

ELLIS ISLAND
(U.S. Immigration Station)
Statue of Liberty National Monument
New York Harbor

HALS NY-9
HALS NY-9

New York County
New York

PHOTOGRAPHS

COLOR TRANSPARENCIES

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FIELD RECORDS

HISTORIC AMERICAN LANDSCAPES SURVEY
National Park Service
U.S. Department of the Interior
1849 C Street NW
Washington, DC 20240-0001

HISTORIC AMERICAN LANDSCAPES SURVEY

ELLIS ISLAND (U.S. Immigration Station)

HALS No. NY-9

- Location:** New York Harbor, Jersey City, Hudson County, New Jersey, and New York City, New York County, New York. The coordinates for Ellis Island (point taken at the Main Immigration Building's portico) are latitude: 40.698989, longitude: -74.039747. The point was obtained through Google Earth (WGS84) in July 2014. There is no restriction on the release of the locational data to the public.
- Present Owner:** U.S. Department of the Interior, National Park Service, 1965-Present
- Present Use:** Ellis Island National Monument/Museum of Immigration – interpretive facility operated by the National Park Service for public use. A small number of restored buildings and spaces are used for park activities. Others are unrestored and unused for official purposes.
- Significance:** Ellis Island, the preeminent immigration station in the United States from 1892 to 1954, is actually an interlocking series of three islands in New York Harbor. Island 1's main function was processing immigrants and it holds the Main Immigration Station. Though expanded with landfill, Island 1 includes the original small natural island. Islands 2 and 3 are entirely manmade and housed the U.S. Public Health Service hospitals. A significant amount of Ellis Island is covered in buildings, making the buildings themselves one of the primary features of the Island's landscape. The buildings were organized in a linear, roughly northwest-southeast pattern with open courtyard green spaces between structures, creating a major and consistent characteristic of the islands.
- Ellis Island had three major stages of use which reflect changes in immigration standards and practices. From 1892 to 1924 Ellis Island was at the peak of its use as an immigration station, processing 12 million immigrants. The original U.S. Immigration Station structures were destroyed by a fire in 1897 and replaced with a grand Beaux Arts complex designed by New York architectural firm Boring and Tilton. Though initial Boring and Tilton designs included landscape elements, such as paths and lawns, the first comprehensive landscape improvements were undertaken by Commissioner of Immigration William Williams (1902-1905, 1909-1913). Williams understood the importance of not only function and usability, but also making a good impression on the new arrivals. Influenced by principles of the City Beautiful Movement, Williams established a formalized landscape of walkways, lawns, and plantings which were meant to create a pleasant aesthetic experience. Benches and recreational outdoor spaces which could be used by

immigrants were also added to improve the usability of the landscape under Commissioner Frederic C. Howe in the 1910s.

During the 1920s and 1930s landfill projects connected Islands 2 and 3, greatly increasing the size of Ellis Island. These projects created more space for hospital facilities, recreation, and established new circulation connections between all three islands. New circulation patterns were also the result of changes on the Island, with the opening of the New Immigration Building and the repurposing of the Main Immigration Building. The U.S. Public Building Service's creation and implementation of the 1939 Planting Plan during the late 1930s and early 1940s renovated the Island's landscape. New covered and uncovered walkways defined circulation patterns, open spaces were added, and for the first times trees were made a prominent part of the Island's landscape. These circulation and landscape features are by in large what exist on the Island today.

Beginning in the 1920s and continuing in post-World War II Cold War America, immigration laws in the United States became very restrictive. The sharp decline in the number of immigrants passing through Ellis Island and its transition to a detention facility for those deemed seditious was reflected in the landscape of the Island. The addition of enclosed outdoor spaces to confine detainees changed green spaces into controlled recreation facilities. Decorative and formal landscaping was no longer a priority and was abandoned, with the exception of some grounds maintained by the U.S. Coast Guard in the 1950s.

Since the necessity of Ellis Island as the nation's main Immigration Station ended, there have been two more major stages of use for the Island. From 1954 until 1965 Ellis Island was abandoned, its landscape becoming overgrown and its physical layout deteriorating. Until the mid-1970s the Island remained untouched as officials tried to determine how best to use the space.

In the 1970s and 1980s Island 1 became used for commemoration and interpretation. This shift meant the reestablishment of many of the Island's landscape features, most of which stem from a combination of the site as it existed in 1924 and following the 1939 Planting Plan, as well as the creation of new landscape features, including the Wall of Honor and Fort Gibson exhibits. During the mid to late 1990s preservation of the facilities on Islands 2 and 3 received a great deal of attention and funds, as stabilizing the structures without rehabilitating them to allow visitor use in a "historic ruins" environment was attempted. However these restoration and use plans for Islands 2 and 3 never came to pass. In 2012 the storm surge from Hurricane Sandy flooded Ellis Island and caused damage that is still being repaired.

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June-August 2014.

Part I: Historical Information

A. Physical History

1. Date(s) of establishment:

From 1890 to 1897 the original Immigration Station was constructed on Ellis Island. Shortly after its completion, most of the buildings were destroyed by fire. As a result the current Main Immigration Building, Kitchen & Laundry Buildings, and Island 1 Powerhouse were constructed in its place from 1898 to 1901. In 1900 construction also began on Island 2's hospital complex after a fill project created the island. In 1902 some of the earliest landscaping occurred on the Island with improvements overseen by Commissioner of Immigration William Williams. In 1907 Island 2 had the additions of the Psychopathic Ward and Administration Building. In 1908 fill projects completed Island 3 and construction began on portions of the Contagious Disease Hospital. 1909 saw much construction, with the addition of the Baggage & Dormitory building on Island 1, the New Hospital Extension on Island 2, and completion of the Contagious Disease Hospital on Island 3. In 1915 the Bakery & Carpentry Shop was added to Island 1. That same year Commissioner Howe added more recreation facilities for the immigrants on Ellis Island.

From 1921 to 1934 various seawall and ferry slip projects were undertaken across the three islands, as well as a major fill project which connected Islands 2 and 3 into a continuous space (**Figure 1**). In 1936 another major fill project was undertaken between Islands 1 and 2 with expansions to make room for the New Ferry Building and New Immigration Buildings. In the 1930s the projects of Commissioner Corsi, Supervising Architect Simon, Secretary of Labor Perkins, and the WPA brought changes and improvements to Ellis Island's landscapes. This included the 1937 recreation projects (a Recreation Shelter on Island 1 and a Recreation Shelter and Recreation Hall on the fill between Islands 2 and 3), as well as the comprehensive 1939 Planting Plan which brought large scale plantings of trees to the Island for the first time.

2. Landscape architect, designer, shaper, creator:

The major players who contributed to Ellis Island's historic landscape changes were architects William A. Boring and Edward Lippincott Tilton, Commissioners of Immigration William Williams, Frederic C. Howe, and Edward Corsi, and Supervising Architects of the Treasury James Knox Taylor and Louis A. Simon.

William A. Boring (1859-1937) and Edward Lippincott Tilton (1861-1933) studied architecture together at the Ecole des Beaux-Arts in Paris. The duo left the firm McKim, Mead, and White to form their own architectural firm in 1891. In 1897 Congress awarded their New York-based firm the contract for the new immigration station on Ellis Island. This was the second federal building to be designed by private architects through the provisions of the 1893 Tarsney Act, which set up architectural competitions to award commissions for large

scale federal projects.¹ The Boring and Tilton design which won the competition featured not only buildings for Ellis Island, but also an ornamental landscape in the contemporary Beaux Arts mode, with walking paths lined with trees and ornamental vegetation (**Figure 2**). They also called for the creation of a hospital complex on a second island (**Figure 3**). Their work on Ellis Island was honored with several architectural awards, including gold medals at the *Exposition Universelle* in Paris (1900) and the Pan-American Exposition in Buffalo (1901). Their formal partnership ended in 1904, but the pair would continue to work together until 1915. In 1916 Boring joined the faculty at Columbia's School of Architecture, where he would become Dean three years later. Tilton went on to become an expert in library design, publishing *Essentials in Library Planning* in 1928.²

While Boring and Tilton were responsible for the design of Ellis Island, Supervising Architect of the Department of the Treasury James Knox Taylor (1857-1929) was responsible for the execution of their vision. Taylor helped to execute dozens of federal buildings during his time as Supervising Architect from 1897 to 1912. Taylor supported the architectural work of the City Beautiful movement and insisted that “classical styles of architecture for all buildings... [are] best suited for government buildings.”³ Despite the importance of landscape generally to the ideals of City Beautiful, landscape was not made a priority on the Island, likely due to the high volume of construction and budget constraints. Construction materials and mud seem to be the most dominant landscape features of the space until 1902.

William Williams (1862-1947), a prominent Wall Street lawyer, was made Commissioner of Immigration in 1902 by President Theodore Roosevelt. He became a comprehensive reformer for Ellis Island. When Williams took control of Ellis Island previous Commissioner Thomas Fitchie and his Assistant Commissioner Edward McSweeney had created a culture of abuse on the Island – corruption, bribery, mistreatment, and unsanitary conditions ran rampant.⁴ Williams insisted that all “immigrants must be treated with kindness” and that violations would result in “dismissal from the service.”⁵ While these reforms are perhaps most remembered, Williams also reformed Ellis Island's landscape. One account noted, “when Mr. Fitchie relinquished the Commissionership there was not a flower or a bush of any kind on the island, and the walks were not graded.”⁶ (**Figure 4**) Williams understood the symbolic importance of the Ellis Island's landscape, many immigrants' first experience of America. A believer in the City Beautiful Movement, which stressed the connection between aesthetics, environment, and civic engagement, Williams wanted to create a structured and formal

¹ Antoinette J. Lee, *Architects to the Nation: The Rise and Decline of the Supervising Architect's Office* (New York and Oxford: Oxford University Press, 2000), 203.

² Lisa B. Mausolf and Elizabeth Durfee Hengen “Edward Lippincott Tilton: A Monograph on His Architectural Practice,” (The Currier Museum of Art, 2007), 9.

³ *Annual Report of the Supervising Architect of the Treasury Department* (Washington, D.C.: Government Printing Office, 1901), 20.

⁴ A scandal erupted during Williams' first years of service as it was discovered that McSweeney had been stealing federal immigration documents from the facility during his tenure. “Newspaper Accounts,” Series I: Ellis Island, F: Scrapbooks, Reel 1, William Williams Papers, Manuscripts and Archives Division, The New York Public Library [hereafter Williams Papers, NYPL].

⁵ Statement from William Williams, (12 June 1902), Series I.A.r1, Williams Papers, NYPL.

