in 1924. Another provision of the new laws stated that every immigrant was now to be inspected at the American consular office in the immigrant's country of origin, rather than on arrival in America. That changed the immigration system forever.

Proposals to close Ellis Island were made as early as 1925, but immigrant processing did not cease entirely until the end of 1954, when only 21,500 immigrants, in all classes, passed through its portals. During World War II, the island served as a **detention center** for enemy aliens. In March 1955, Ellis Island was turned over to the General Services Administration—and a major era in American history came to a close.

REBIRTH AND RENEWAL

For more than 20 years, Ellis Island was abandoned. Attempts to sell the property were made, but many bitterly opposed the idea claiming, "to sell the island would be cheap and tawdry."

A study by the National Park Service was conducted during 1963–1964, outlining the reasons why the island should become a national monument, a reminder of part of our American heritage. The recommendation was accepted and **President Lyndon Johnson** officially proclaimed Ellis Island part

of the Statue of Liberty National Monument on May 11, 1965.

In 1982, **President Ronald Reagan** asked **Lee Iacocca**, chairman of the board of Chrysler Corporation of America, to help restore both the Statue of Liberty and Ellis Island.

The Statue of Liberty-Ellis Island Foundation was formed to raise the \$230 million needed for the restoration of these two important national monuments. In the largest restoration project of its kind in American history, \$170 million in individual and corporate donations were devoted to the Ellis Island Main Building project alone.

Ellis Island was reopened and the **immigration museum** was dedicated on September 10, 1990, as a unit of the U.S. Department of the Interior's National Park Service. Today it is the Ellis Island National Museum of Immigration.

To date, more than 20 million Americans have contributed approximately \$700 million to The Statue of Liberty-Ellis Island Foundation's restoration and preservation efforts and its support of park programs.

The foundation recently completed the Peopling of America Center®, which bookends

the Ellis Island era by telling the story of immigration to America before the processing station opened in 1892 and after it closed in 1954. The center's exhibits explore the past and present-day immigrant journey, everything from the struggle and survival after arrival, to later efforts to build communities and become citizens. Please visit libertyellisfoundation.org for details. Beginning in 2000, Save Ellis Island, Inc., a National Park Service partner, took on the stabilization and rehabilitation of the remaining 30 buildings on Ellis Island. Most of these buildings served as the U.S. Public Health Service hospital—at the time, the largest of its kind—which were used for the inspection and treatment of 1.2 million ill immigrants. Since then, the Ferry Building has been completely restored and open to the public, and the remaining hospital buildings and dormitory have been stabilized. To date, Save Ellis Island has raised over \$46 million, with the help of nearly 25,000 individual supporters. Ultimately, these buildings will become the **Ellis Island Institute and Conference Center**, dedicated to the issues of world migration and health. To learn more about the project, please visit saveellisland.org.



Save Ellis Island raises money to rehabilitate historic buildings on the island's south side.



SOME WERE DESTINED FOR FAME

These immigrants passed through Ellis Island and went on to illustrious careers.

Compiled by Barry Moreno, NPS Library, Ellis Island



Listen to interviews with famous immigrants, such as singer Arthur Tracy, in the Oral History Library.

NPS



Bob Hope, one of America's immigrant success stories, entertained audiences around the world for more than six decades.

NPS

Name (Date of Birth–Death)	Native Country	Arrived	Field
Charles Atlas (1894–1972)	Italy	1903	Bodybuilding
Irving Berlin (1888–1989)	Russia	1893	Music
Frank Capra (1897–1991)	Italy	1903	Film
Claudette Colbert (1903–1996)	France	1906	Film/Theater
Xavier Cugat (1900–1990)	Spain/Cuba	1915	Music
Max Factor (1872–1936)	Russia	1906	Cosmetics
Fr. Edward Flanagan (1886–1948)	Ireland	1904	Religion
Felix Frankfurter (1882–1965)	Austria	1894	Law
Marcus Garvey (1887–1940)	Jamaica	1916	Politics
Kahlil Gibran (1883–1931)	Lebanon	1895	Literature
Arshile Gorky (1904–1948)	Armenia	1920	Art
Gayelord Hauser (1895–1984)	Germany	1911	Diet/Nutrition
Dick Haymes (1918–1980)	Argentina	1937/44	Music/Film
Bob Hope (1903–2003)	England	1908	Show Business
Al Jolson (1886–1950)	Lithuania	1894	Show Business
Elia Kazan (1909–2003)	Turkey	1913	Film/Theater
Lin Yu'tang (1895–1976)	China	1931	Literature
Bela Lugosi (1882–1956)	Hungary	1921	Film/Theater
Arthur Murray (1895–1991)	Poland	1897	Dance
Hyman G. Rickover (1898–1986)	Russia	1904	U.S. Navy
Edward G. Robinson (1893–1973)	Romania	1903	Film
Knute Rockne (1888–1931)	Norway	1893	Sports
Erich von Stroheim (1885–1957)	Austria	1909	Film
Arthur Tracy (1899–1997)	Russia	1906	Music/Film
Baron von Trapp & Family	Austria	1938	Music
Johnny Weissmuller (1904–1984)	Austria	1905	Film



YOUR ANCESTORS

Was one of your ancestors an immigrant whose first step on American soil was at Ellis Island? Could your great-great-grandfather or grandmother have walked through these buildings in search of a new and better life? Or, have both sides of your family been in the United States for hundreds of years?

It's likely that most of us would have trouble answering these questions because we don't have a great deal of historical information about our ancestors much beyond what our grandparents and other family members remember and have told us about these times.

For example, did you know that if you go back just six generations (that's about 180

years), you are directly descended from 126 people? Going back seven generations directly relates you to 252 people! That's a lot of relatives to track.

A fun and exciting way to begin tracking your genealogy is to create a family tree. A tree that goes back to your great-grandparents includes just 14 people. If you decide to collect information about your great-great-grandparents as well, it's 30 people total. You might just find that one of your ancestors stood on Ellis Island and began a new life here, leaving behind all that he or she had known.

A family tree records the names of your ancestors by generation. You may also

The Statue of Liberty-Ellis Island Foundation, Inc.



Visitors can purchase prints of ship manifest pages and images of immigrant ships at the American Family Immigration History Center®.



AMERICAN FAMILY IMMIGRATION HISTORY CENTER®

On April 17, 2001, The Statue of Liberty-Ellis Island Foundation, Inc., opened an exciting family history research facility, the **American Family Immigration History Center®**, at the Ellis Island National Museum of Immigration and on the Internet at libertyellisfoundation.org. It provides visitors with advanced computer and multimedia technology for investigating immigration history, family documentation and genealogical exploration.

The records of more than 51 million immigrants, passengers and crew members who entered through the Port of New York and Ellis Island from 1892–1957 are available in an electronic database for easy access on 31 workstations. A passenger record provides an index covering 11 fields of information including:

- Immigrant's Given Name
- Immigrant's Surname
- Ethnicity
- Last Residence (Town and Country)
- Date of Arrival
- Age at Arrival
- Gender
- Marital Status
- Ship of Travel
- Port of Departure
- Line Number on Manifest



Learn about your ancestors' journey to America.

Printouts of this information are available, as well as scanned reproductions of historical manifest pages, which can contain up to 31 fields of information on individual immigrants. In addition, pictures with historic information on over 900 passenger ships that carried immigrants to America can be obtained.

More tools for exploring family history are available at libertyellisfoundation.org.

Write to the foundation at: The Statue of Liberty-Ellis Island Foundation, Inc., 17 Battery Place, Suite 210, New York, NY 10004, call (212) 561-4500 or visit the site at libertyellisfoundation.org.

The Statue of Liberty-Ellis Island Foundation, Inc.

want to collect the dates that were important in their lives. These can include their date of birth, graduation from high school or college, years of service in the armed forces, marriage, birth of children and date of death. The places where these major events happened are also important, so if you can find out where something occurred, all the better. By learning about your family history you'll get a better idea

of who you are. You will gain an appreciation of their struggles and achievements as well as a greater respect for the beginnings of others.

For information on Ellis Island and Port of New York immigration records covering 1892–1957, please visit the American Family Immigration History Center® at the Ellis Island National Museum of Immigration and online at libertyellisfoundation.org.



THE IMMIGRANT JOURNEY

In his book, *A Nation of Immigrants*, John F. Kennedy writes, "There were probably as many reasons for coming to America as there were people who came. It was a highly individual decision." Historians agree that three social forces were the chief motivators for the mass migration to America: religious persecution, political oppression and economic hardship. It is, however, almost impossible to relate such a combination of overwhelming circumstances to the experience of one immigrant, or even one family.

