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The Gjenvick-Gjønvik Archives has essential documents and information on the mass migration of immigrants from primarily European countries to North America.

The immigrants gained access to the United States principally through the north Atlantic ports of entry of the steamship lines. These ports, in order of importance, were New York, Boston, Philadelphia, and Baltimore. Through New York at Ellis Island came nearly three-fourths of all our immigrants.

Additional information on Immigration and the social-economic and other factors may be covered under separate topics.

**Emigrant and Immigrant**

A person who leaves one country to live in another is an emigrant from the land they leave; in the country to which they go, they are an immigrant. Emigration means migrating from a country; immigration means migrating to a country.
Immigration Stations

Castle Garden

America's first official immigration center, Castle Garden welcomed over 10 million immigrants to New York from 1830 to 1892.

Ellis Island
The First Immigrant Landed on Ellis Island January 1, 1892. Twelve million immigrants had passed through Ellis Island before it closed as an inspection station in 1954.

**Boston**

The United States Immigration Station in Boston was formerly on Long Wharf at the foot of State Street. The Immigration Station received immigrants who failed to pass their primary inspection on the docks. The East Boston Immigration Station was an immigration station in East Boston that was built from 1919 to 1920 and operational from 1920 to 1954.

**Immigration Topics**

**Canadian Immigration**

Canada’s Attitude Toward Immigration; Reports on Canadian Immigration from the early 1900s and the Canadian Immigration Law from 1910.
Deportation of Emigrants

Articles on the Tragedy of the Excluded Emigrant and Attractive French Woman Deported after Ten Years in America providing insight from a different bias in reporting in the early 1900s.

Emigration

To fully understand immigration, we also need to look at the causes and conditions that caused people to emigrate from their homelands to North America (Canada and the United States). Historical articles from the latter half of the nineteenth century and early twentieth-century help to provide insight into our immigration issues.
**Immigrant Documents and Documentation**

Genealogists will find these especially useful in identifying the documents they have in their family heirlooms. Students often find the illustrations and information ideal for completing reports on immigration for school.
**Immigrant Passage Contracts & Tickets**

A superb collection of original passage tickets for Transatlantic and other destinations, dating from the 1880s through the 1950s for immigrant passages to America unrivaled for its value as a primary source.

**Immigrant Passenger Lists**

The GG Archives has an extensive collection of these passenger records in our Maritime Collection. Our largest holdings of ship passenger arrival records are for the Cunard Line / Cunard White Star Line.

The lists of passengers vary considerably between steamship lines in terms of information provided on each passenger. Additionally, on many voyages, each class received a separate passenger list while others combined multiple classes into one or two lists for the same voyage. Newspaper reporters of the era were usually on hand to review passenger arrivals for VIPs and other noteworthy passengers.
**Immigrant Stories**

An assortment of the stories about early immigrants to the United States, their reasons for leaving their homeland and their experiences as new immigrants in the new world.

**Steerage - Immigrant Journeys to Their New Home**

On steamships, Steerage (or Tween Decks) and Third Class was the default choice of many immigrants from the 1850s through the 1930s. The conditions varied by steamship line and were likely to be relatively harsh compared to modern standards.

**Immigrant Types**

Explore Immigrant Types, representing different heritages, through period articles written from the viewpoint of when this great influx of immigration and immigrants was happening.
**Immigration Laws and Acts**

Series of articles covering immigration legislation from 1882-1922. The Chinese Exclusion Act of 1882; The Immigration Law of 1907 Including a Brief History Of Immigration Acts; A Summary of the Naturalization Laws of the United States; Immigration Laws From The Viewpoint of National Eugenics; and more!
Inspection of Immigrants

(Medical and Mental)
Articles related to Medical and Mental Inspection Of Immigrants including Disease Quarantine; the Inspection of Immigrants at Ellis Island; Inspection of immigrants at point of origin; Medical and Mental Inspections; and More!
Other Immigration Issues and Problems

Topics covered include The Influence Of Notaries Public Upon Immigrants; Transportation of Immigrants and Reception Arrangements in the 1800s; The Risk Of White-Slavery For Female Immigrants; Necessity Of Passports For Alien Women; The Treatment of Immigrants - A Summary of the Hardships Faced and more.