⁶ “Ellis Island Becomes a Place of Beauty. Immigrants' Once Dreary Landing Station Now Much Improved” *Special: The Boston Journal*, July 1903, in Series I.B.r1, Williams Papers, NYPL.

landscape (**Figure 5**). Privet hedges along new central walking paths “divided [the Island] into neat squares.”⁷ These hedges and paths were both aesthetically pleasing while also directing and controlling the movement of large numbers of immigrants. Blue grass lawns, “geraniums, nasturtiums, palms, pansies, and ferns” were also planted, which came together to make “what may be appropriately termed a well regulated and unusually prettily decorated park.”⁸ In this way Williams’ reforms served practical, social, and aesthetic functions.

Dr. Frederic C. Howe (1867-1940) served as Commissioner of Ellis Island from 1914 to 1920. Howe had earned a PhD in History from Johns Hopkins University in 1892. “Combining his political activism with his scholarly interests, he wrote 17 books and at least 120 articles, pamphlets, and reports on subjects that included city government, municipal reform, town planning, tax policy, cooperatives, reform of the political structure, international relations, immigration, agriculture, war and imperialism, the League of Nations, woman suffrage, and consumer protection.”⁹ Howe was a liberal and Progressive reformer. He took on the role at Ellis Island under President Woodrow Wilson because he was “strongly attracted to the place by the tremendous human appeal of the work.”¹⁰ Howe believed that spaces should “be not only beautiful... but humane [and] caring.”¹¹ Part of his commitment to improving the immigrant experience at Ellis Island was improving their outdoor recreation facilities. Howe was aligned with the reform park movement which shifted away from the passive leisure of the City Beautiful landscape and toward physical activity and recreation.¹² Having improved the parks and playgrounds in Cleveland, Ohio earlier in his career Howe brought these ideas to Ellis Island. Outdoor recreation was actively encouraged and made part of the landscape for the first time under Howe’s 1914-1915 changes, which established more benches on lawns, a playground for children north of the Main Immigration Building, swings on the piazza, and a handball court.¹³ (**Figure 6**)

Following Howe’s tenure the Island’s landscape became neglected as a result of World War I, declines in immigration, and more hostile attitudes toward immigrants. By the 1930s when Edward Corsi was Commissioner of Immigration (1931-1934) and Louis A. Simon was Supervising Architect of the Treasury (1933-1939) the space was in need of many improvements. Corsi (1896-1965) was born in Italy and had actually traveled through Ellis Island himself when his family immigrated in 1906.¹⁴ Simon (1867-1958) was an architect who has been educated at the Massachusetts Institute of Technology and supported Colonial Revival or classical building improvements almost exclusively in his work. Corsi, Simon, and

⁷ Ibid.

⁸ Ibid.

⁹ Miller, 3.

¹⁰ Letter from Frederic C. Howe to William B. Wilson, (12 August 1914) in Kenneth E. Miller, *From Progressive to New Dealer: Frederic C. Howe and American Liberalism* (Pennsylvania: Penn State University Press, 2010), 206.

¹¹ Marian Morton, “Frederic C. Howe: Making Cleveland the City Beautiful (Or At Least, Trying),” *Teaching Cleveland: Digital* <<http://www.teachingcleveland.org/images/pdf/howe.%20final%20version.pdf>>

¹² Frederic C. Howe, “The City as a Socializing Agency: The Physical Basis of the City – The City Plan,” *American Journal of Sociology* 17 (March 1912): 590-601.

¹³ Beyer Blinder Belle/Anderson Notter Finegold, *Ellis Island Statue of Liberty National Monument: Historic Structure Report, Volume 1 [Main Building]* (U.S. Department of the Interior, National Park Service, 1986).

¹⁴ Edward Corsi Papers, Special Collections Research Center, Syracuse University.

Secretary of Labor Frances Perkins worked together “not to find fault with the administration at Ellis Island, but to assist in effecting greater economy in operation and to improve the general amenities in the administration of the immigration law.”¹⁵ The works programs of the New Deal helped Ellis Island to secure some needed improvements via the Public Works Administration (PWA) and the Works Progress Administration (WPA).

3. Builders, Contractor, Laborers, Suppliers¹⁶:

- 1890-1897 – The landfill and construction work for the original immigration station was completed by the firms WH Beard Company, Warren Roosevelt, and Sheridan & Byrne. Several other contracts were solicited for later projects which would add small scale features to the landscape, such as docks and wood pilings.
- June 15, 1897 – A contract was awarded to New York Architectural firm Boring and Tilton to design the Islands 1 and 2 as well as its buildings and landscaping. In 1898 the R.H. Hood Company of New York would be awarded the construction contract for Boring and Tilton’s design for the Main Immigration Building.
- 1898 – Warren Roosevelt was contracted to build Island 2.
- February 20, 1900 – Daniel A. Garber was awarded the contract to build the original hospital on Island 2.
- May 4, 1900 – Louis Wechsler was contracted to construct the Kitchen & Laundry Building and the Powerhouse on Island 1.
- September 5, 1900 – Attilio Pasquini becomes contractor for the Surgeon’s House and Hospital Outbuilding on Island 2.
- 1901-1904 – During this time the Department of Treasury regularly contracted out improvements and changes to the newly erected structures as well as new structures. Several of these contracts went to the New York City firm Snare & Triest, Inc.
- April 1905 – The New Jersey Dock and Bridge Company was awarded the contract to construct Island 3.
- December 1906 – Northeastern Construction Company was awarded the contract for several of the buildings on Island 3. They would win a subsequent contract for more of Island 3’s structures, making them the primary builders for Island 3. The entire Contagious Disease Hospital was completed by 1909, with delays pushing its opening until June 1911.
- January 1908 – New York State Construction Company won the contract for the Baggage and Dormitory Building.
- 1908 – Landscaping improvements, including adding soil, doing grading, and planting lawns, were completed on Island 3. It is not known whether this work was contracted out or completed by immigration employees.

¹⁵ Thomas M. Pitkin, *Keepers at the Gate: A History of Ellis Island* (New York: New York University Press, 1975), 164.

¹⁶ Unless otherwise stated, all of the information from this section can be found within the “Cultural Landscape Report for Ellis Island.” J. Tracy Stakely, *Cultural Landscape Report For Ellis Island, Statue of Liberty National Monument* (Brookline, MA: National Park Service, Olmsted Center for Landscape Preservation, May 2003).

- 1910s – During this time several contracts are awarded for various building additions and improvements throughout Ellis Island.
- 1913 – Contracts began for crib and seawall work across the Island, which would be completed by multiple contractors over several years.
- 1914-1918 – The U.S. Army and other contractors improved circulation by enclosing Island 3's covered walkways and replacing wooden gangways between Islands 2 and 3.
- 1924 – Neptune B. Smyth, Inc. is awarded the contract to improve porches for outdoor recreation and to construct concrete sidewalks, replacing earlier cinder walkways.
- October 1934 – The contract for the New Ferry Building, New Immigration Building, and its covered walkways was awarded to George F. Driscoll of Brooklyn.
- August 1934 – B&Z Contracting Company was awarded the contract for the new Greenhouse on Island 1.
- 1935 – The INS secured landscape improvements through the WPA for several sites across the Island which were completed throughout the late 1930s and early 1940s. These improvements were based on the 1934 Landscape Proposals for Master Planning.¹⁷
- February 1936 – Albert Development Corporation of New York was awarded the contracts for the recreation facilities on Island 1 and the fill between Islands 2 and 3.
- 1936-1937 – Contractors completed concrete walks throughout the Island, with vegetation being added or removed according to new walkway needs.
- 1936-1939 – Using WPA labor and PWA funds, private firms were contracted to do several projects on the Island. These projects included removing the surgeon's house and adjacent pergola to make room for new staff housing, and constructing tennis courts and a playground on the fill between Islands 2 and 3. Though the existing structures were removed, the new additions were never completed. They also built porches for hospital patients, constructed mason covered walkways, and implemented the detailed 1939 Planting Plan.
- 1960s-1990s – Throughout these decades various contractors were used to make the many structural, landscape, and seawall improvements necessary to open Island 1 to the public.
- 1984 – The Ehrenkrantz Group was awarded the contract for the comprehensive rehabilitation of the Main Immigration Building's interior and exterior.
- 1984 – Beyer Blinder and Belle surveyed existing landscapes which resulted in many landscape improvements throughout the 1980s and 1990s.
- 1988 - Contractors Beyer Blinder Belle/Anderson Notter Finegold created a Historic Structure Report for the Main Immigration Building on Island 1, specifically addressing the Island's historic landscape. This is the earliest attempt to define the significance of Ellis Island's cultural landscape.

¹⁷ Letter, Byron H. Uhl to Paul H. Heimer, (10 January 1935), Folder 222, Box 10, RG 79 – Records of the National Park Service, National Archives and Records Administration Northeast Region, New York, NY [hereafter RG 79, NARA – NE Region].

4. Original and subsequent owners, occupants:

- Native American Occupation (pre-1600s)
- Colonial Occupations – Dutch and English settlers:
 - Mynter Michael Paw (or Paauw)
 - Captain William Dyre (ca 1674-79 - 1686)
 - Thomas Lloyd (1686-1774)¹⁸
 - Samuel Ellis (1774-1794)
- Catherine Ellis Westervelt, Elizabeth Ellis Ryerson, Rachel Ellis Cooder (1794-1806)
- John A Better (1806-1808)
- State of New York (1808)
- United States Government (1808-Present)
 - Fort Gibson (1794-1890)
 - U.S. Immigration Station (1890-1954)
 - National Park Service site (1965-Present)

5. Periods of development

a. Original plans and construction

In May 1890 the federal government transferred Ellis Island, which had been the site of Fort Gibson, from the War Department to the Department of the Treasury for the purpose of creating a federal immigration facility on the site. The original wood building opened January 1, 1892 but burned down in 1897, just after the final pieces of construction were completed. In 1898 the architectural firm Boring and Tilton was selected to reconstruct the Immigration Station.¹⁹ Their recommendations for buildings on Island 1, a Ferry Slip, the construction of Island 2, and formalized landscape features would be the guiding force behind the landscape and design choices on Ellis Island until the 1930s.

b. Changes and additions

Some of the most pronounced changes to the Island's landscape development came with the addition of lands. The original natural island was 3.3 acres. Cribwork to expand Island 1 to 14.2 acres was undertaken during building expansions from 1890 to 1897.²⁰ With the destruction of the original Immigration Station in June 1897 and the subsequent construction of the current Main Immigration structures, further expansions were

¹⁸ The *Cultural Landscape Report* notes that at some point during Lloyd's ownership of the Island it is conveyed to Enoch and Mary Story. However the NPS "Ellis Island Chronology Timeline" does not recognize this changing of hands for the island. Tracy Stakely, "Cultural Landscape Report For Ellis Island, Statue Of Liberty National Monument" (Brookline, Massachusetts: National Park Service, Olmsted Center for Landscape Preservation, May 2003), 14; National Park Service, "Ellis Island Chronology Timeline, 1674-2001," Compiled by Barry Moreno, (Ellis Island Library, 1994. Revised 2001).