Although more than 12 million people passed through Ellis Island on their way to the promise of a better life in America, they walked through its gates one at a time, individual by individual. Once the decision to leave had been made, what was the journey like?

STEP ONE: LEAVING HOME

For many, it was a family affair. Advice was sought and help was freely given by mothers, fathers, sisters, brothers, aunts, uncles, friends and even entire villages. It was not unusual for an entire family to work to earn the money for a single family member who wanted to make the trip.

The practice of one member of a family going to America first and then saving to bring the others over was common. From 1900 to 1910, almost 95 percent of the immigrants arriving at Ellis Island were joining either family or friends. Sometimes the father would come alone—to see if the streets really were paved with the gold of opportunity—before sending for his wife and family. Sometimes the eldest son immigrated first and then sent for the next oldest, until the en-

tire family was in America. Often those who arrived first would send a prepaid ticket back home to the next family member. It is believed that in 1890, between 25 and 50 percent of all immigrants arriving in America had prepaid tickets. In 1901, between 40 and 65 percent came either on prepaid tickets or with money sent to them from the United States.

Since all **steerage** tickets were sold without space reservations, obtaining a ticket was easy. Principal shipping lines had hundreds of agencies in the United States and freelance ticket agents traveled through parts of Europe, moving from village to village, selling tickets. After 1900, in addition to a ticket, however, immigrants had to secure a pass-

NPS



Photographs and letters sent to the "old country" were America's best form of advertising because they encouraged the migration of entire families and groups from villages. This woman and her children came from Hungary.

port from officials in their home country.

For many, simply getting to the port was the first major journey of their lives. They would travel by train, wagon, donkey or even by foot. Sometimes travelers would have to wait days, weeks and even months at the port, either for their paperwork to be completed or for their ship to arrive because train schedules were not coordinated with sailing dates. Assuming their paperwork was in order and tickets had been purchased, some provision was usually made for the care of the emigrants waiting for a ship. Steamship companies were required by the governments to watch over prospective passengers and, at most ports, the travelers were housed in private boardinghouses. Some port cities even boasted their own “emigrant hotels.”

After the 1893 U.S. immigration law went into effect, each passenger had to answer up to 31 questions (recorded on manifest lists) before boarding the ship. These questions included, among others: name, age, sex, marital status, occupation, nationality, ability to read or write, race, physical and mental health, last residence, and the name and address of the nearest relative or friend in the immigrant’s country of origin. Immigrants were asked whether they had at least \$25; whether they had ever been in prison, an almshouse, or an institution; or if they were polygamists or anarchists.

Steamship lines were also held accountable for medical examinations of the immigrants before departing the port. Most seaport medical examinations were made by doctors employed by the steamship lines, but often the examination was too rapid to disclose anything but the most obvious diseases and defects. Disinfections (of both immigrants and baggage) and vaccinations were routinely performed at the ports.

Finally, with questions answered, medical exams completed, vaccinations still stinging and disinfectant still stinking, the immigrants were led to their accommodations. Steerage passengers walked past the tiny deck space, squeezed past the ship’s machinery and were directed down steep stairways into the enclosed lower decks. They were now in steerage, which was to be their prison for the rest of their ocean journey.

STEP TWO: ON BOARD

There were three types of accommodations on the ships that brought immigrants to America: first class, second class and steerage. Only steerage passengers were processed at Ellis Island. First- and second-class passengers were quickly and courteously “inspected” onboard the ship before being transferred to New York.

Steerage was enormously profitable for steamship companies. Even though the average cost of a ticket was only \$30, larger ships could hold from 1,500 to 2,000 immigrants, netting a profit of \$45,000 to \$60,000 for a single, one-way voyage. The cost to feed a single immigrant was only about 60 cents a day!

For most immigrants, especially early arrivals, the experience of steerage was like a nightmare (at one time, the average passenger mortality rate was 10 percent per voyage). The conditions were so crowded, so dimly dark, so unsanitary and so foul-smelling, that they were the single most important cause of America’s early immigration laws. Unfortunately, the laws were almost impossible to enforce and steerage conditions remained deplorable, almost beyond belief. As late as 1911, in a report to President William H. Taft, the United States Immigration Commission said:

NPS



An immigration inspector verifies an applicant’s information in the Registry Room, also known as the “Great Hall.” On many days, more than 5,000 people would file through the space.

“The open deck space reserved for steerage passengers is usually very limited, and situated in the worst part of the ship, subject to the most violent motion, to the dirt from the stacks and the odors from the hold and galleys... the only provisions for eating are frequently shelves or benches along the sides or in the passages of sleeping compartments. Dining rooms are rare and, if found, are often shared with berths installed along the walls. Toilets and washrooms are completely inadequate; saltwater only is available.

“The ventilation is almost always inadequate, and the air soon becomes foul. The unattended vomit of the seasick, the odors of not too clean bodies, the reek of food and the awful stench of the nearby toilet rooms make the atmosphere of the steerage such that it is a marvel that human flesh can endure it... Most immigrants lie in their berths for most

of the voyage, in a stupor caused by the foul air. The food often repels them... It is almost impossible to keep personally clean. All of these conditions are naturally aggravated by the crowding.”

In spite of the miserable conditions, the immigrants had faith in the future. To pass the time—a crossing could take anywhere from a week to more than a month, depending on the ship and weather—they would play cards, sing, dance and talk... talk... talk...

Rumors about life in America, combined with stories about rejections and deportations at Ellis Island, circulated endlessly. There were rehearsals for answering the immigration inspectors’ questions and hour upon hour was spent learning the strange new language.

By the time the tiring trip approached its

long-awaited end, most immigrants were in a state of shock: physically, mentally and emotionally. Yet, even with the shores of a new world looming before their eyes, and even with tears of relief streaming down their faces, their journey was not at an end.

STEP THREE: INSPECTION

Medical inspectors boarded incoming ships in the quarantine area at the entrance to the Lower Bay of New York Harbor. Ships were examined from 7 a.m. to 5 p.m. Vessels arriving after 5 p.m. had to anchor for the night.

The quarantine examination was conducted aboard ship and reserved for first- or second-class cabin passengers. U.S. citizens were exempt from the examination. Passengers were inspected for possible contagious diseases such as cholera, plague, smallpox, typhoid fever, yellow fever, scarlet fever, measles and diphtheria. Few cabin-class passengers were marked to be sent to Ellis Island for more complete examinations. For example, in 1905, of 100,000 cabin passengers arriving in New York, only 3,000 had

to pass through Ellis Island for additional medical checks. During the same year, 800,000 steerage passengers were examined at the island.

After the visiting medical inspectors climbed down ladders to their waiting cutter, the ship would finally move north through the Narrows leading to Upper New York Bay and into the harbor. Slowly, the tip of Manhattan would come into view.

The first object to be seen, and the focus of every immigrant’s attention, was the Statue of Liberty. Perhaps her overwhelming impact can best be described in the words of those who saw her in this way for the first time:

“I thought she was one of the seven wonders of the world,” exclaimed a German nearing his 80th birthday.

A Polish man said, “The bigness of Mrs. Liberty overcame us. No one spoke a word for she was like a goddess and we know she represented the big, powerful country which was to be our future home.”

Just beyond the statue, about a half-mile to the northwest, was Ellis Island.

After the ship had docked in Manhat-

tan, while cabin passengers were being released to the freedom of New York, steerage passengers poured across the pier to a waiting area. Each wore a name tag with the individual’s manifest number written in large figures. The immigrants were then assembled into groups of 30, according to manifest numbers, and were packed on the top decks of barges while their baggage was piled on the lower decks.

When they finally landed, with the ground still swaying like waves beneath their feet and the shrill shouts of a dozen different languages assaulting their ears, they met their first American, a nameless interpreter. In retrospect, it may be that these interpreters were the unsung heroes of the entire immigration screening process. Their patience and skill frequently helped save an immigrant from deportation.

The average number of languages spoken by an interpreter was six, but a dozen languages (including dialects) was not uncommon. The record for a single interpreter was 15 languages.

Interpreters led groups through the main doorway and directed them up a steep stairway to the **Registry Room**. Although they did not realize it, the immigrants were already taking their first test: A doctor stood at the top of the stairs watching for signs of lameness, heavy breathing that might indicate a heart condition or “bewildered gazes” that might be symptomatic of a mental condition.