War Time Factors In Immigration

Topics covered include Immigration After The First World War, Your Government of the United States Making New Americans, Immigration and The Great War, After The War US Faces Great Eugenic Problem, and More.

Immigrants in Steerage

On steamships, Steerage (or Tween Decks) and Third Class was the default choice of many immigrants from the 1850s through the 1930s. The conditions varied by steamship line and were likely to be relatively harsh compared to modern standards.

The Immigration Period from 1870
Immigration entered a new phase in the years following the Civil War. Before this time, the immigrants had been of racial strains very closely related to the original settlers of the country.

With the great industrial expansion in America after the war and the opening of many steamship lines between the Mediterranean ports and the United States, new streams of immigration began to set in from Southern and Eastern Europe.
The change began to be apparent about 1885, but it was not until 1896 that the three currents from Austria-Hungary, Italy, and Russia exceeded in volume the contributions of the United Kingdom, Germany, and Scandinavia.

Since 1870, twenty-five million Europeans have come to the United States as compared with possibly one-third of that number in the entire earlier period of independent national existence.

These immigrants had contributed powerfully to the rapid exploitation of the country's natural resources and to the establishment of modern industrialism in America.

A characteristic of the latter-day immigration has been the fact that approximately one-third of the immigrants have returned to their places of origin.

The swarming of foreigners into the great industries occurred at considerable cost to the native workingmen, for the latter struggled in vain for higher wages or better conditions as long as the employers could command the services of an inexhaustible supply of foreign laborers.

Thus, the new immigration has made it easier for the few to amass enormous fortunes at the expense of the many and has helped to create in this country for the first time yawning inequalities of wealth.

Many Peoples, One Nation, Let Us Unite to Americanize America. Printed and Published by Ray Greenleaf, 1917. Reproduced by the New Columbus Lithograph Co. Text "The Flag Speaks" by Franklin K. Lane. National Americanization Committee, New York. GGA image ID # 14ea20a6df
• **The Chinese Exclusion Act of 1882**
  An act to execute certain treaty stipulations relating to the Chinese, May 6, 1882; Enrolled Acts and Resolutions of Congress, 1789-1996; General Records of the United States Government; Record Group 11; National Archives.

• **The Immigration Law of 1907 Including a Brief History Of Immigration Acts**
  FEDERAL legislation upon the subject of immigration extends over a period of but a quarter of a century. The act of 1819 regulated the " carriage of passengers " (ocean passengers at that time for the most part were immigrants), but for nearly a century after the adoption of the Constitution Congress was content to permit the seaboard States to control immigration by local legislation.

• **Questions and Answers for Prospective American Citizens (1907)**
  The following questions and answers are given with the purpose of enabling the person seeking to become an American citizen to familiarize him or herself with American history and the fundamental facts of American institutions, so that he or she may be prepared to readily answer such questions as the judge may ask.

• **A Summary of the Naturalization Laws of the United States (1907)**
  The conditions and the manner in which an alien may be admitted to become a citizen of the United States are prescribed by Sections 2165-74 of the Revised Statutes of the United States, as amended by Chapter 3592 of the Acts of the First Session of the 59th Congress.

• **Regulation of Immigration at Its Source (1908)**
  Article discusses in depth the path for prospective immigrants to America, who undergo stringent inspections in their home countries and port of departures. The forgotten gatekeepers of Ellis Island.

• **The Immigrant's Bill Of Rights (1909)**
  It is not enough to say, however, that immigration legislation has been inspired by the spirit of the Constitution. The active manifestation of that spirit in recent years has culminated in the Immigration Act approved February 20, 1907, which in effect constitutes the immigrant's bill of rights. To acknowledge this fact is merely to recognize a notable expression of that universally advancing spirit of humanity which, despite many appearances to the contrary, is the distinguishing mark of modern civilization.