¹⁹ Copies of a number of original Boring & Tilton drawings can be accessed at the electronic Technical Information Center - Denver Service Center, National Park Service, U.S. Department of the Interior [hereafter eTIC – DSC, NPS].

²⁰ From 1890-2 Island 1 was expanded to 11.07 acres (including the ferry slip), and from 1895-7 it was expanded again to 14.2 acres.

undertaken to establish Island 2 for the hospital complex from January to December 1898. With Island 2 the total acreage became 17 acres. From 1902 to 1906 fill work was undertaken to create Island 3, where the Contagious Disease Hospital would be housed. Now the total acreage was 18.59 acres, with 10.15 on Island 1, 3.30 on Island 2, 4.82 on Island 3, and 0.37 at the Ferry Bridge.²¹ From 1922 to 1934 the space between Islands 2 and 3, about 8 acres, was filled in through large scale crib work, sea wall, and fill projects.²² The establishment of the New Immigration Building in 1934 required additional fill work between Islands 1 and 2.²³ This fill was added between 1934 and 1936 and brought Ellis Island to its present 27.5 acres. From 1913 until 1935 a granite seawall was constructed around these lands.²⁴

Other major changes to Ellis Island's landscape came in 1902 with the introduction of a formalized landscape and circulation plan, in the 1910s with the introduction of recreation space for the first time, in the 1920s and 1930s as recreation was expanded and detention made fences and circulation controls a primary part of the Island's landscape. After abandonment in 1954, Ellis Island's landscape quickly became overgrown and unkempt. Throughout the 1970s and 1980s the National Park Service worked to clear and improve the landscape of Island 1, adding an entry portico, fuel and HVAC units, a maintenance building, and a reconstructed water tower. In the 1990s and early 2000s other improvements continued to be made to Island 1's landscape, including ornamental vegetation, National Park Service facilities, the Wall of Honor, and the Fort Gibson archeological exhibit. From 2000 to 2002 three clearing projects were undertaken on Islands 2 and 3, removing non-historic vegetation. Beyond these changes, Islands 2 and 3 remain largely in a state of abandonment.

B. Historical Context

From the opening of the first immigration station in 1890, to the closing of the station in 1954, and into current use as a National Park Service site, Ellis Island has had many plans and landscape changes. The landscape changes on Ellis Island provide examples of some of the most prominent landscape theories throughout the late nineteenth and twentieth centuries. Because Ellis Island is so small geographically, dominated almost entirely by buildings, and is a federal facility whose purpose was immigration processing, Ellis Island also shows how these landscape theories were compromised for the realities of the space.

The first Immigration Station was constructed 1890-1897. Shortly after construction was completed in 1897 a fire destroyed the wood buildings. A new Main Immigration Building and associated masonry buildings were constructed 1898-1901 using designs by the New York

²¹ Harlan D. Unrau, *Historic Resource Study (Historical Component) Volumes I, II and III: Ellis Island Statue of Liberty National Monument, New York-New Jersey* (U.S. Department of the Interior, National Park Service, 1984), 1231.

²² See U.S. Public Buildings Service, "*Block Plan Showing Relative Locations of Buildings Corridors Etc on the Three Islands US Immigration Station Ellis Island NYH.*" (24 December 1913, revised 27 December 27, 1922), Drawing File 4199z5, eTIC-DSC, NPS.

²³ Ellis Island Committee, *Report of the Ellis Island Committee* (New York, 1934).

²⁴ This seawall was renovated from 1976 through the 1980s and again in 2010-11. The wall varies from 0 to 4 feet above grade.

architectural firm of Boring and Tilton. The original 1898 Boring and Tilton plans called for symmetrical walking paths lined by rows of trees and also envisioned a hospital complex on a second island. Though the recommendations of Boring and Tilton would come to shape the Island's later landscape patterns, they were not undertaken at the time of construction of the Main Immigration Building. Instead, the Island sat mostly bare, with visible debris from construction until 1902.

The first comprehensive plans for circulation, including outdoor paths and covered walkways, as well as decorative plantings were executed under the direction of Commissioner of Immigration William Williams (1902-05, 1909-14). These plantings took how people used the landscape into consideration for the first time. Tall hedges along cinder walking paths controlled circulation. These paths and hedges, combined with lawns, flower beds, and flower boxes were not only aesthetically pleasing, they were intended to create a sense of order for the immigrants.

These improvements to the Ellis Island landscape reflected the contemporary City Beautiful Movement. This Progressive Era movement hoped municipal and aesthetic improvements would inspire a "civic renaissance" of individuals fighting against the "degraded nature" of urban environments.²⁵ It sought to create beautiful and functional urban environments that would benefit all across class lines. City Beautiful took off during the late nineteenth and early twentieth century because urban environments were changing so dramatically. Huge numbers of immigrants flooded into cities, with existing social programs ill-equipped to meet their needs. City Beautiful was meant to combat the negative impacts of urbanization – overcrowding, slums, disease – by providing open space made up of formal linear walking paths, lawns, and decorative plantings. The ordered exterior world was meant to impact the hearts and minds of those who experienced it.

Another shift in the use of Ellis Island's landscape came in 1915 under Commissioner Frederic C. Howe. Howe wanted to increase the amount of outdoor recreation space available to immigrants, which had previously been restricted to only a roof patio on the Main Immigration Building. This patio was in use from 1903 to 1913. Recreation facilities, benches, playgrounds, handball and tennis courts, as well as flower beds were added to the Island.²⁶ This encouraged recreation, strolling, and lingering outdoors for the first time and greatly shaped the layout, use, and circulation of Island 1. This focus on recreation echoed the broader urban park recreation reform movement. Epitomized in New York by the efforts of reformer and photographer Jacob Riis, this landscape movement shifted from the formality of City Beautiful to focus on recreation as an alternative to vice.²⁷ Both movements were socially conscious, but reform parks focused less on leisure and aesthetics, and more on physical fitness and active recreation. But unfortunately, Ellis Island did not have much space available to make active recreation a reality. The problem of space was alleviated somewhat during the 1920s and 1930s with several large scale landfill projects.

²⁵ William H. Wilson, *The City Beautiful Movement: Creating the North American Landscape* (Maryland: Johns Hopkins University Press, 1994), 17, 41-47; See also Charles Mulford Robinson, *The Improvement of Towns and Cities: or, The Practical Basis of Civic Aesthetics* (New York & London: GP Putnam's Sons, 1901).

²⁶ Beyer Blinder Belle/Anderson Notter Finegold, *Ellis Island Statue of Liberty National Monument: Historic Structure Report, Volume 1 [Main Building]* (U.S. Department of the Interior, National Park Service, 1986), 71.

²⁷ BBB/ANF, *Historic Structure Report, Volume 1 [Main Building]* (1986).

The next major change in Ellis Island's landscape occurred during the mid-1920s, concurrent with a shift in perception and policy regarding immigration in the United States. Following World War I, Americans feared communists, anarchists, socialists, and other radicals would bombard the country. This fear of enemy aliens was palpable at Ellis Island not only because of broader national and political shifts, but also because in 1916 German saboteurs had destroyed a munitions depot at nearby Black Tom Wharf, New Jersey. The explosion rocked Ellis Island, shattering windows and causing panic. This newly hostile climate was represented by the Immigration Act of 1924, which established a quota system for arriving immigrants. This quota system required that no more than 2% of the total population of an immigrant population living in the U.S., as of the 1890 Census, be admitted annually.²⁸ With this rise in hostility Ellis Island began transitioning away from immigrant processing and towards immigrant detention. With this shift, the landscaping of Ellis Island was seen as much less of a priority, and many of the aesthetic improvements began to fall into "disuse and disrepair."²⁹

The focus on detention on Ellis Island continued into the 1930s.³⁰ This new use pattern was reflected in the landscape. During this decade fences became a prominent feature of the Island and the space became increasingly uninviting. In 1933 Secretary of Labor Frances Perkins, a former social worker, wanted to reform the space of Ellis Island to be more hospitable to arriving immigrants and more humane to detainees. Perkins' interest, combined with those of Supervising Architect of the Treasury Louis A. Simon (1933-1939) and Commissioner Edward Corsi (1931-1934), resulted in the 1934 *Report of the Ellis Island Committee*.³¹ The last major building campaign on the Island, the report led to Public Works Administration (PWA) and Works Progress Administration (WPA) projects, including landfill projects (between Island 2 and 3, in the New Immigration Building fill between Islands 1 and 2) and new recreation spaces (**Figure 7**).³² These 1934 recommendations prompted the 1939 Planting Plan.³³ This Island-wide redevelopment introduced trees to the Island for the first time on a large scale. These 1930s plans were the first large-scale and centrally-planned departures from the conceptual plan first put forward by Boring and Tilton, but shared the latter's formal, linear character (**Figure 8**).

The proposed landscape projects of the 1930s represent a continued interest in promoting recreation, both passive and active. New playground equipment and a tennis court were proposed for the expanded landfill near the New Immigration Building, and a baseball backstop was added near the former Railroad ticket office on Island 1. A small, opened sided recreation shelter was

²⁸ Office of the Historian, United States Department of State, "Milestones: 1921-1936 – The Immigration Act of 1924 (The Johnson-Reed Act.)" <<http://history.state.gov/milestones/1921-1936/immigration-act>>

²⁹ Stakely, *Ellis Island Cultural Landscape Report* (2003), 6.

³⁰ While this was the new focus of immigration, it is important to remember that Ellis Island's hospitals continued operations as usual. Long term hospital patients continued to use the landscape.

³¹ *Report of the Ellis Island Committee* (New York, 1934).

³² From 1934 to 1935 a recreation area surrounded by a 100 foot fence on both sides of the New Immigration Building so that arriving immigrants could have recreation space separate from detainees. This recreation area included a baseball backstop. A new recreation area and structure was also added behind the Baggage and Dormitory Building for detainees. See BBB/ANF, *Historic Structure Report Volume 1* (1986).