As each immigrant passed, a doctor, with an interpreter at his side, would examine the immigrant’s face, hair, neck and hands. The doctor held a piece of chalk. On about two out of every ten or 11 immigrants who passed, he would scrawl a large white letter; that letter indicated

THEY CAME FROM MANY LANDS

Below is a breakdown by country of the number of immigrants who passed through Ellis Island from January 1892 to June 1897, and from 1901 to 1931. *Exceptions to those years have been noted in parentheses.*

Italy	2,502,310
Russia	1,893,542
Hungary (1905 – 1931)	859,557
Austria (1905 – 1931)	768,132
Austria-Hungary (1892 – 1904)	648,163
Germany	633,148
England	551,969
Ireland	520,904
Sweden	348,036
Greece	245,058
Norway	226,278
Ottoman Empire	212,825
Scotland	191,023
The West Indies	171,774
Poland (1892 – 1897 and 1920 – 1931)	153,444
Portugal	120,725
France (including Corsica)	109,687
Denmark	99,414
Romania (1894 – 1931)	79,092
The Netherlands	78,602
Spain	72,636
Armenia (1899 – 1931)	70,000
Belgium	63,141
Czechoslovakia (1920 – 1931)	48,140
Bulgaria (1901 – 1931)	42,085
Wales	27,113
Yugoslavia (1920 – 1931)	25,017
Finland (1920 – 1931)	7,833
Switzerland	1,103

LEARN ABOUT THE IMMIGRANT EXPERIENCE

Save Ellis Island offers education programs to school groups in grades 4–12. During these hands-on programs, students learn about immigration during the Ellis Island years, the immigrant inspection process, and the fate of those who were not able to pass their inspections. Through the use of artifacts, documents and historic photographs, students discover the story of Ellis Island’s sick immigrants and the hospital complex that treated them. For more information on the school programs and how to schedule a program for your class, visit www.saveellisland.org.



National Archives and Records Administration

whether or not that immigrant was to be detained for further medical inspection.

Should an immigrant be suspected of mental defects, an X was marked high on the front of the right shoulder; an X within a circle meant some definite symptom had been detected. And the “shorthand” continued: B indicated possible back problems; Pg, pregnancy; Sc, a scalp infection; and so on. If an immigrant was marked, he or she continued with the process and then was directed to rooms set aside for further examination.

Sometimes whole groups would be made to bathe with disinfectant solutions before being cleared—not too surprising, considering how many were unable to bathe during the crossing. Again the line moved on. The next group of doctors were the dreaded “eye men.” They were looking

for symptoms of trachoma, an eye disease that caused blindness and even death. (More than half of the medical detentions were because of this disease, and its discovery meant certain deportation.)

If immigrants had any of the diseases proscribed by the immigration laws, or were too ill or feeble-minded to earn a living, they would be deported. Sick children age 12 or older were sent back to Europe alone and were released in the port from which they had come. Children younger than 12 had to be accompanied by a parent. There were many tearful scenes as families with a sick child decided who would go and who would stay.

Immigrants who passed their medical exams were now ready to take the final test from the “primary line” inspector who was seated on a high stool with the

ship’s manifest on a desk in front of him and an interpreter at his side. This questioning process was designed to verify the 31 items of information contained on the manifest. Since each “primary line” inspector had only about two minutes in which to decide whether each immigrant was “clearly and beyond a doubt entitled to land,” most of the immigrants received curt nods of approval and were allowed to pass. In total, about 20 percent of those arriving at Ellis Island were detained for medical treatment or a legal hearing; the rest were free to go after only a few hours. Only two percent of the immigrants seeking refuge in America would fail to be admitted.

STEP FOUR: BEYOND ELLIS ISLAND

Those with landing cards pinned on their clothes next moved to the money exchange. Here six cashiers exchanged gold, silver and paper money, from countries all over Europe, for American dollars, based on the day’s official rates, which were posted on a blackboard.

For immigrants traveling to cities or towns beyond New York City, the next stop was the railroad ticket office, where a dozen agents collectively sold as many as 25 tickets per minute on the busiest days. Immigrants could wait in areas marked for each independent railroad line in the ferry terminal. When it was reasonably near the time for their train’s departure, they would be ferried on barges to the train terminals in Jersey City or Hoboken. Immigrants going to New England went on the ferry to Manhattan.

All that remained was to make arrangements for their trunks, which were stored in the baggage room, to be sent on to their final destinations.

Library of Congress



Many immigrants moved into tenement buildings like this one in Lower Manhattan.

With admittance cards, railroad or ferry passes and box lunches in hand, the immigrants’ journey to and through Ellis Island was finally complete! For many it had begun months or even years before. Some, of course, still had more traveling ahead of them—to the rocky shores of New England, to the great plains of the Midwest or to the orange groves of California.

But whatever lay ahead, in their hearts they could read the invisible sign that proclaimed, “Welcome to America.”

For information on Ellis Island immigration records covering 1892-1957, please visit the American Family Immigration History Center® at the Ellis Island National Museum of Immigration and online at libertyellisfoundation.org.



The tenement at 97 Orchard St. housed more than 7,000 tenants between 1863 and 1935.

Shelley Panzarella



STATUE OF LIBERTY AT A GLANCE

Nowhere else on Earth is there a symbol that expresses the concept and ideals of personal freedom as dramatically as the Statue of Liberty.

Perhaps it is fitting that hundreds of thousands of ordinary people on both sides of the Atlantic contributed hundreds of thousands of dollars to her construction and that millions more contributed millions of dollars to ensure her continued existence.

The Statue of Liberty may have been created by the genius of a few visionaries, but the concept she represents speaks to the minds and resonates in the hearts of ordinary men and women everywhere.

ABOUT THE STATUE

Size and Weight: Statue: 151 feet tall, nearly 225 tons, copper over steel. Pedestal: 89 feet tall, granite. From ground to tip of flame: 305 feet and one inch.

Designers: Frédéric-Auguste Bartholdi, born in Colmar, France, in 1834. The interior iron framework was designed



Steve Parker

The official name of the statue is 'Liberty Enlightening the World.'

by Alexandre-Gustave Eiffel, who also designed the Eiffel Tower. The statue's pedestal was designed by American architect Richard Morris Hunt.

Exhibit: A permanent exhibit in the museum at the base of the statue details the statue's origin and construction as well as the story of her evolution into an international symbol of liberty.



IMPORTANT NUMBERS

Park Information	(212) 363-3200	nps.gov/ellis; nps.gov/stli
Emergencies	(646) 356-2205	
Ferryboat Information	(877) 523-9849	statuecruises.com
Lost and Found	(212) 363-3200	
Dining, Gifts and Catering	(212) 363-3180	thestatueofliberty.com
Bookstore	(347) 658-1408	eparks.com
Audio Tours	(877) 523-9849	statuecruises.com
American Immigrant Wall of Honor	(212) 561-4500	libertyellisfoundation.org
Family History Center	(212) 561-4500	libertyellisfoundation.org
Ferry Building	(973) 347-8400	saveellisland.org



STATUE OF LIBERTY PLAN YOUR VISIT

GENERAL INFORMATION

For general information, please visit nps.gov/stli, call (212) 363-3200 or write: Statue of Liberty National Monument, Liberty Island, New York, NY 10004.

ENTRANCE FEE

There is no admission fee to visit Liberty Island or the Statue of Liberty pedestal, though donations are gratefully accepted. Beware of scammers attempting to sell phony or overpriced tickets in the street. Buy your ferry tickets online or at the official ticket office only. There is a \$3 fee to reserve a ticket to the statue's crown.

HOURS

The Statue of Liberty National Monument is open every day except December 25. Ferries begin running at 8:30 a.m. daily. Departure times vary, so please check statuecruises.com for more information.

DINING

The Crown Cafe serves tasty American food, including organic, local and healthy menu options. It has indoor seating, plus an outdoor patio with seating that overlooks New York Harbor. During the warmer months, kiosks located throughout the island offer hot and cold food, soft serve ice cream, pretzels and cold beverages, including freshly squeezed orange juice.



GET SOCIAL

Find out even more about the park by following along on social media! Here's a quick rundown of where you can find the park and its partner organizations online.

Statue of Liberty and Ellis Island NPS	Federal custodian of the Statue of Liberty and Ellis Island		
Eastern National	Nonprofit association operating bookstores on Liberty and Ellis Islands		
Save Ellis Island	Nonprofit organization working to rehabilitate the remaining buildings on Ellis Island		
The Statue of Liberty-Ellis Island Foundation	Nonprofit organization that has created museums on both islands, as well as The American Immigrant Wall of Honor® and the American Family Immigration History Center®		
Evelyn Hill	Operates cafés and gift shops at Liberty and Ellis Islands and hosts special events on both		
Statue Cruises	Official ferry, ticketing and information company for the Statue of Liberty and Ellis Island		

GIFT SHOP AND BOOKSTORE

Books about the Statue of Liberty and immigration are available at the gift pavilion and bookstore. Other items such as T-shirts, mugs, keychains, postcards and a wide variety of souvenirs can also be purchased at the gift pavilion.