• **Our Immigration Laws From The Viewpoint of National Eugenics (1912)**
  HOW far do our present immigration laws enable us to exclude those aliens who are physically, mentally, and morally undesirable for parenthood; those whose coming here will tend to produce an inferior rather than a superior American race; those who, in other words, are eugenically unfit for race culture?
To understand the present situation concerning immigration restriction, we must go back to the enactment of the last federal act upon the subject, namely, the act of February 20, 1907.

Under the immigration laws of the United States, certain precautionary measures are important to be observed by the masters of vessels bringing passengers to American ports. First of all, care must be had in the manner of soliciting patronage. The usual and customary methods of advertising by letters, circulars, or otherwise, the sailing dates of vessels, terms of passage and facilities of transportation are permitted, but they cannot go to the extent of soliciting, inviting or encouraging, directly or indirectly, the immigration of aliens into the United States.

Prior to 1882, there were not any formal acts that controlled immigration. Below is a brief summary of the Immigration Acts passed beginning in 1882. By the end of 1954, the transatlantic steamships and ocean liners were almost exclusively for pleasure trips.

After a test of over three months, the law restricting immigration which went into effect last June, has been found defective in several important respects, its most objectionable feature being the hardships that it imposes upon steamship companies engaged in the immigration traffic and also upon incoming aliens.
Castle Garden, originally known as Castle Clinton, was a circular fort built on an artificial island some 200 feet off the Battery in lower Manhattan. It was connected to the Battery by a bridge.

Before it became an immigrant depot in 1855, Castle Garden was a center of the social, cultural, and political activities of the city. During its lifetime as an immigrant depot (1855-1890), Castle Garden had welcomed 8,280,917 of the total 10,956,910 aliens to arrive in this country during that period.
**Castle Garden Image Library**

Books, brochures, articles, and other ephemera provided Illustrations of the conditions and experiences of immigrants who chose to enter the United States via Castle Garden in New York from 1855 through 1890. Students and Family Historians are welcome to use these illustrations for your reports and family histories.

**The New Labor Exchange at Castle Garden - 1868**

The rapidly increasing business in the Labor Exchange at Castle Garden has induced the Commissioners of Emigration to erect a new and spacious frame building, to be used as a labor depot.
Castle Garden Labor Exchange - 1868

The Labor Exchange lately organized at Castle Garden, the landing-place for emigrants to this city is one of the most valuable and successful institutions in New York.

A Day At Castle Garden Immigrant Station, 1871

On my visit, I had an excellent opportunity for me to inspect this establishment in all its details, and I availed myself of this in the fullest measure. I have tried to describe what I saw, and hope to have succeeded in imparting to the reader some idea of what Castle Garden really is, and how it looks on a busy day.
**The Immigration Process At Castle Garden - 1871**

The State of New York has established a Landing Depot for Immigrants at Castle Garden in the port of New York. Managing the many immigration departments at Castle Garden is described in a pamphlet on immigration by Friedrich Kapp, former Commissioner of Immigration for the State of New York.

A curious fact that just as many German emigrants come to America via Liverpool as those taking German steamships directly from Hamburg or Bremen. The emigrants going through Liverpool are conveyed to Hull by sea, and across England by rail.
Foreign Immigration to the United States - 1880

The volume of immigration to the United States for 1880 promises to be enormous. In 1879 the number of arrivals of aliens at the port of New York was 179,589; in 1878, 129,866; in 1877, 109,055. In the first four months of 1880, the number of arrivals has reached 81,262, or nearly half of the total of 1879.

Immigrants at Castle Garden - 1880

We have had as many as 8,000 emigrants to house in that Rotunda this season, while all our licensed boarding-houses were crammed to the uttermost limits of their capacity. This is our Board Room. The Board of Emigration Commissioners meets here and hold investigations.
Castle Garden, Immigrant Landing Station -1883

Castle Garden, situated in Battery Park on the extreme southern point of Manhattan Island, is now used as the immigrant depot. This article describes the process for new emigrants as they first find a resting-place, and receive their initial and usually erroneous impression of their new home. The article also discusses Commissioners of Emigration, Immigrants, and Ward’s Island.