³³ U.S. Public Buildings Service, Ellis Island Planting Plan, (October 1939), Drawing File No. 462/43968A, electronic Technical Information Center - Denver Service Center, National Park Service, U.S. Department of the Interior [hereafter eTIC – DSC, NPS]. The plane trees chosen for this planting plan were also planted on Liberty Island and at Battery Park at this time.

built on Island 1, with a matching one at the courtyard fill between Islands 2 and 3. Also a Recreation Building was constructed at the connecting corridor between Islands 2 and 3 (**Figure 9**). These recreation facilities had to be adapted to the realities of Ellis Island, which was now dedicated to keeping various classes of immigrants apart. Each facility was within “clearly demarcated spaces” which were either for “patients, immigrants, [or] deportees,” each zone was separated by fences.³⁴

During the 1940s and 1950s containment remained the primary use of Ellis Island and continued to shape the landscape. The attitude in the U.S. against immigration was symbolized by the transfer of immigration issues from the Department of Labor to the Department of Justice in 1940. During the 1940s Ellis Island also had increased military uses. In 1939 the U.S. Coast Guard began using the New Immigration Building on Ellis Island for “training recruits for neutrality patrol duty.”³⁵ With the outbreak of World War II (1941-1945) Ellis Island became a Coast Guard station, a hospital for wounded servicemen and a detention facility for enemy aliens. Today, in the Baggage & Dormitory building where enemy aliens were held, graffiti such as Nazi swastikas can still be seen (**Figure 10**).³⁶ Even after World War II ended, the military presence on Ellis Island continued; 150 German detainees remained until 1949.³⁷

Throughout this time, the U.S. Public Health Service continued to run the hospital complexes on Islands 2 and 3. The overall attitude shift against immigrants and immigration, as well as wartime necessities resulted in a decrease in upkeep of the new vegetation on the Island during these decades. A 1942 *New York Times* article described the Island as a “bleak and treeless” without “a plot of green anywhere.”³⁸ However, the Coast Guard, who returned to Ellis from 1951 to 1954 with the Ellis Island Port Security Unit, did maintain the landscape on Island 2 where their administrative offices were located. Servicemen were assigned to the task of maintaining the lawns, especially “a large parade ground behind the U.S. Coast Guard buildings, which was used for reviews and musters,” and purchasing records show that supplies, like seeds, bulbs, and fertilizer, were purchased for upkeep.³⁹

By 1954, all Immigration and Naturalization Services (INS) and Coast Guard operations ceased on the Island. The landscape was then abandoned and quickly became overgrown. The 1960s was a time of increased federal involvement in historic preservation. This overall interest in

³⁴ Julia A. Sienkewicz. “Ellis Island Recreation Building,” HABS No. NY-6086-V (Historic American Buildings Survey, 2010), 1. Prints & Photographs Division, Library of Congress, Washington, DC.

³⁵ John H. Pousson, *An Overview and Assessment of Archeological Resources on Ellis Island, Statue of Liberty National Monument New York* (Washington, D.C.: Government Printing Office, 1989), 74.

³⁶ Barry Moreno, *Images of America: Ellis Island* (Charleston, DC: Arcadia Publishing, 2003).

³⁷ An interesting change in the separation of those on Ellis Island occurred at this time. While the separation of genders, ages, those with diseases, and immigrant versus detainees had always been present, a 1940s map suggests a new kind of separation on the Island. “1937 General Plans,” as revised in May 1942 and October 3, 1946, shows that the second floor day quarters of the Baggage and Dormitory building were segregated by race. “North and West Rooms – Chinese,” “North Room – Colored,” “East and North Rooms – White.” Segregation of immigrants and detainees by race is not mentioned in other sources which the author has found, and it is possible that, like so many of the plans for Ellis Island, this segregation was suggested but never executed. This is an area which deserves more research. Ellis Island Park Archives.

³⁸ C. Price, “Harbor Camp for Enemy Aliens,” *New York Times Magazine*, 25 January 1942, 29.

³⁹ Charles M. Allmond, III, Interview by Serena Rinker, Tape Recording, Ellis Island, August 7, 1983, Transcribed by Lydia Hanhardt, June 1995 (STLI Library, NPS-140).

preservation occurred at the same time as social and cultural shifts in history focused increasingly on minority and working class experiences. These trends together helped Ellis Island, a federal property integral to the story of immigration in America, become recognized as an important landmark worthy of preservation. In 1965 President Lyndon B. Johnson signed Proclamation 3656, making Ellis Island a part of the National Park system. The National Park Service (NPS) immediately began planning what should be done.

The first proposal was commissioned by Secretary of the Interior Steward L. Udall in 1966 from New York based architect Philip Johnson. Taking the severely declining buildings and overgrown landscape into account, Johnson proposed a plan which would have preserved the Main Immigration and Kitchen & Laundry buildings on Island 1 and the hospital complex on Island 2 as historic ruins. "Wood and glass would be removed, roof and masonry retained. Around the buildings the NPS would plant vines, poplars, sycamores, and ailanthus, allowing these to grow unchecked up and through the structures."⁴⁰ All of the structures on Island 3 would be razed to make way for a more formal park as well as the "Wall of Sixteen Million" dedicated to the immigrants who passed through Ellis. The plan received mixed reviews from the public and press, but was ultimately abandoned because the \$6,000,000 appropriated from Congress would not be enough to execute Johnson's design.

In June 1968 NPS then commissioned a team of architects, landscape designers, museum specialists, and historians to create "The Master Plan of Ellis Island."⁴¹ This plan called for the rehabilitation of the Main Immigration Building, but the removal of all other historic structures and vegetation across Islands 2 and 3 to make room for activities and ethnic observances. Though officially approved by the NPS Director, Congress never appropriated the funds and the "Master Plan" went unexecuted. From 1965 to 1973 Ellis Island sat largely unchanged. Then, President Richard Nixon took an interest in the site after attending an event on Liberty Island.

Two notable, though ultimately unsuccessful, attempts to use Ellis and impact its landscapes occurred during the 1970s. On March 16, 1970 a boat carrying eight Native Americans left the New Jersey coast and tried to occupy Ellis Island. Prevented from landing by mechanical troubles, the Native Americans were attempting to mirror the occupation of Alcatraz Island in San Francisco Bay which had begun November 1969.⁴² The group felt they had a legal claim to Ellis Island, citing the 1868 Treaty of Fort Laramie, which stated that all unused federal lands would be returned to Native Americans. The group's leader, Shoshone Indian John White Fox, further pushed their need for the land, as there was "no place for Indians to assemble and carry on tribal life in this white man's city."⁴³ Coast Guard patrol boats guarded the Island, asserting that any illegal trespassers would be sentenced to up to ten years in jail under the provisions of the Espionage Act of 1917. There was never a successful occupation of Ellis Island by Native groups.

⁴⁰ Barbara Blumberg, *Celebrating the Immigrant: An Administrative History* (Boston, MA: Division of Cultural Resources, North Atlantic Regional Office, National Park Service, U.S. Dept. of the Interior, 1985).

⁴¹ United States Department of the Interior, NPS, "A Master Plan for Ellis Island," (June 1968).

⁴² The Occupation of Alcatraz lasted nineteen months, from November 20, 1969 to June 11, 1971.

⁴³ *New York Times* March 17, 1970.

However, just four months after this incident, there was a successful occupation of Ellis Island by African American demonstrators. Dr. Thomas W. Matthew and 63 men, women, and children from his organization the National Economic Growth and Reconstruction Organization (NEGRO) took over Ellis Island for thirteen days. Matthew was a 46-year-old neurosurgeon. He founded NEGRO in 1965 as a self-help alternative for members of the African American community afflicted with alcoholism, drug addiction, or poverty. Encouraging rehabilitation through training and work within black owned businesses, Matthew and his group occupied Ellis Island with the intent of leasing Islands 2 and 3 from the federal government for business, training, dormitory, and social service facilities. On September 1, 1970 NPS granted NEGRO a five year special use permit to use the Islands for this purpose, so long as they complied with local and federal laws and did not alter the historic integrity of the buildings. Had this project been successful, it would have established a very different landscape for Ellis Island. Unfortunately, Matthew was unable to attract either the capitol or participants his project would need to get off the ground. During the summer months of 1971 only five NEGRO members lived on the Island full time. This disinterest combined with the deteriorating state of the Island, which made living there full time a health and safety hazard, led to the abandonment of the Island by NEGRO. The last three residents moved out in September 1971. In April 1973 NPS New York District Chief Jerry Wagers formally revoked NEGRO's special permit.⁴⁴

In the years leading up to the bicentennial of the Declaration of Independence in 1976 a great deal of nationalism and American pride was building across the country. As part of the pro-national fervor surrounding this event an option paper was created which proposed five plans for Ellis Island's future use, ranging from total rehabilitation of all buildings to surrendering all buildings entirely to the General Services Administration (GSA).⁴⁵ With the understanding that this final option would be a "truly explosive" public relations nightmare for "Americans newly conscious of their ethnic heritage," while total rehabilitation would be far too costly, the second option was chosen:

Rehabilitate a little over half of the main building, while stabilizing the rest for structural safety. Only the rehabilitated portion would be open to the public... Rebuild the ferry dock and north side of the seawall and dredge the ferry basin. Leave the south side of the island as it was and closed to the public. Development cost--\$20,935,000.⁴⁶

NPS set out to complete the project through a combination of Congressional funds, private fundraising organized through the Restore Ellis Island Committee, and work from Comprehensive Employment and Training Act (CETA) laborers. Work began in 1976 and on May 28 of that year Ellis Island was formally opened for tours. Further restoration projects were undertaken from 1986 to 1990 which cost \$156,000,000. Ellis Island's buildings and museums were opened to the public and dedicated by Vice President Dan Quayle and Chairman of the

⁴⁴ Jerry D. Wagers, Director, New York District, to Dr. Thomas W. Matthew, (2 April 1973), Blue Folder of Ellis Island Documents, Storage Area as cited in National Park Service, *Celebrating the Immigrant: An Administrative History*. (http://www.nps.gov/history/history/online_books/stli/adhi6.htm)

⁴⁵ Memo, C. L. Brooks, Director, NERO, to Ronald H. Walker, Director, NPS, (25 April 1973), L-30, Land Use-Ellis Island, 1971-74 File, Drawer 1, Administration Building; "Ellis Island--Options," April 1973, 1, 2-6.

⁴⁶ Memo from Ed Kallop, museum curator, to Superintendent Batman, (13 August 1973), Ellis Island Miscellaneous Notes File, Drawer D-N, AMI Curator's Files; "Ellis Island--Options," April 1973, 6.

Statue of Liberty-Ellis Island Foundation Lee Iacocca on September 10, 1990.⁴⁷ Finding the money and capability to preserve the hospital complexes on the Island's south side (Islands 2 and 3) has been more challenging. After being placed on the National Trust for Historic Preservation's annual list of America's 11 Most Endangered Historic Places in 1997, funds and plans to stabilize the decaying buildings on Islands 2 and 3 began in 1999.⁴⁸ Mothball projects have taken place throughout the first decade of the 2000s to help prevent further decay and future projects for the structures and landscapes of Islands 2 and 3 continue to be proposed.

Part II: Physical Information

A. Landscape Character and Description Summary

The majority of the existing land mass of Ellis Island was created for its use as a U.S. Immigration Station (see the drawings for HALS No. NY-9 for additional information about the evolution of Ellis Island prior to 1890). All but 3.3 acres of the 27.5 acre total are man-made. After a series of expansions, Ellis Island became three islands, each connected by a western corridor with open water space between. After landfill projects in the 1920s and 1930s, Ellis Island is now a single land mass (**Figure 11**). Despite the three islands being connected they are still often spoken of as if they were separate.