MEDICAL

First aid is available in the administration building across from the bookstore and monument. Ask any park ranger to escort you there. Hospitals are located in New York and New Jersey.

PARK REGULATIONS

The following regulations are intended to enhance your enjoyment of the Statue of Liberty. These guidelines protect the monument and you, the visitor.

- All visitors must pass through security screening before boarding ferries and again prior to entering the monument.

- Large bags and weapons of any kind are not permitted.
- No eating, drinking, smoking or chewing gum in the monument.
- Students must be chaperoned at all times by one teacher or adult for each group of 10 students.
- A permit must be obtained for commercial photography at the Statue of Liberty. Tripods are not allowed.
- There is no vehicle access to Liberty Island.
- Camping is not permitted on the island.
- No pets are allowed with the exception of service animals.

SPECIAL EVENTS AND MEETINGS

The Statue of Liberty may be utilized for private evening events of up to 1,200 people. Daytime picnics and barbecues are also available during regular park visiting hours. For more information, please contact Evelyn Hill, Inc., at **(212) 363-3180**.

SPECIAL SERVICES ♿

Most facilities, including elevators, restrooms and the statue's pedestal, are accessible to visitors with disabilities. All exhibits are wheelchair-accessible. To reach the crown, visitors must be able to climb stairs. Tactile exhibits and audio tapes are available for visually-impaired visitors. Video exhibits have subtitles, and assisted listening devices are available for hearing-impaired visitors. A limited number of wheelchairs are available on both Liberty and Ellis Islands. Contact a ranger for any assistance you might need.

VISITOR FACILITIES

Restrooms and refreshments are available on Liberty Island. Guests may also bring their own food. However, large coolers will not be allowed through security screening.



schizoform

The tip of the Statue of Liberty's torch is exactly 305 feet and one inch high.

TRANSPORTATION & TOURS

TRANSPORTATION

Statue of Liberty and Ellis Island Ferry: Boats leave from Battery Park, Manhattan, and from Liberty State Park, New Jersey.

Hours of Operation: Ferries run about every 30 to 45 minutes starting at 8:30 a.m., with extended hours in summer and during holidays. Schedules are subject to change. There are no ferries on December 25. For updated schedule information, contact Statue Cruises.

Ferry Fees (includes Liberty and Ellis Islands and audio tours for each island): Adults (ages 13 to 61): \$18.50; senior citizens (age 62 and over): \$14; children (ages 4 to 12): \$9; kids under 4 ride free. *Rates are subject to change.*

Ticket and Schedule Information: Please visit statuecruises.com or call (877) 523-9849.

TOURING LIBERTY ISLAND

A ferry ticket is all you need to visit the Liberty Island grounds and the Ellis Island National Museum of Immigration.

Pedestal Tickets: To enter the base of the statue, you must obtain a free pedestal ticket. This ticket allows you to go inside the pedestal of the Statue of Liberty, view the museum exhibit, look up into the interior structure of the statue, and take in the sweeping 360-degree views from the pedestal observation deck.

Pedestal tickets may be obtained at the time you purchase your reserve ferry ticket. Availability of pedestal tickets is limited, so it's best to make a reservation in advance. A limited number of pedestal tickets are also available each day at the ticket booth at Battery Park or Liberty State Park by request on a first-come, first-served basis.

Statue Cruises



Crown Tickets: To enter the statue itself, including the crown area inside the statue's head, you must purchase a \$3 crown ticket well in advance of your visit. This ticket also includes full access to the pedestal, museum and observation deck. During busy periods, crown tickets must be booked three months in advance, at the time you purchase a reserve ferry ticket.

Ranger-led Tours: Visitors can join a free 30-to-45-minute ranger-guided tour around the grounds of Liberty Island to learn about the statue's history, construction and meaning. Check at the Liberty Island Information Center for times throughout the day.

For information about programs and tours for school groups, please visit nps.gov/stli or call (212) 363-3200. To reserve a school program, please call (201) 432-6321.

Audio Tours: Customizable self-guided audio tours of the Statue of Liberty and Ellis Island for adults and children are included with each ferry ticket. See the "Plan Your Visit" chapter of the Ellis Island section for more information.



STATUE OF LIBERTY HISTORY & CULTURE

"To the sculptor, form is everything and is nothing. It is nothing without the spirit—the idea it is everything."

— Victor Hugo, May 13, 1885

"THE TWO SISTERS"

America probably could not have won its freedom from the British during the American Revolution without the help of the French. France provided arms, ships, money and men to the American colonies. Some Frenchmen—most notably the Marquis de Lafayette, a close friend of George Washington—even became high-ranking officers in the American Army. It was an alliance of respect and friendship that the French would not forget.

Almost 100 years later, in 1865, after the end of the American Civil War, several French intellectuals, who were opposed to the oppressive regime of Napoléon III, were at a small dinner party. They discussed their admiration for Amer-

ica's success in establishing a democratic government and abolishing slavery at the end of the Civil War. The dinner was hosted by **Edouard René Lefebvre de Laboulaye**. Laboulaye was a scholar, jurist, abolitionist and a leader of the "liberals," the political group dedicated to establishing a French republican government.

During the evening, talk turned to the close historic ties and love of liberty the two nations shared. Laboulaye noted that there was "a genuine flow of sympathy" between the two nations and he called France and America, "the two sisters."

As he continued speaking and reflecting on the centennial of American independence only 11 years in the future, Laboulaye commented, "Wouldn't it be wonderful if people in France gave the United States a great monument as a lasting memorial



Library of Congress

to independence and thereby showed that the French government was also dedicated to the idea of human liberty?"

Laboulaye's question struck a responsive chord in one of his guests, **Frédéric-Auguste Bartholdi**, a successful, 31-year-old sculptor from Colmar, a town in the eastern province of Alsace, France.

Years later, recalling the dinner, Bartholdi wrote that Laboulaye's idea "interested me so deeply that it remained fixed in my memory." So was sown the seed of inspiration that would become the Statue of Liberty.

FRÉDÉRIC-AUGUSTE BARTHOLDI

The sculptor who designed the Statue of Liberty, Frédéric-Auguste Bartholdi, was born into a well-to-do family in Colmar, France, on August 2, 1834.

Bartholdi's father, a civil servant and prosperous landowner, died when the child was only two years old, so he was raised by his stern, possessive mother, Charlotte.

Bartholdi began his career as a painter, but it was as a sculptor that he was to express his true spirit and gain his greatest fame. His first commission for a public monument came to him at the young age of 18. It was for a statue of one of Colmar's native sons, General Jean Rapp, a leader of Napoléon Bonaparte's army. Even at 18, Bartholdi loved bigness. The statue of the general was 12 feet tall and was created in Bartholdi's studio, where the ceiling was only one inch higher. The statue established his reputation as a sculptor of note and led to many commissions for similar, oversized, patriotic works.

A man of his time, Bartholdi wasn't alone in his passion for art on a grand scale. During the 19th century, large-scale public monuments were an especially popular art

form. It was an age of ostentation, largely inspired by classical Greek and Roman civilizations. Most monuments reflected either the dress or architecture of these ancient times, so the artistic style of the 19th century came to be known as "neoclassical." The Statue of Liberty would be patterned after the goddess **Libertas**, the Roman personification of freedom.

But it was a trip to Egypt that shifted Bartholdi's artistic perspective from simply grand to colossal. The overwhelming size and mysterious majesty of the Pyramids and the Sphinx were awesome to the enthusiastic young Bartholdi. He wrote, "Their kindly and impassive glance seems to ignore the present and to be fixed upon an unlimited future."

In 1870, with the beginning of the Franco-Prussian War, Bartholdi served as a major in the French Army in his hometown of Colmar. When the Germans annexed the entire Alsace region, making its residents German citizens, the reality of the word "liberty" took on a new, personal meaning for Bartholdi.

In time, France's Third Republic would emerge out of the ruins of the Franco-Prussian War. Meanwhile, partially as propaganda to advance the cause of those who were seeking the creation of a French Republic, Laboulaye suggested that Bartholdi should travel to America.

In recalling his conversation with Laboulaye several years later, Bartholdi wrote, "'Go to see that country,' said he [Laboulaye] to me. 'Propose to our friends over there to make with us a monument, a common work, in remembrance of the ancient friendship of France and the United States. If... you find a plan that will excite public enthusiasm, we are convinced that it will be successful

Oh, Ranger!
FUN FACTS

Q. WHY IS THERE A CHAIN AROUND LADY LIBERTY'S FOOT?

A. Protruding from the bottom of the statue's robe, the broken chains symbolize her free forward movement. Lady Liberty enlightens the world with her torch free from oppression and servitude.