Ellis Island's most significant landscape features are its groupings of institutional buildings. The Main Immigration and supporting buildings of Island 1 and the hospital complexes of Islands 2 and 3 take up the majority of the Ellis Island's space. The recreation courtyard created from the ferry slip between Islands 2 and 3 is the largest open green space. The general character of the landscape is consistent with that of the historic period. Though land use has changed, from immigration processing to visitation and education on Island 1, and from hospital care to abandonment on Islands 2 and 3, the general historic landscape character Ellis Island has remained intact. Spatial organization remains consistent as few buildings or design features have been lost. New growth of non-historic vegetation and continued growth of historic vegetation are the most significant changes. These changes are theoretically reversible. Unfortunately, as more time passes and conditions on Islands 2 and 3 continue to worsen, the possibility for restoration decreases. The possibility for stabilization of the site as ruins or preserving key areas for interpretation remain strong. The 2007 "Ellis Island South Side Concept Study for Museum Interpretation" suggested restoring four spaces (Ward G, the Powerhouse complex, the Laundry/Hospital Building, and the Operating Room in Hospital Building No. 2) to either "a period appearance" or "a state of decay."⁴⁹ But no formal plans have been made, approved, or budgeted to rehabilitate the structures of Islands 2 and 3 and escalated destruction from Hurricane Sandy in 2012 makes the possibility for these improvements even more difficult.

⁴⁷ National Park Service, "Ellis Island Chronology Timeline, 1674-2001" Compiled by Barry Moreno, (Ellis Island Library, 2nd ed. 2001).

⁴⁸ Competition over removing buildings and using Islands 2 and 3 for a hotel and conference center was part of what sparked the 1998 Supreme Court Case *New Jersey v. New York*. Wendy Mitman Clarke, "Island of Hope," *National Parks* 4, no. 11-12 (Nov-Dec 1999): 28.

⁴⁹ In 2014 a portion of the Hospital Outbuilding was stabilized and partially restored by the Statue Cruises company for office space. Academy Studios and Jan Hird Pokorny Associates, "Ellis Island South Side Concept Study for Museum Interpretation," (New York: July 2007), ii.

B. Character Defining Features

As the primary U.S. Immigration Station from 1892 to 1954, Ellis Island's landscape was the first impression of the U.S. for millions of immigrants. This cultural significance was also recognized by many at the time, including Supervisory Architect of the Treasury Department James Knox Taylor (1897-1912), who oversaw the construction, and Commissioners of Immigration William Williams (1902-05, 1909-14), Frederic C. Howe (1914-1920), and Edward Corsi (1930-34), who each made landscape and design improvements. These men enacted many building programs and landscape reforms in their attempts to make Ellis Island a beautiful and functional space. Corsi insisted that "as it is the port of entry to the largest city in the largest country in the Western World... the physical appearance of that port should bear witness to the importance of the city and country whose door it opened."⁵⁰ The original landscape reflected the influence of the City Beautiful Movement. Buildings were built on using a formal, linear hierarchy, all designs are focused on order and symmetry, and green spaces are designed on rectilinear patterns.

1. Natural Features

a. Topography

Ellis Island sits a mere seven feet above sea level. Described as "a reedy, low-lying mud bank" which barely rose above high tide, the Island originally sat only five feet above sea level.⁵¹ This was changed in 1898 when Boring and Tilton suggested that two more feet be added under the Main Immigration Building, the grade sloping away from there. This elevation pattern was mimicked on the other two islands when they were created. The Island's low, relatively flat topography has been a consistent feature throughout its time as an Immigration Station.

Though overall island topography has changed little, the creation of Islands 2 and 3 resulted in dramatic changes for the border of the New Jersey side of New York Harbor. It was this topographical change which led to the 1998 Supreme Court decision that deemed that New Jersey had domain of the nearly 24 acres of which make up the manmade lands of Ellis Island because of the 1834 compact between New York and New Jersey which stated that "New York shall retain its present jurisdiction" over the Island, while New Jersey had claims to the surrounding waters and submerged lands.⁵² But this distinction is muted by the fact that all of Ellis Island remains in the hands of the federal government.

b. Vegetation

In 1954 Ellis Island was abandoned by the federal government and vegetation growth quickly became wild and overgrown. This growth was the result of both existing

⁵⁰ Stakely, *Cultural Landscape Report* (May 2003), ix.

⁵¹ Nancy Foner, *From Ellis Island to JFK: New York's Two Great Waves of Immigration* (New York: Russell Sage Foundation, 2000), 1.

⁵² *New Jersey v. New York*, 532 U.S. 767 (1998); Linda Greenhouse "The Ellis Island Verdict: The Ruling, High Court Gives New Jersey most of Ellis Island," *The New York Times*, 27 May 1998.

vegetation becoming unkempt, and new vegetation being introduced by natural seed dispersal. Invasive plants like *Euonymus spp.* (Euonymus), *Hedera helix* (English Ivy), *Parthenocissus quinquefolia* (Virginia Creeper), and *Toxicodendron radicans* (Poison Ivy); shrubs such as *Forsythia intermedia* (Forsythia), *Ligustrum spp.* (Privet), *Rhus spp.* (Sumac), *Syringa vulgaris* (Common Lilac), *Taxus spp.* (Yew); and trees including, *Ailanthus altissima* (Tree-Of-Heaven), *Betula spp.* (Birch), *Malus spp.* (Crabapple), *Plantanus acerifolia* (London Planetree), *Prunus spp.* (Wild Cherry), *Quercus spp.* (Oak), and *Ulmus spp.* (Elm) all became rampant on the islands.

After NPS took control of the site, this rapid vegetation growth continued as officials created conservation, preservation, and budget plans for the site. In 1968 a Master Plan was created which made the choice to rehabilitate the buildings and landscapes on Island 1 alone for visitors. But it was not until the mid-1970s that landscape work clearing vegetation began on Island 1. Non-historic trees, vines, shrubs, and plants were removed which amounted to forty-thousand pounds of debris. From the 1970s through the 1990s vegetation was cleared and historic and new vegetation were added as Island 1 was transformed into the Ellis Island Immigration Museum.

The lawns and walkways on the south side of Island 1 along the Ferry Basin are lined with historic *Plantanus acerifolia* (London Planetree). The picnic area with tables is lined with four *Gleditsia triacanthos* (thornless common honeylocust). The outer circle of the Wall of Honor as well as the inner lawn are lined with *Acer rubrum* (red maple), *Tilia cordata* (little leaf linden), *Gelditsia triacanthos* (thornless common honeylocust), and *Acer buergerianum* (trident maple) trees. There are several small flower plantings across Island 1. Six flower beds with hedges line the portico entrance to the Main Immigration Building, three on each side. Flower beds also line the southern, Ferry Basin side of the Kitchen & Laundry Building. Off of the north-east corner of the Railroad Ticket Office there sits a *Hemerocallis* (Daylily) garden donated by Betty Harwood in July 2007.

Though Island 1 was ready for visitors by 1990, conditions on Islands 2 and 3 remained largely unchanged. From 1999 to 2001 a Cultural Landscape Inventory was undertaken by NPS and the Olmsted Center for Landscape Preservation. This report identified historic vegetation and was used during three clearing projects from 2000 to 2002 to determine which vegetation should be preserved and which should be removed. On Island 2 a *Ligustrum species* (privet) hedge lines the walking path outside of the covered walkway between the New Ferry Building and Hospital Building. This is the only historic hedge to survive (**Figure 12**). Historic *Platanus acerifolia* (London planetrees) also remain lining the walking paths on Islands 2 and 3. On Island 3 a few non-historic trees remained after these clearing projects – *Ulmus parvifolia* (Chinese elm) between Wards 27-28 and 23-24, a *Betula species* (birch) in the Kitchen yard, and two *Betula species* (birch) between Wards 17-18 and 13-14. Despite these massive clearing projects, minimal maintenance work has been done to Islands 2 and 3 since. Thus errant, unmaintained vegetation continues to be a problem. All lawn and courtyard spaces on Islands 2 and 3 have overgrown grass and invasive plants. A new *Morus* (Mulberry tree) is currently growing on the central walking path of the recreation courtyard (**Figure 13**).

On the lands of the New Immigration Building between Islands 1 and 2, there are trees scattered across the site. These trees are *Quercus palustris* (pin oak), *Platanus acerifolia* (London planetree), *Fraxinus* species (ash), and *Betula species* (birch).

c. Water

Ellis Island sits on the New Jersey side of New York Harbor, one of the largest natural harbors in the world. Because of this, boats have been used to access Ellis Island from the historic period to the present (**Figure 14**). But because the Island's boat slip is shallow, large liners were not able to pull directly up to the Immigration Station. Instead, visitors to the Island arrived via ferry boat, a practice continued for visitors to the site today. Supplies for the Island would arrive via the small wharf behind the ferry house, not in the ferry basin. New York Harbor is at the mouth of the Hudson River, which empties into New York Bay and the Atlantic Ocean. This connection between rivers and the ocean makes New York Harbor an estuary where fresh and salt waters merge, creating what is called "brackish" water.

2. Spatial Organization

a. Land Patterns

The form and shape of the land has been changed several times through additions to the islands. Island 1 was originally 3.3 acres. It was expanded to 11.07 acres in 1890 and 14.2 acres in 1895-1897. In 1897 Island 2 was created with 3.30 acres and in 1906 Island 3 was created with 4.82 acres.⁵³ During the 1920s and 1930s the water space between Islands 2 and 3 was filled and land was added behind the Ferry Building between Islands 1 and 2, bringing the Island's total acreage to 27.5. Each time that Ellis Island was expanded, a new building was constructed, or a new covered walkway was installed, land use patterns changed. Additionally, when the primary use of the Island changed – from a military station to an immigration station (1890), to include a hospital (1901) and a contagious disease hospital (1907), to house enemy aliens (World War I and World War II), and became focused on detention (1922-1954) – the land patterns of the space would also change.

Despite many changes during the historical period, since 1954 Ellis Island had experienced few changes in its form, shape, or organization. Buildings remain largely intact and in the same spatial organization of an axial pattern running roughly northwest to southeast. Island 1 has experienced the most changes as the purpose of the space has changed to one of interpretation and visitation. But in some ways the introduction of masses of visitors arriving by ferry and moving through the spaces of Island 1 is an echo of its original use. Many of the changes on Island 1 are the result of staff needs. These include the presence of a chain-link fence, building materials, and trailers due to construction along the north side of Baggage & Dormitory, additional maintenance buildings behind the Powerhouse, a parking lot and picnic area for staff behind the Ferry

⁵³ See U.S. Public Buildings Service, "*Block Plan Showing Relative Locations of Buildings Corridors Etc on the Three Islands US Immigration Station Ellis Island NYH.*" (24 December 1913, revised 27 December 27, 1922), Drawing File 4199z5, eTIC-DSC, NPS.

Building, and the 1981 temporary bridge for staff, vendor, and emergency car traffic connecting Ellis Island to New Jersey.⁵⁴

b. Circulation

The circulation patterns on Ellis Island were planned to facilitate immigration processing, medical treatment, or detention. These needs were taken into consideration for all design elements. All three uses rely heavily on controlling movement. Movement between buildings and the use of walking paths and green spaces around buildings was thus closely monitored.

The formal, linear walking paths on each island were meant to facilitate movement while providing order. Beyond the external walking paths, much movement within and across the islands was done within corridors and covered passageways. These passageways made it possible to move between facilities while sheltered from the frequently harsh weather of New York Harbor. Each time a new building and connecting passageway were constructed it changed Ellis Island's circulation. The passageways connected all the buildings within each island and connected the islands to one another. The intra-island connectors create a spine along the western edge of the three islands. These covered passageways were enclosed during the 1910s and rebuilt in 1934-35.⁵⁵

Those immigrants who were held at Ellis for extended periods of time, be it days, weeks, or months, due to legal or medical barriers to entering the U.S. had a more restricted circulation pattern through the spaces of Ellis Island. For this group access to recreation space was an important outlet, including roof terraces on the Main Immigration and Baggage & Dormitory Buildings and fenced sections of the grounds.⁵⁶ Recreation was especially important for immigrant children and special playgrounds were created for them during Commissioner Howe's tenure in the 1910s.⁵⁷ Here "children with no common bond of race, language, or religion play[ed] together, perhaps more happily for that very reason."⁵⁸

Within the hospital complexes on Islands 2 and 3, the movement of medical patients also became a key part of the circulation patterns for Ellis Island. Critical patients would be moved by staff in wheelchairs or on gurneys, while children would be transported in wagons. Flora Greenwald, an immigrant child from Poland, recalled being "put in a little wagon, like a handcart, and... taken to hospital three."⁵⁹ This wheeled movement was made possible by the flat, even walkways and corridors, as well as the elevators within

⁵⁴ Maintenance buildings behind the Powerhouse on Island 1 include dumpsters, a recreation shelter, three fuel tanks, two mechanical stations, and a chiller.

⁵⁵ Stakely, 65, 79.

⁵⁶ Stakely, 30, 57.

⁵⁷ Alfred Brooks Fry and Frank S Howell [U.S. Public Buildings Service], "Descriptive Location Plan: No. 2 Island and Ferry House," (1 June 1916), Drawing File 462/42957, eTIC-DSC, NPS.

⁵⁸ "The Spectator" (1907) in Lorie Conway, *Forgotten Ellis Island: The Extraordinary Story of America's Immigrant Hospital* (New York, Harper Collins, Smithsonian Books, 2007), 66.

⁵⁹ Interview with Flora Greenwald in Lorie Conway, *Forgotten Ellis Island: The Extraordinary Story of America's Immigrant Hospital* (New York, Harper Collins, Smithsonian Books, 2007).

the buildings. But wheelchair access to courtyards and recreational areas from any of the buildings within the hospital complex of Islands 2 and 3 would have been difficult because there were few ramps. There are only two ramps at the hospital facility: one is to the right of the Kitchen on Island 3 and the other is into the basement on the western wing of the New Hospital Extension (Hospital Building No. 2).⁶⁰ Despite limitations, medical patients did experience outdoor recreation (**Figure 15**). According to a 1922 Public Health Service memo, “patients shall receive as much fresh air at all times as is practicable and those patients “without temperature must have a certain amount of exercise daily in the open air.”⁶¹ Metal security grilles were added to the porches on the Psychopathic Ward and other buildings of Island 2 to provide access to fresh air in a controlled environment (**Figure 16**). Restricting movement was also very important in the hospital wings, especially in Island 3’s Contagious Disease Hospital where patients had to be separated to prevent increased risk and exposure.

From the 1920s to the Immigration Station’s closing in 1954, detention became a growing part of operations on Ellis Island, making the need to restrict movement more acute. Because of this recreation became more monitored and the amount of enclosed, fenced outdoor spaces increased. According to the *Cultural Landscape Report*:

By the mid-1930s, adjustments to existing recreation areas on Island 1 provided segregated spaces for detainees. Fenced recreation areas existed near the new immigration building and north and east of the main immigration building. The latter area included a new baseball field and backstop. Fences between the Baggage & Dormitory building and the powerhouse defined a third recreation area on Island 1. Additionally, some fenced areas between wards on Island 3 provided recreation space for detained patients.⁶²

Detainees were now held on Island 1 while immigrants were processed at the New Immigration Building constructed on landfill behind the Ferry Building between Islands 1 and 2. Because of this change, from 1936 to 1937 the original concrete walking paths were entirely removed from the areas surrounding the Main Immigration Building on Island 1.

Ellis Island was also the workplace for an average of 500 to 850 staffers. These individuals moved through Ellis Island much more freely than immigrants. Buildings such as Island 1’s Powerhouse and Bakery & Carpentry Shop; Island 2’s Laundry, Administration Building, and Surgeon’s House; and Island 3’s Nurses’ Quarters, Powerhouse, Administration Building, and Staff House all would have likely been exclusively staff spaces. Many of the Ellis Island staff lived here. Quarters on Ellis Island would have been convenient for staffers who could avoid daily ferry rides and steep rents by living on the Island, but they were not without their drawbacks. “One significant

⁶⁰ The ramp on the New Hospital Extension was present as early as 1915.

⁶¹ “Public Health Service Memo to Staff, 1922,” RG 90 - Records of the Public Health Service, 1912-1968, National Archives and Records Administration I, Washington, DC [hereafter RG 90, NARA I].

⁶² Stakely, 88.

problem was that some of the quarters were located above the laundry which operated 24 hours a day,” washing up to 3,000 sheets and towels daily.⁶³ However other quarters were much more comfortable. The Surgeon’s House for example had its own outdoor walkway to the Main Hospital, with had a flower and vine covered pergola flanked by a circular flower bed and tennis courts.

Each time that Ellis Island was expanded circulation patterns changed. This was especially true with the landfill project between Islands 2 and 3. Added from 1920 to 1934, this project created a recreation courtyard that joined the two islands into one. This filled area housed the Recreation Building, a Recreation Shelter, and two substantial lawn spaces which were lined by walking paths. The most interesting features of these paths is a decorative rectilinear walkway in the center of the fill, connecting the two hospital Administration Buildings.⁶⁴

After 1954 when Ellis Island was abandoned it had the contradictory dual results of preserving the space as it was during its last stage of use, while also allowing it to become overgrown and unkempt. For example, the exterior concrete walking paths on Island 3 and in the recreation courtyard between Islands 2 and 3 are still intact and in good condition. However, smaller walking paths to buildings on Island 3, including to the door between Ward 11-12 and Ward 15-16, the rear entrance to Ward 29-30, the eastern exit from the central corridor, and the northwest exit from the Staff House, are entirely or partially blocked by overgrown weeds and invasive plants.

Other changes are the result of National Park Service use of the space. On Island 2 the concrete walking paths are no longer present, even though their original placement is still evident and circulation patterns continue to follow them. On Island 2 the original walking path has been covered with interlocking plastic tiles on the Ferry Basin side, and covered with a layer of cinder or crushed gravel on the fill side (**Figure 17**). These are protective measures to allow for Maintenance and other NPS vehicles to drive over the original concrete walkways without destroying them. A temporary cut out in the passageway on the fill side of Island 2 was also removed to allow for vehicle traffic.

A few non-historic and unofficial walking paths have been added based on staff use. From the end of the formal path at the northeast corner of the New Hospital Extension on Island 2 to the Staff house on Island 3 a matted dirt path is visible. A similar path has been stamped out along the southern exterior of Island 3.

Even though much large scale, non-historic vegetation was removed in the early 2000s, today Islands 2 and 3 are again becoming overrun. Most of the non-historic trees were removed and a few new trees have emerged. A large *Morus* (Mulberry Tree) is growing at the center of the concentric rectangle design feature in the fill. This, coupled with the piling of rubble in this area, will mean that soon this design feature will be lost. On Island

⁶³ Ibid.

⁶⁴ According to authors of the Historic Structure Report, “in the entire Ellis Island landscape this path system is the most distinguished and sophisticated element.” See BBB/ANF, *Ellis Island Statue of Liberty National Monument: Historic Structure Report, Volume 1* (1986), 83.

3 the areas in every courtyard on both sides of the buildings have become so overgrown with non-descript weeds and vegetation when not mowed that they are either difficult or impossible to pass. Since Hurricane Sandy, there is also debris in these areas.

Overall, Island 2's circulation paths are clearer. This is because it is still used by NPS Maintenance workers and because more of Island 2's outdoor space was paved. Island 2 has water circulation as well as land circulation patterns. It has its own small ferry slip which connects to a path to the Administration Building. An NPS boat is usually docked here.

All of this vegetation and debris prevents circulation on the islands in the courtyards which would have been possible during the historic period. Despite all these changes, for those few NPS staffers who have assignments which bring them to these spaces, internal circulation continues to be dominated by the covered walkways and corridors, while external circulation continues to be dominated by the formal walking paths established in the 1930s.

Circulation patterns on Island 1 have returned to a state similar to the historic period. Then and now, thousands of people arrive daily via ferry boats and are directed into the Main Immigration Building. Outdoor circulation of tourists is confined to the area between the ferry basin on the south and the Wall of Honor's lawn on the east. A three foot high extension of the sea wall lines the entire public portion of Island 1. The ferry basin and northern edge of Island 1 beginning at the external diameter of the circular Wall of Honor have a metal railing fence on top of the sea wall. There is no rail protection on the staff portion of Island 1 from the northern edge of the Baggage & Dormitory Building to the New Immigration Building. Island 1 from the chain link fence around Baggage & Dormitory around to the southwestern edge of the area around the New Immigration Building is used exclusively by staff. This space is either gravel or paved. There are also no rail protections along the seawall of Islands Two or Three. There is a low sea wall extension without a fence along the western edge of the island at the New Immigration Building.

c. Views and Vistas

Ellis Island has outstanding views of New York City, New Jersey, and the Statue of Liberty (**Figure 18**). It is not believed that the designers considered viewsapes to be an important part of planning Ellis Island. Still, these views became integral to the immigrant experience. Commissioner Williams also understood the importance of the view of Ellis Island itself for approaching immigrants. Because of this his improvements to the built environment were designed so that a "very ugly... treeless strip of land" would not be their first impression of America.⁶⁵

For the immigrants arriving at Ellis Island, these views were inscribed with a great deal of meaning. "Expectancy and hope, admiration and awe were perhaps the prevailing

⁶⁵ Earnest Hamlin Abbott, "America's Welcome to the Immigrant," *Outlook* (4 October 1902): 257-64.

emotions,” according to immigrant Paul Knaplund.⁶⁶ This was likely also the case for millions of immigrants like him. How long an individual took in this view depended on whether they passed quickly through the inspection station, as was the case for 80 percent of those who passed through Ellis Island, or if there was a delay. These delays could be caused for multiple and varied reasons. As described in 1923, “pulmonary tuberculosis may be suspected or mental deficiency, or there may be a suspicion of contract labor attaching to one of the party, or illiteracy.”⁶⁷ For those sad few deemed unfit for entry, about 2% of those who came to Ellis Island, these views would be all of America they would ever see.