For answers to all your questions, go to **OhRanger.com**

It is thrilling. It is, indeed, the New World, which appears in its majestic expanse, with the ardor of its glowing life."

New York Harbor was the perfect locale, he added, since it was "where people get their first view of the New World." Continuing, he said, "I've found an admirable spot. It is Bedloe's Island, in the middle of the bay... The island belongs to the government; it's on national territory, belonging to all the states, just opposite the Narrows, which are, so to speak, the gateway to America."

Intelligent, warm, persuasive and charming, Bartholdi impressed the many prominent Americans he met, including President Ulysses S. Grant, Henry Wadsworth Longfellow, Horace Greeley and Senator Charles Sumner.

His trip across America filled him with amazement. He wrote, "Everything in America is big... Here, even the peas are big."

Everywhere he went, he enthusiastically promoted the sketch and a model he carried of the statue as it would appear on the island in New York Harbor. Americans seemed receptive to the idea of a statue dedicated to "**Liberty Enlightening the World**" (the official name for the statue), but no one was willing to make a commitment of money or a building site.

Back in France, Laboulaye was waiting until the Third Republic became a reality to publicize the idea of the statue. Upon his return, Bartholdi completed other projects, all the while refining his ideas and design for "the American statue."

In 1875, with the establishment of the Third Republic, Laboulaye and Bartholdi agreed that "the lady's" time had come. Because the project would be extremely expensive, they decided its cost should be shared: France would pay for the statue;

America would pay for its pedestal and foundation. A fundraising committee called the Franco-American Union was formed with members from both nations.

Elaborate fundraising events were staged, but the money was slow in coming. Enough was collected to begin work on the statue, but the goal of completing it in time for America's 100th anniversary was impossible.

WORK BEGINS

Bartholdi selected Gaget, Gauthier and Company as the foundry where the sculpture was to be constructed. Its craftsmen were experts in the art of *repoussé*, a technique for creating sculptural forms by hammering sheet metal inside molds. Lighter than casting metal, *repoussé* was the only method available that would allow such a monumental work to be shipped overseas. The intricate skeleton for the statue was designed by famed engineer **Alexandre-Gustave Eiffel**, already known for his brilliant iron railroad bridges and later celebrated for the Eiffel Tower.

Bartholdi was chosen as an official French representative to the International Centennial Exhibition in Philadelphia in 1876. With three major sculptures on view at the Exhibition, Bartholdi's name was becoming known in America.

So the 30-foot arm of Liberty traveled to Philadelphia in 1876. For 50 cents, a visitor could climb a steel ladder to the balcony around the torch. A good deal of enthusiasm was generated for the project, since Liberty would be the first statue one could climb inside.

When Liberty's gleaming copper head appeared at the 1878 Paris World's Fair, she was a sensation. She wasn't sen-

sational enough, however, to solve the never-ending problem of raising the money to complete her construction.

FUNDRAISING IN FRANCE

Someone with the Franco-American Union had an inspiration: They would hold a lottery. Since very few contributions were coming from France's moneyed elite, the idea of engaging the public's attention with a lottery was a brilliant one. The prizes were highly coveted and valuable, including two works by Bartholdi himself.

Additional funds were raised in a manner worthy of contemporary merchandising techniques: a signed and numbered collection of clay models of the statue were sold in France and America. Ultimately, about 400,000 francs (\$250,000) was raised for the statue's construction.

FINI!

At last, in June 1884, Liberty received her final touches. (In May 1883, Laboulaye died of a heart ailment, never to see his dream come to life.) She was dedicated with much pomp and circumstance by **French Prime**



This original torch, now on display inside the pedestal lobby, was replaced in 1986 during the restoration of the Statue of Liberty.

on both continents, and we will do a work that will have far-reaching moral effect."

Bartholdi responded, "I will try to glorify the Republic and Liberty over there, in the hope that someday I will find it again here."

So Bartholdi was now to become a salesman. Armed with letters of introduction from Laboulaye to some of America's most influential men, Bartholdi sailed to New York in 1871.

BARTHOLDI IN AMERICA

Recounting his entrance into New York Harbor, Bartholdi wrote,

"The picture that is presented to the view when one arrives in New York is marvelous, when, after some days of voyaging, in the pearly radiance of a beautiful morning is revealed the magnificent spectacle of those immense cities [Brooklyn and Manhattan], of those rivers extending as far as the eye can reach, festooned with masts and flags; when one awakes, so to speak, in the midst of that interior sea covered with vessels..."

Minister Jules Ferry and **U.S. Ambassador Levi P. Morton**. But when Bartholdi invited the celebrating party to join him in climbing the statue's steps, few accepted the challenge.

Until the spring of 1885, when she was dismantled for the long voyage to America, Liberty remained in Paris, the hostess to thousands of French visitors.

FUNDRAISING IN AMERICA

While the statue was nearing completion in France, little was happening on the American side.

The American press continued to be critical of the project, especially of its cost. They couldn't understand why the pedestal should cost as much as the statue itself. Congress rejected a bill appropriating \$100,000 for the base. New York approved a grant of \$50,000, but the expenditure was vetoed by the governor.

Many Americans outside of New York considered it New York's statue. "Let New York pay for it," they said, while America's newly rich, self-made millionaires were saying and contributing nothing. The American half of

the Franco-American Union, led by **William M. Evarts**, held the usual fundraising events, but public apathy was almost as monumental as the statue itself.

By 1884, after years of fundraising, only \$182,491 had been collected and \$179,624 had been spent. It took the intervention of **Joseph Pulitzer** and the power of the media to make a difference.

PULITZER TO THE RESCUE

Joseph Pulitzer was a Hungarian immigrant who fought in the Civil War, became a successful journalist and married a wealthy woman. In 1883, he bought a financial newspaper called the *World*; he already owned the *St. Louis Post-Dispatch*. When he heard that the Statue of Liberty was about to die from lack of funds, he saw his chance to take advantage of three distinct opportunities: to raise funds for the statue, to increase his newspaper's circulation and to blast the rich for their selfishness.

Pulitzer set the fundraising goal of the *World* at \$100,000. In its pages he taunted the rich (thereby increasing the paper's appeal among working-class people) and firmly planted the notion that the statue was a monument not just for New York City but, indeed, for all of America.

Perhaps Pulitzer's cleverest ploy was the promise to publish the name of every single contributor in the pages of the *World*, no matter how small the contribution. The editorial that opened the fundraising campaign set its tone. He wrote, "The *World* is the people's paper and it now appeals to the people to come forward and raise the money [for the statue's pedestal]." The statue, he said, was paid for by "the masses of the French people. Let us respond in like manner. Let us not wait for the millionaires to give this money. It is not a gift from the millionaires of France to

Celebrate Your Heritage



Inscribe Your Family Name on The American Immigrant Wall of Honor®

An invitation to place your family or ancestor's name at the only national museum created to honor their immigration to America.

Whether your ancestors first set foot on American soil at Ellis Island, or entered at another time or through another port, here is a unique opportunity to show your gratitude. When you make a \$150 contribution to The Statue of Liberty-Ellis Island Foundation, the name you designate (an ancestor or your own family name) will be permanently inscribed on The American Immigrant Wall of Honor®. You'll also receive an Official Certificate of Registration and a listing on the Virtual Wall Online.

You can register when you visit the Statue of Liberty or Ellis Island, on www.wallofhonor.org or by calling the Foundation at 212-561-4500. Give your family a place of honor at America's premier monument to freedom, hope and opportunity.

What people are saying about The American Immigrant Wall of Honor®

"Adding her name to the Wall of Honor is our way of saying 'Thanks Mom, for everything you did for us.'"

— Irene M. Moriarty

"My parents learned to speak English and contributed their talents and skills in building this wonderful nation which they loved deeply. I enter their names proudly."

— Alexander J. Zakoske

"Thank you for helping me keep my heritage alive."

— Helen A. Postrk



Bartholdi, at lower right without hat, oversees workers covering the hand and arm with plaster. Wooden molds were built around the plaster and then used to shape Liberty's copper "skin."

NPS



the millionaires of America, but a gift of the whole people of France to the whole people of America." The circulation of the *World* increased by almost 50,000 copies.

African American newspapers joined in the effort, encouraging their readers to contribute to a monument that would, in part, commemorate the end of slavery. So the money poured in, as single-dollar donations from grandmothers and pennies from the piggybanks of schoolchildren.

On June 17, 1885, the Statue of Liberty arrived at Bedloe's Island inside 214 wooden packing crates.

On August 11, 1885, the front page of the *World* proclaimed, "ONE HUNDRED THOUSAND DOLLARS!" The goal had been reached, and slightly exceeded, thanks to more than 120,000 contributions.