The Beaux Arts-inspired planning on Ellis Island created axial vistas along building exteriors. This development pattern was expanded with the addition of the recreation yard between Islands 2 and 3, which established a formal lawn and circulation paths in ornamental patterns. Because there was little vegetation on Ellis Island, views were largely unobstructed. After the 1939 Planting Plan, which established large amounts of trees on the islands for the first time, internal views between and within islands became increasingly obstructed. Following the abandonment of the Island in 1954 the rampant growth of invasive tree, plant, and vine species made views of, from, and within the Island very much obscured. Though this was improved by the clearing projects of the early 2000s, some tall tree growth is reestablishing itself on Ellis Island. If left unchecked, large scale trees will again block historically significant and lovely views and vistas from the Island.

d. Water

Throughout its history, Ellis Island has had limited access to fresh water. Wells, rainwater reservoirs, cisterns, and water towers were all used in an attempt to meet the Island’s water needs. Eventually, “the whole supply of water, which amounted to nearly 20,000 gallons per day (was) brought from Manhattan by steamers and pumped into storage tanks at Ellis Island.”⁶⁸ In 1898 a six-inch water main from Jersey City, New Jersey to the Boiler House at Ellis Island was constructed by the firm Holmes and Logan. This pipeline was repaired many times over the years including improvements in 1976. It remains Ellis Island’s main water supply today. The water tower on Island 1 is a recreation of the two historic ones that stood in the same general location.

There were only a few minor water features on Ellis Island which were not undertaken in procurement of potable water. During Commissioner Williams’ tenure a small pond and fountain were installed southwest of the Powerhouse on Island 1. It is unclear how long this feature remained on the Island, but it is no longer present. A series of fire hydrants were also added to all three islands in 1903 and in 1952, and to Island 1 in the 1980s. While many historic hydrants are still present on Islands 2 and 3, many were lost due to

⁶⁶ Paul Knaplund, *Moorings Old and New: Entries in an Immigrant’s Log* (Madison, 1963). Knaplund arrived from Norway in 1906 at the age of 21.

⁶⁷ “Geddes Recounts Ellis Island Evils, Suggests Remedies,” *New York Times*, 16 August 1923, 1.

⁶⁸ Pousson, 46.

Hurricane Sandy. They can be seen on their sides along the edges of buildings on Islands 2 and 3.

When constructing Islands 2 and 3, water played a prominent role. The construction of Island 2 in 1899 created the ferry basin between Islands 1 and 2, into which nearly twelve million immigrants would enter. The water between Islands 2 and 3 was also significant. The Surgeon General insisted that “200 feet of clear water space between the two islands would be amply sufficient to insure freedom from danger of contagion” between facilities at Ellis Island “according to modern ideas of hospital construction.”⁶⁹

e. Buildings and Structures

The many interconnecting buildings are Ellis Island’s most prominent landscape feature. Despite problems with upkeep, Ellis Island has been fortunate to retain its main buildings. Small building features, including the greenhouses on Island 1 and 3, have been removed. But despite these minor losses, most of Ellis Island’s buildings remain intact. The buildings and structures which are still present are:

- 1901 – Island 1: Main Immigration Building, Kitchen & Laundry, Powerhouse; Island 2: Hospital Outbuilding, Hospital
- 1907 – Island 2: Psychopathic Ward, Hospital Administration Building; Island 3: Administration Building, Powerhouse, Kitchen, Wards 13-14, 17-18, 19-20 (Contagious Disease Hospital)
- 1908 – Island 3: Animal House, Staff House (Contagious Disease Hospital)
- 1909 – Island 1: Baggage & Dormitory; Island 2: New Hospital Extension; Island 3: Nurse’s Quarters, Wards 11-12, 15-16, 21-22, 23-24, 25-26, 27-28, 29-30, 31-32 (Contagious Disease Hospital)
- 1915 – Island 1: Bakery & Carpentry Shop
- 1921 – Island 1: seawall changed from wood to concrete/ granite
- 1930s – Islands 1/2: Ferry Slip piling
- 1934 – Islands 2 and 3: seawall changed from wood to concrete/ granite
- 1936 – Islands 1/2: New Ferry Building, New Immigration Building
- 1937 – Island 1 – Recreation Shelter; Islands 2/3: Recreation Shelter, Recreation Building
- 1980s – Island 1: Entry Portico, fuel tanks and HVAC units, Maintenance Building
- 1985 – Island 1: Water Tower (reconstruction)
- 1990s – Island 1: Concessions Kiosk, NPS Guard House
- 1993 and 2001 – Island 1: Wall of Honor
-

⁶⁹ Excerpt from a speech by U. S. House Representative Hon. John L. Burnett, (19 June 1912), in John F. Mann, “Comedies and Tragedies at Ellis Island,” unpublished manuscript, (1912), File 53371-74, Box 205, Entry 9 - Subject and Policy Files, 1893-1957, Record Group 85, National Archives and Records Administration I, Washington, DC [hereafter RG 85, NARA I].

f. Small Scale Elements

Ellis Island has many small scale features. Some of these features date back to the historic period, while others have been added since. Many small items were lost, moved, or damaged as a result of Hurricane Sandy and its clean up.

- Benches – Though there were outdoor benches during the historic period on all three islands, the current benches have been installed since the 1980s
- Birdbath – Island 2, courtyard of the Main Hospital Building
- Bird house – There are two non-historic wooden bird houses on approximately 10 foot high polls in the lawn between the Recreation Shelter and the central path design.
- Coin-operated viewfinders – Island 1
- Fencing, contemporary styles including iron railing along seawall, chain-link, post and chain, temporary crowd control
- Fire hydrants, historic – Islands 2 and 3 During Hurricane Sandy many of these hydrants became unmoored from the ground, they now lay on their sides in areas along the hospital buildings on both islands.
- Fire hydrants, non-historic – Island 1
- Flagstaff base – Island 1
- Flagstaff base, U.S. Coast Guard – New Immigration Building area
- Flagstaff base – Island 2
- Fog bell - It is possible that this bell is original to the construction of the immigration station. In the 1980s it was moved to Island 2. Following Hurricane Sandy the bell was moved, either in clean up or by the storm itself, to the space between the Nurses' Quarters and Wards 11-12 on Island 3.
- Footings, concrete for old water towers – Island 1
- Guard House – Island 1
- Gutter splash guards, concrete – Island 3
- Iron mooring cleats
- Lighting, contemporary fixtures including posts, seawall fixtures, floodlights
- Lighting, historic remnant bases – Two lighting bases are present on Island 2 and two more are present on the Island 3 side of the courtyard. Before Hurricane Sandy one light post still remained. Today the posts are no longer visually distinguishable as lighting features.
- Manhole covers, historic
- Manhole covers and drain inlets, contemporary
- Picnic tables – Island 1 and New Immigration Building fill
- Pilot light mast, with small bell – Island 1
- Rubble walls – One rubble wall is piled walking path to central corridor on the northwest corner of the Island 3, while another sits to the south-east of the Recreation Building, and a third is present on the innermost square of the recreation courtyard's decorative walking path.
- Sculptures, abstracts of immigrant figures – Island 1 concession terrace
- Signage
- Trash receptacles
- Utility corridors and pits, concrete and brick – Islands 2 and 3

- Water line, abandoned – Island 3
- Water Towers – Island 1
- Wall of Honor – Island 1
- Window Cages – Island 2 These cages have been removed from windows and are piled between the Psychopathic Ward and the Main Hospital Building.

g. Archeological Sites

Constructed first in 1989-1990, the Wall of Honor was an exterior display dedicated to donors to the Statue of Liberty/ Ellis Island Foundation who made the site's costly restoration possible. It was placed in the former detainee recreation yard northeast of the Main Immigration Building. Made of horizontal copper panels engraved with the names of donors, this installation required constant cleaning to remove sea-bird guano so that the names were legible. In 1993 the Park decided to update the panels, creating a circular wall made with stainless-steel panels. During removal and construction, NPS archeologists uncovered portions of the foundations of Fort Gibson in the area. Ringed by the new Wall of Honor, it was decided to leave a portion of the archeological remains exposed for interpretive purposes. This archeological features allows visitors to understand the changing uses of Ellis Island from fort, to immigration station, to detention facility, and finally to museum.

Part III: Sources of Information

Part III. Sources of Information

A. Drawings, Plans

The most useful sources for drawings and plans of Ellis Island U.S. Immigration Station are the electronic Technical Information Center (eTIC), Denver Service Center, National Park Service, U.S. Department of the Interior, and the National Park Service Records at the National Archives and Records Administration in Washington, D.C. and in New York, New York. Reprints of historic maps as well as newly commissioned drawings can be found within the Beyer Blinder Belle/Anderson Notter Finegold, "Historic Structure Report" and within the Tracy Stakely "Cultural Landscape Report For Ellis Island, Statue Of Liberty National Monument." Specific drawings are cited in the footnotes or reproduced below as applicable.

B. Historic views, photographs

In addition to photographs collected at the Ellis Island Park Library from various sources, the most useful sources for historic views of Ellis Island are listed below. Specific images are cited or reproduced in this report as appropriate.

Prints and Photographs Reading Room, Library of Congress, Washington, DC

Still Picture Branch, National Archives and Records Administration, College Park, MD

RG 18-AA – Army Air Forces, Aerial Photographs

RG 90-G – Records of the Public Health Service - Historical Photograph File, 1880-1943

RG 121-BCP Records of the Public Building Service - Photographs of the construction of Federal Buildings, 1885-1954

William Williams Collection, New York Public Library, New York, NY

Terence V. Powderly Photographic Collection, Catholic University of America, Washington, DC

C. Bibliography

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Record Group 85 – Records of the Immigration and Naturalization Service, National Archives and Records Administration I, Washington, DC

Record Group 121 – Records of the Public Buildings Service, National Archives and Records Administration II, College Park, MD

William Williams Papers, Manuscripts and Archives Division, The New York Public Library.

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Part IV. Project Information

Documentation of Ellis Island was undertaken in summer 2014 by the Historic American Landscapes Survey (HALS), Heritage Documentation Programs (HDP) of the National Park

Service (Paul Dolinsky, Chief, HALS; Richard O'Connor, Chief, HDP). The project (part of Phase III of Ellis Island HDP documentation) was sponsored by Statue of Liberty National Monument (STLI), John Piltzecker, Superintendent. Project planning was coordinated by Robert Arzola (HABS Architect) and by Diana Pardue (Chief, Museum Services, STLI). Field recording and measured drawings were completed by Christopher M. Stevens (Project Supervisor and HALS Landscape Architect), Dana Lockett (HAER Architect), and HALS Architects Jason W. McNatt and Ryan Pierce. Lindsey Bestebreurtje (Ph.D. Candidate, George Mason University) served as project historian, with guidance from Lisa P. Davidson (HABS Historian). Contract photographer Joseph Elliott completed photographs during spring 2015. Helpful assistance was provided by various members of the STLI staff including George Tselos, Barry Moreno, and Ranger Katherine "Kathy" Craine; as well as the Public Services Division of the Law Library and Business Reference Specialist Ellen Terrell at the Library of Congress, and Reference Archivist Jane Stoeffler at the American Catholic History Research Center & University Archives of The Catholic University of America.

Part V. Illustrations

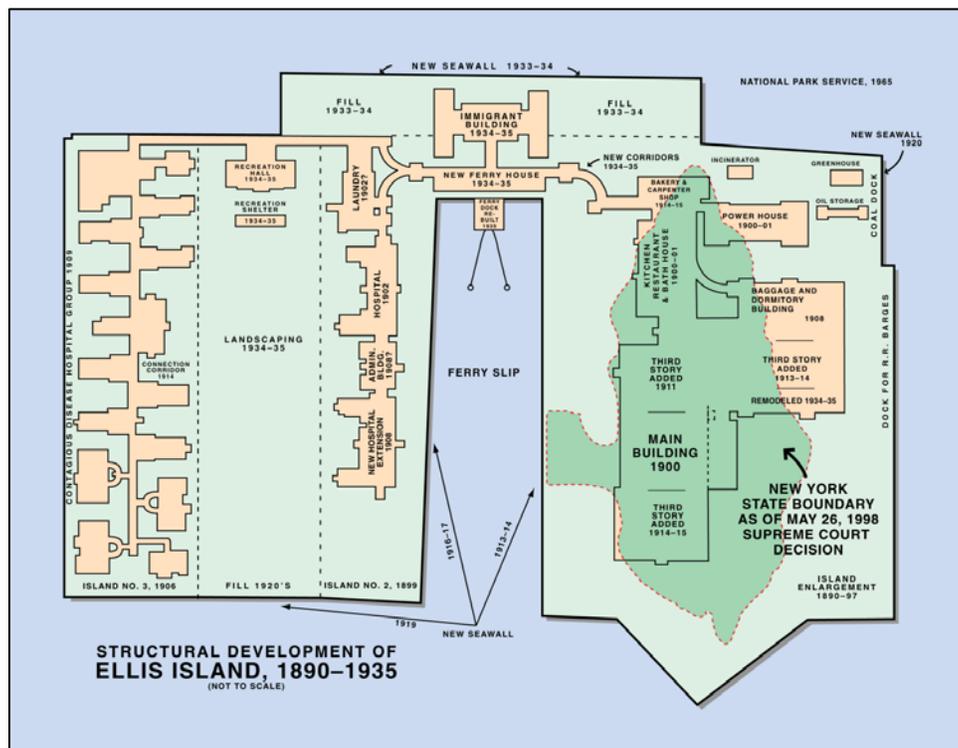


Figure 1: Structural Development of Ellis Island, 1890-1935.

This schematic plan shows the evolution of Ellis Island as it still exists today.
Source: eTechnical Information Center (eTIC), Denver Service Center, National Park Service, Department of the Interior.

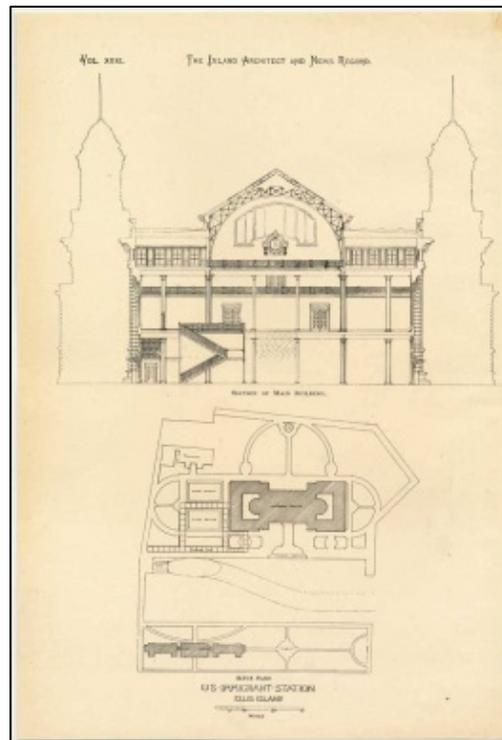


Figure 2: This image shows the original site plans proposed by Boring & Tilton in 1898.
Source: The Inland Architect (1898), Ryerson & Burnham Archives Archival Image Collection, The Art Institute of Chicago.

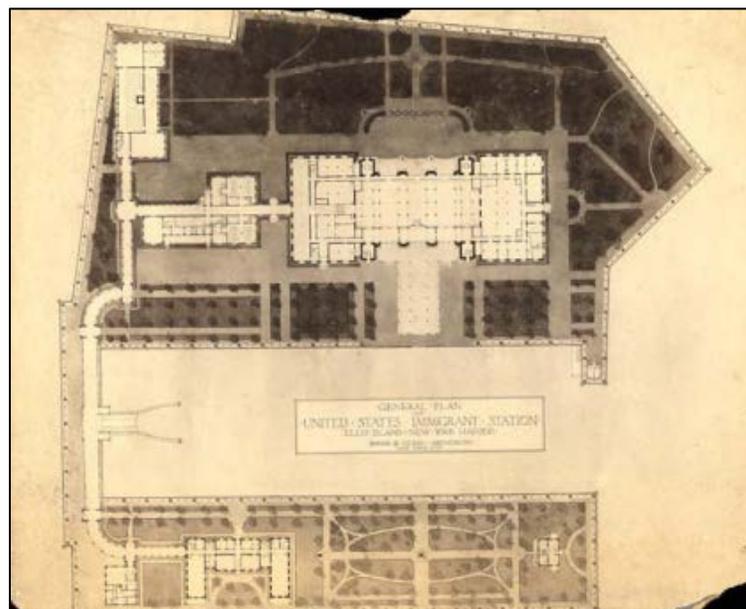


Figure 3: This image shows the revised hospital design and site plan proposed by Boring & Tilton c. 1899.
Source: Powderly Photographs, Catholic University of America Archives, Washington, DC.

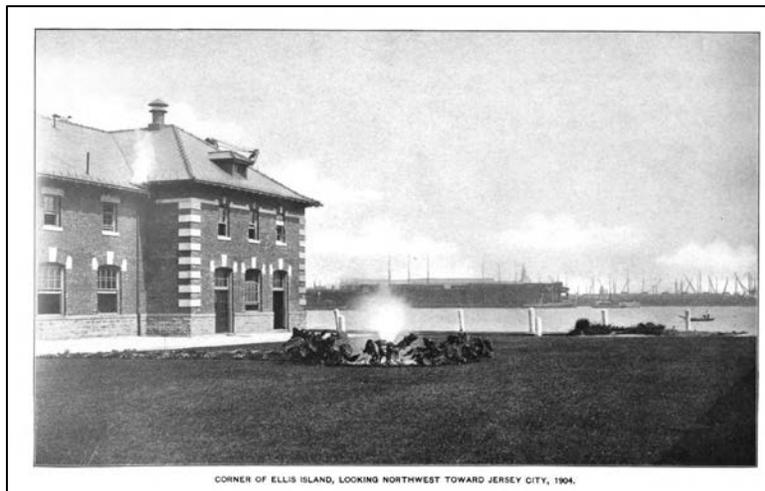


Figure 4: Before (1902) and after (1904) of Island 1 near Powerhouse. These images show the state of the landscape and the work performed under the supervision of Commissioner Williams.
Source: U.S. Department of Commerce and Labor. *Annual Report of the Commissioner General of Immigration to the Secretary of Commerce and Labor for the Fiscal Year ending June 30, 1904.* (Washington, D.C.: GPO, 1904), 117-118.



Figure 5: These images, all taken ca. 1910, show the various ornamental landscapes maintained across Island 1 and Island 2.

Top Left: “Ivy Covered Exterior of Ellis Island Building,” (Island 1)

Top Right: “View of Garden and Greenhouse Ellis Island,” (Island 1)

Bottom: “View of Ellis Island Buildings, with garden and trellises in foreground,” (Island 2).

Source: Photographs of Ellis Island, 1902-1913, William Williams Papers, Manuscripts and Archives Division, The New York Public Library.



Figure 8: This image shows the completed fill, landscaping, recreational areas, and circulation paths on Ellis Island on March 11, 1940.
Source: Image 18-AA-93-58, Still Pictures Branch, National Archives and Records Administration II, College Park, MD



Figure 9: This image shows the newly completed Recreation Building (rear) and Recreation Shelter (front) on the fill between Islands 2 and 3 on February 26, 1937.
Source: Image 121-BCP-38B-3, Still Picture Branch, NARA II, College Park, MD.



Figure 10: This image of swastika graffiti within the Baggage & Dormitory Building highlights the role of Ellis Island as a detention facility for enemy aliens during World War II. Italian and German military and civilians were held on Ellis Island throughout the 1940s.
Source: Photo courtesy of Emily Warren, August 2014.



Figure 11: This image shows fill and seawall work in the space between Islands 2 and 3 on October 20, 1920.
Source: Image 18-AA-93-61, Still Pictures Branch, NARA II.



Figure 12: This privet hedge on Island 2 is the only historic hedge still present on Ellis Island.
Source: Photo by Author, July 2014.



Figure 13: These images show the same rectilinear walking path at the center of the fill between Islands 2 and 3. The image on the left shows the materials being stored in the area, while the image on the right shows how these materials are being consumed by vegetation, no longer even visible from a short distance.

Source: Left - National Park Service STLI Internal Archive, 2010.
Right - Photo by Author, June 2014.



Figure 14: Those who visit Ellis Island, today and during the historic period, do so via ferry boat.

Sources: Left - Image 90-G-125-22, Still Pictures Branch, NARA
Right - Photo of Statue Cruises Ferry taken by the author, July 2014.



Figure 15: This image shows nurses with a group of young patients on Island 3.
Source: Image 90-G-125-38B, Still Picture Branch, NARA II.



Figure 16: This image shows immigrants in the fenced-in porch of the Island 2 Hospital. Several buildings on Islands 2 and 3 had porches like this to allow sick immigrants and detainees to spend time outdoors in a controlled environment.

Source: Image 90-G-125-53C, Still Pictures Branch, NARA II.



Figure 17: This image shows the paths on Island 2 which have been altered for use of NPS vehicles.

Source: Photo by Author, July 2014.



Figure 18: This modern photo shows New York City’s Skyline from the porch of the Baggage & Dormitory Building. Though the skyline itself has changed, this view of New York City would have been how immigrant detainees experienced views and vistas of America.

Source: HABS Field Photo by Emily R. Warren, August 2014.