THE PLACE ON WHICH SHE STANDS

The architect for Liberty's pedestal, **Richard Morris Hunt**, was a highly respected and popular designer of expensive homes. He designed an 89-foot-high pedestal that would sit upon a concrete foundation that would appear to grow up from within the 11-pointed, star-shaped walls of the existing Fort Wood. His fee for the project was \$1,000, which he returned to the fund to reassemble the statue.

General Charles P. Stone was the chief engineer in charge of the entire construction project, including the foundation, the pedestal and the reassembly of the statue. Liberty's foundation alone required 24,000 tons of concrete, the largest single mass ever poured at that time. It measures 52 feet, 10 inches in height. At the bottom, it is 91 feet square, and at the top, it is 65 feet square. The pedestal rises 89 feet above the foundation.

The Statue of Liberty began to rise over

her new home in America in May of 1886. It would take six months to mount the statue to her base.

THE DREAM ACCOMPLISHED

On October 25, 1886, Bartholdi and his wife, accompanied by **Viscount Ferdinand-Marie de Lesseps**, chairman of the Franco-American Union, arrived in America. They were greeted by the American Committee and Joseph Pulitzer. At Bedloe's Island, surrounded by newspaper reporters recording his words for posterity, Bartholdi simply said, "The dream of my life is accomplished."

THE UNVEILING OF "THE LADY"

Unveiling day, October 28, 1886, was declared a public holiday. The rainy, foggy day could not dampen the spirits of the more than one million people who lined New York's streets, draped with red, white and



Pete Bellis

The statue is a depiction of Libertas, the Roman goddess of freedom.

blue and French tricolor bunting, to watch a parade of more than 20,000 pass by. Wall Street was the only area of the city working on the day of Liberty's unveiling. *The New York Times* reported that as the parade passed by, the office boys "from a hundred windows began to unreel the spools of tape that record the fateful messages of the 'ticker.' In a moment the air was white with curling streamers." And so the famous New York ticker-tape parade was born.

Dignitaries from both nations were in attendance. Representing America were **President Grover Cleveland** and his cabinet, as well as the governor of New York and his staff. The French ambassador attended, accompanied by the French Committee. Most ironically, members of some of America's wealthiest families—the same families who had not contributed a single cent to the statue's pedestal—now jockeyed for seats of prominence. New York, reported the *World*, "was one vast cheer."

Out on the water, the fog rolled in and out. The harbor teemed with ships of all sizes. Bartholdi stood alone in the head of the statue. He was to pull a cord that would drop the French tricolor veil from the face of the statue. For his cue, Bartholdi was to watch for a signal from a boy on the ground below, who would wave a handkerchief. The signal would come when Senator William M. Evarts, considered one of the more talented orators of his time, finished his presentation speech.

Evarts began his speech, stopped momentarily to take a breath, and the boy, thinking the speech was over, gave Bartholdi the signal. Bartholdi pulled the cord, revealing the statue's gleaming copper face to the world. Whistles blasted, guns roared, bands played... and Evarts sat down.

When it was President Cleveland's turn

to speak, he said, "We will not forget that Liberty has made here her home, nor shall her chosen altar be neglected."

LIBERTY'S FIRST 100 YEARS

At the time of the Statue of Liberty's dedication, she was the tallest structure in New York, reaching a total height of 305 feet. It wasn't until 1899 that she was overtaken by Saint Paul's Building, which rose to 310 feet. Lady Liberty remains the visual and spiritual center of New York Harbor.

In 1903, one of the most memorable changes to the statue occurred without fanfare or publicity. A bronze tablet was fastened to an interior wall of the pedestal. Cast as a part of the plaque was a poem written in 1883 that has become the credo for thousands of immigrants coming to America.

The poem, “**The New Colossus**,” was written by **Emma Lazarus** to help raise funds for the construction of the statue’s pedestal. Today, many people think of the statue and poem as inseparable.

In 1916, the *World* once again raised its voice to raise funds on behalf of the statue. This time, the goal was to floodlight the statue at night. The paper’s readers contributed \$30,000 and the torch was also redesigned in glass.

From the time of the Revolutionary War, the female figure Columbia was generally regarded as the symbol for America, but the statue’s increased visibility and popularity during World War I easily shifted America’s symbolic loyalties. Liberty’s features appeared everywhere; she became a kind of female equivalent to Uncle Sam. To help finance U.S. participation in the war, the Treasury Department authorized using the statue as a rallying symbol on posters designed to raise funds. The government sold about \$15 billion worth of bonds, equal to about half the cost of World War I.

President Calvin Coolidge declared

the Statue of Liberty to be a national monument on October 15, 1924. In 1933, the National Park Service took over its administration and maintenance.

The French-American Committee for the Restoration of the Statue of Liberty was established in 1981. Following an initial diagnostic report for the NPS, it was determined that substantial work needed to be done. The Statue of Liberty-Ellis Island Foundation was then formed to raise funds and oversee any needed restoration. As in the past, private contributions were the backbone of the foundation’s success. In fact, no government funds were used; \$87 million went directly to the statue’s restoration.

On July 4, 1986, America threw a centennial party for the Statue of Liberty, orchestrated by the foundation—a full weekend of events called “Liberty Weekend.” With a golden sunset glowing in the background, **President Ronald Reagan** declared, “We are the keepers of the flame of liberty; we hold it high for the world to see.” Later, the president pressed a button that sent a laser beam across the water toward the statue. Slowly, dramatically, majestically, a light show unveiled Liberty and her new torch, while spectacular fireworks exploded across the sky. With an entire nation watching—along with 1.5 billion television viewers around the world—and thousands of people filled with gratitude, one wonders how Bartholdi and Laboulaye might have felt as Liberty enlightened the world that historic weekend.



Lady Liberty faces Southeast, welcoming ships into the harbor.

National Ocean Service

WHAT WAS THE HIGHLIGHT OF YOUR TRIP?
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WHO'S WHO AT THE PARK

NATIONAL PARK SERVICE (NPS)

The NPS is the federal custodian of the Statue of Liberty and Ellis Island. It preserves and protects the environmental and cultural values of our national parks, monuments and recreation areas, and provides for their public use. For information, contact: National Park Service, Statue of Liberty National Monument, Liberty Island, New York, NY 10004; **(212) 363-3200**, or visit nps.gov/stli.

THE STATUE OF LIBERTY-ELLIS ISLAND FOUNDATION, INC.

This nonprofit organization has raised more than \$700 million and overseen restorations of the Statue of Liberty and Ellis Island. The foundation created the Ellis Island National Museum of Immigration, a museum in the statue’s base, the American Immigrant Wall of Honor®, the American Family Immigration History Center®, and restored five buildings on Ellis Island. The foundation also funded safety improvements at the Statue of Liberty so she could re-open her doors to the public in 2004. The foundation recently completed the Peopling of America Center® at Ellis Island. For more information, contact: The Statue of Liberty-Ellis Island Foundation, Inc., 17 Battery Place, Suite 210, New York, NY 10004; call **(212) 561-4500**; or visit libertyellisfoundation.org.

SAVE ELLIS ISLAND, INC.

Save Ellis Island is the nonprofit partner for the rehabilitation of the 30 remaining buildings on the island, with the mission and mandate to raise funds to create and sustain these buildings. This public-private partner-

ship has raised more than \$65 million to stabilize the buildings, restore and open the Ferry Building, and launch Institute programs. For information regarding the Save Ellis Island foundation, public tours or education programs, please visit saveellisland.org.

EASTERN NATIONAL

Eastern National is a nonprofit cooperating association that operates stores at over 150 national parks and related sites. Its Liberty and Ellis Island stores sell books, music, movies, stationery, national park passports and gifts. Net proceeds from sales are donated to the NPS. Contact them at **(347) 658-1408** or visit eparks.com.

EVELYN HILL, INC.

Evelyn Hill, Inc., operates cafés and gift shops at Liberty and Ellis Islands under a concession contract with the NPS. A third-generation family business begun by Aaron Hill, the company plans and hosts special events on both islands. For more information, call **(212) 363-3180** or visit thestatueofliberty.com.

STATUE CRUISES

Statue Cruises is the official ferry, ticketing and information company for the Statue of Liberty and Ellis Island. Ferries depart daily from Battery Park in New York City and Liberty State Park in New Jersey, NJ. For more information or to book tickets please call **(877) 523-9849**, or visit statuecruises.com.

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THE NPS IN NYC

The National Park Service sites located in New York City are as diverse and historic as the city itself. In one day you can get an introduction to fascinating people in American history, escape from the concrete jungle, visit the homes and tombs of presidents, go beachcombing or see where our nation was born! There is something for everyone, and getting from one site to the next is as simple as 1-2-3 with the city's efficient, inexpensive mass transit system. For an overview of NPS sites in New York City, visit nps.gov/npnh or nyharborparks.org.

AFRICAN BURIAL GROUND NATIONAL MONUMENT

From the late 1600s until the mid-1790s, both free and enslaved Africans were buried in an approximately seven-acre burial ground in Lower Manhattan, outside the boundaries of the settlement of New Amsterdam, later known as New York. Lost to history due to landfill and development, the grounds were rediscovered in 1991 as a consequence of the planned construction of a federal office building.

The **memorial**, completed in 2007, honors the memories of the estimated 15,000 Africans buried at the site. It is located at the corner of Duane and Elk streets and is open from Tuesday through Saturday, 10 a.m. to 4 p.m., from April 1 through October 31.

The **visitor center**, located on the ground floor of the Ted Weiss Federal Building at 290 Broadway in Lower Manhattan, features interpretive exhibits, a theater and a museum shop. All visitors must go through airport-style screening before entering. The visitor center is open

Tuesday through Saturday from 10 a.m. to 4 p.m., except for Thanksgiving and Christmas.

For more information, please call **(212) 637-2019** or visit nps.gov/afbg.

CASTLE CLINTON NATIONAL MONUMENT

Located at the southern tip of Manhattan Island, Castle Clinton, a circular sandstone fort, highlights the diverse history of New York as well as the nation. Originally known as Southwest Battery, it was built to stop a British invasion in 1812; it never saw action. A subsequent landfill joined the fort with mainland Manhattan.

The U.S. Army stopped using the fort in 1821 and it was deeded to New York City in 1823. The next year it reopened as Castle Garden, serving as a promenade, beer garden, exhibition hall, opera house and theater, welcoming millions of visitors to New York Harbor.

In 1855, it became the New York State immigrant processing facility (the nation's first such entity). In 1890, the federal government took control of immigration processing at Ellis Island and other facilities. It is generally accepted that more than 8 million immigrants were processed through Castle Garden.

From 1896 to 1941, it served as the New York City Aquarium, the city's most popular attraction. After the aquarium moved to Coney Island, Castle Clinton was ceded to the federal government. A major rehabilitation took place in the 1970s and it now looks much as it did in its earliest days.

For information, call **(212) 344-7220** or visit nps.gov/cacl or thebattery.org.



PRESERVING OUR PAST. PROTECTING OUR FUTURE.



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Clockwise from top left: The historic Castle Clinton National Monument now houses the ticket office of Statue Cruises; The Federal Hall National Memorial celebrates some of the most important legislation in U.S. history; Liggett Hall, shown here in 1930, was built to house soldiers on Governor's Island; Theodore Roosevelt was born in New York City in 1858 and was governor of New York before he became president in 1901; The car-free Governor's Island is a three-season haven for walkers, runners and bikers (Photos: Jazz Guy, Ken Lund, army.arch, Everett Historical, ferrantraite/iStock).

FEDERAL HALL NATIONAL MEMORIAL

While the current structure on 26 Wall Street was built in 1842, the original Federal Hall was the site of some of the most important legislative actions in the United States.

In 1735, John Peter Zenger, an American newspaper publisher, was imprisoned and tried here for libel against the British royal

governor. His acquittal established the freedom of the press, which was later defined in the Bill of Rights.

In October 1765, City Hall, as it was then named, hosted the Stamp Act Congress. Delegates of nine of the 13 colonies assembled to claim entitlement to the same rights as the residents of Britain; here, they famously protested the colonies' "taxation without representation." After the Ameri-

can Revolution, the Continental Congress met at City Hall, and in 1787 adopted the Northwest Ordinance establishing procedures for creating new states.

When the Constitution was ratified in 1788, New York became the first capital of the United States. Pierre L'Enfant was commissioned to remodel City Hall for the new federal government. The First Congress assembled here and wrote the Bill of Rights. On April 30, 1789, George Washington was inaugurated as the first president of the United States at Federal Hall. When the capital moved to Philadelphia in 1790, the building housed city government until it was demolished in 1812.

The current structure, one of the best surviving examples of classical architecture in New York, was built as the country's first Customs House, opening in 1842. In 1862, Customs moved to 55 Wall Street and the building became the U.S. Sub-Treasury. Millions of dollars of gold and silver were kept in the basement vaults until the Federal Reserve Bank replaced the Sub-Treasury system in 1920. Today, the building serves as a museum and memorial to our first president and the beginnings of the United States of America.

Please call **(212) 825-6990** or visit nps.gov/feha for information about special events, programs and activities.

GATEWAY NATIONAL RECREATION AREA

Covering more than 26,000 acres in two states, Gateway National Recreation Area offers urban residents of New York and New Jersey a refuge from the hustle and bustle of city life. Visitors can take part in a wide range of recreational activities—from swimming, boating and fishing to team sports and bicycling—or retrace history at

the nation's oldest operating lighthouse, forts that defended America, and sites that recall aviation's early days. Naturalists can explore the living world in the largest natural open space in New York City, which boasts a wildlife refuge, holly forest, ocean dunes and coastal uplands.

The park has three geographic units: **Sandy Hook, New Jersey; Staten Island, New York City; and Jamaica Bay, Brooklyn and Queens, New York City.**

Gateway National Recreation Area has no entrance fees. From Memorial Day weekend to Labor Day there are parking fees at Sandy Hook and Jacob Riis Park. Please call (718) 354-4606 or visit nps.gov/gate for more information.

GENERAL GRANT NATIONAL MEMORIAL

General Grant National Memorial, also known as **Grant's Tomb**, is a mausoleum containing the body of Ulysses S. Grant, Union General, 18th President of the United States, and signer of the act that established Yellowstone, the world's first national park. The structure is situated in Riverside Park overlooking the Hudson River. New York City was chosen as the Tomb's site so his wife, Julia Dent Grant (also entombed here), could visit frequently and because Grant was grateful to New Yorkers for their affection in his later years. The mausoleum, thought to be the largest in the country, was paid for by public subscription. More than 1 million people attended Grant's funeral parade in 1885, including President Grover Cleveland, the Supreme Court and dignitaries from far and wide. The attendance of the tomb's dedication ceremony was almost as large. For more information, call (212) 666-1640 or visit nps.gov/gegr.

GOVERNORS ISLAND NATIONAL MONUMENT

Governors Island is located in New York Harbor, off the coast of Lower Manhattan. For more than 200 years, the island was used for military purposes. Its most historic 22 acres, including **Fort Jay** and **Castle Williams**, are now managed by the National Park Service. The NPS welcomes visitors during spring, summer and fall for picnicking, guided tours, special events and car-free bike-riding. Both the ferry ride to the island and the promenade that rings the island's perimeter offer stunning views of the New York City skyline and the Statue of Liberty.

Governors Island can be accessed seasonally via a ferry that leaves from the Battery Maritime Building, located in Lower Manhattan. For more information about the island, call (212) 825-3045 or visit nps.gov/gois or govisland.com.

HAMILTON GRANGE NATIONAL MEMORIAL

This National Memorial preserves the home of Founding Father Alexander Hamilton. Born and raised in the West Indies, Hamilton came to New York in 1772 at age 17 to study at King's College (now Columbia University). He served as a military officer, practiced law, was a member of the United States Constitutional Convention, and was the first United States Secretary of the Treasury.

The Grange, named after Hamilton's grandfather's estate in Scotland, was the only home Hamilton ever owned. The two-story frame Federal style house has been moved twice from its original location, first in 1889. The original entrance, porches and other features were removed at that time.

In June 2008, the house was moved to nearby St. Nicholas Park—part of the

original Grange estate. The new location allowed for the reconstruction of features lost in the 1889 move and provides a more appropriate open setting for the Grange.

The fully restored home reopened to the public in September 2011. For more information, please call (646) 548-2310 or visit nps.gov/hagr.

LOWER EAST SIDE TENEMENT MUSEUM NATIONAL HISTORIC SITE

The site preserves a six-story brick tenement, home to an estimated 7,000 people from over 20 nations between 1863 and 1935. Tour the tenement's cramped living spaces to learn about the lives of past residents and the history of the Lower East Side. The museum and tenement are open for public tours, plays, art exhibits, and readings that highlight the immigrant experience. For more information, please visit nps.gov/loea or tenement.org.

THEODORE ROOSEVELT BIRTHPLACE NATIONAL HISTORIC SITE

Theodore Roosevelt was born in a brownstone house at 28 E. 20th Street, Manhattan, on October 27, 1858, and lived in it until he was 14 years old. The original structure was demolished in 1916 and rebuilt in 1919 by the Women's Roosevelt Memorial Association. The site was subsequently refurbished with many of the original furnishings donated by the President's widow, Edith, and his sisters, and now serves as a museum to the life and contributions of the 26th President of the United States.

For more information, please call (212) 260-1616 or visit nps.gov/thrb.



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PHOTOGRAPHY

The ecosystems of America's national and state parks and public lands are among the most diverse on the planet—from the wetlands of the Everglades to the temperate rain forests of Olympic National Park and the deserts of Death Valley to the mountains of Yellowstone and Grand Teton. For both aspiring and experienced photographers, the goal of any trip to a national park is to capture its endemic wildlife.

Taking photographs of animals presents a unique set of challenges. Landscapes cooperate; wildlife does not. Not only are animals likely to react to a photographer's presence, but they are also driven by their own instincts and behavior, which can make capturing them difficult. The tips below will help you compose better wildlife images of all creatures great and small—from the bison to the tiniest hummingbird and everything in between.

- **Use a tripod.** If you are using a large telephoto lens, consider investing in a gimbal head, which will make it easier to track your subject.
- **Know your subject.** Before you take out your camera, understand your subject's

behavior so that you can be prepared for what it will do next.

- **The eyes have it.** Capturing your subject's eyes will lead the viewer into the picture and make your image more impactful. Always keep the eyes in focus and try to place them in the power points (the intersection of rule of third guidelines).
 - **Keep a safe distance.** You'll want to keep a minimum of 25 yards between you and your subject and more than 75 yards for larger predators. That means that you'll need a big telephoto lens if you want to get up close and personal.
 - **Shoot in burst mode.** Instead of taking a single frame, increase the probability that you'll capture the behavior, head position or angle by capturing multiple frames.
 - **Be prepared.** Wildlife, and particularly birds, move quickly and without provocation. Practice your panning skills to better catch birds when they alight.
 - **Timing is everything.** The best time to photograph wildlife is during the golden hours—at dusk and dawn—when the light is soft and less likely to cast harsh shadows across your subject's face.
 - **Keep it simple.** The easiest way to draw attention to your subject is to use a simple background. Use a shallow depth of field to blur any distracting backgrounds.
 - **Aim for the action.** Make your image more compelling by capturing your subject exhibiting its natural behavior—flying, hunting, eating or caring for young.
- The best way to take better photographs is to practice, and you don't need to go far. Buy a bird feeder and build a studio in your backyard, where you'll be able to create your own version of *A Star(ling) is Born*.



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Canyonlands National Park




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JUST FOR KIDS

AMERICA: THE MELTING POT

The United States is largely a nation of people who left their home country looking for a better life (**immigrants**). For this reason, the United States is sometimes called the "**melting pot**." The population of the United States is made up of a mixture of people from different countries, such as Ireland, China and Mexico. The next time you are in class, look around. Although your classmate may have been born in the United States, at some point, that person's family probably left their home country and came to the United States. Ask your parents about your family's history. Even though we are all different, we are all **Americans**.

JUNIOR RANGER PROGRAM

If you are between the ages of 7 and 12, you can earn a Junior Ranger badge by completing the activities in the free

booklets available at the information desks on both Liberty and Ellis Islands. The activity booklets will help you explore the Statue of Liberty and the historic Ellis Island Immigration Station, where you will learn the importance of protecting and preserving these national monuments. Turn in your booklet to a park ranger at the information desk to find out if you have what it takes to be a Junior Park Ranger and ask how you can help preserve America's heritage.

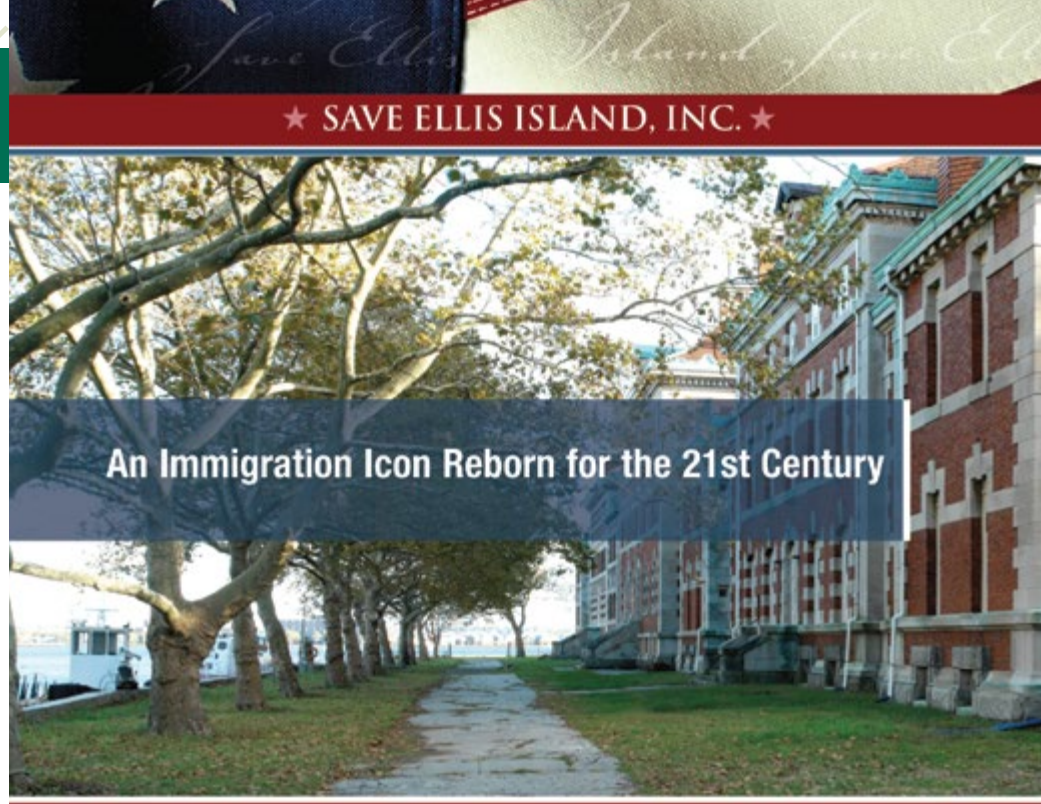
BE AN ELLIS ISLAND KID

Find out what it was like to be an immigrant 100 years ago at the Children's Exhibit. This hands-on Ellis Island exhibit puts children ages 7 to 12 in the shoes of immigrants as they try to enter the United States. Earn a Junior Ranger badge by completing these activities.

NPS



Rangers are on hand to answer kids' questions.



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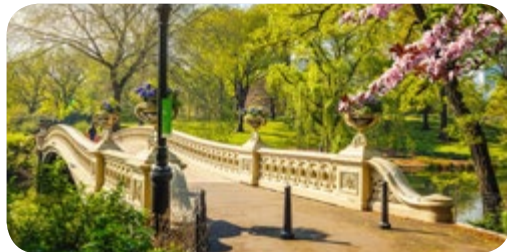
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EDITOR'S PICKS



Clockwise from top left:

Clockwise from left: Get a glimpse into life for NYC immigrants at the turn of the 20th century at the Tenement Museum, photo: Reading Tom. Don't leave New York City without taking a stroll across the Brooklyn Bridge, photo: Nicholas McComber/iStock. Find some city serenity; get lost in Central Park, photo: sborisov

- Take a bike with you (or rent one) and ride out to Picnic Point on **Governors Island**.
- Escape the hustle and bustle of the city at **Gateway National Recreation Area**, where you'll find beaches, forests, salt marshes and wildlife!
- Reserve tickets in advance to climb to the crown of the **Statue of Liberty**.
- Tour **Federal Hall National Memorial**, site of George Washington's inauguration.
- Explore fascinating collections of political cartoons and Rough Riders memorabilia and souvenirs at **Teddy Roosevelt's birthplace** on East 20th Street.
- Take a walk across the **Brooklyn Bridge**

- for astounding views of the New York City skyline, Brooklyn, Ellis Island and the Statue of Liberty.
- Explore the diverse history of **Castle Clinton National Monument** at the southern tip of Manhattan. Originally a fort built to stop a British invasion in 1812, the location has served as a promenade, beer garden, exhibition hall, opera house, theater, and, in 1855, it became an immigrant landing depot.
- Visit the American Immigrant Wall of Honor® at **Ellis Island**, commemorating more than 700,000 individuals and families and their immigration to the U.S.

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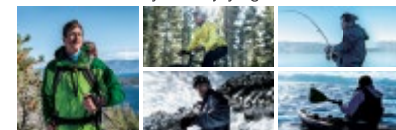


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