Castle Garden as a Matrimonial Market - 1885

A new industry has recently been developed at Castle Garden, in New York city—that of wife-hunting among the emigrant girls. Almost every day, the Superintendent receives letters from persons desirous of securing wives without the trouble of a long courtship.
The Immigration Question – 1888

Richly Illustrated article from 1888 described the vast immigration and alarms set off in two different degrees. It threw an enormous quantity of skilled and unskilled labor on the market, and native-born mechanics especially began to feel the effect of the competition.

A History of Castle Garden Immigration Station - 1888

History of Castle Garden covers the takeover of immigration at the Port of New York by the State of New York, the creation of Castle Garden immigrant landing station, legal opposition of the "Head Tax" to support immigration processing activities, to the takeover by the Federal Government of all immigration affairs.


**Story Behind the Creation of Castle Garden**

The article responds to the questions: Who was the first to propose Castle Garden for the benefit of foreign immigrants? Is the board of management a National or a State organization? How did it originate?

**Castle Garden Immigrant Depot History**

This article is based on a study by Dr. George J. Svejda, Division of History, Office of Archeology and Historic Preservation, National Park Service. U. S. Department of Interior, dated December 2, 1968. entitled "Castle Garden as An Immigrant Depot. 1855-1890."
Immigrants, Unlisted, uninspected, with or without means of support so far as anybody knew or cared to see, they were free to swarm onshore. With a rush and a shout, the tumultuous crowd fled from their fetid quarters. It bounded onshore, becoming almost at once and by those simple act citizens of the Great Republic!
Tender Brings New Immigrants to Landing at Ellis Island. Emigrants coming up the board-walk from the barge, which has taken them off the steamship company’s docks, and transported them to Ellis Island. The big building in the background is the new hospital just opened. The ferry-boat seen in the middle of the picture, runs from New York to Ellis Island. Quarantine Sketches, The Maltine Company, 1902 [1]. Library of Congress # 97501086. GGA Image ID # 148396ba43

Important Dates in Ellis Island History

- **11 April 1890**: Congress appropriates $75,000 to build an immigration station at Ellis Island.
- **1 January 1892**: The immigration station at Ellis Island officially opens.
- **14-15 June, 1897**: Fire destroys Ellis Island Buildings, including records of immigrants dating back to 1840. All persons were safely evacuated.
- **17 December 1900**: The new and currently standing main building opens at a cost of $1.5 million.
- **1907**: Ellis Island has peak number of immigrants arrive (Approximately 1.25 million).
- **1917-1919**: Ellis Island serves as a detention center for enemy aliens, a way station for US Navy personnel, and as a hospital for the US Army.
- **1919-1954**: Serves as a deportation center in addition to its core purpose as an immigration station.
- **1920**: After WWI, Ellis Island Reopened processing 225,206 immigrants.
- **1924**: Mass migration ended. Immigrants are now inspected in their countries of origin.
- **1939-1949**: Portion of Ellis Island was used as a Coast Guard Station.
- **1941-1954**: Portion of Ellis Island served as a detention center for enemy aliens.
- **29 November 1954**: Norwegian Merchant Seaman Arne Peterssen, the last immigrant is processed at Ellis Island.
Ellis Island Immigration Resources

Books, brochures, articles, and other ephemera provided photographs and illustrations of the conditions and experiences of immigrants who chose to enter the United States via Ellis Island in New York from the late 1800s through World War I.

Handling The Immigrant at Ellis Island - 1896
Ellis Island is but a tiny bit of land, but it has a history all its own. It was here that the Dutch, and afterwards the early English governors, stored the town’s ammunition. 

First Hand Account, Immigrant Processing, Immigration Agencies

The Immigration Question - A Study of Migration (1897)

Among the many problems which the rapid and restless progress of civilized mankind has created in the nineteenth century, the problem of immigration is not the least interesting. Immigration History, Statistics, Migration and Emigration Information

The Landing of the Emigrants on Ellis Island (1897)

The finest station of this kind in the possession of the government is the national successor to Castle Garden, which is located on Ellis Island, New York harbor. Immigration Process, History of Immigration, Steerage

The Threshold of America - Ellis Island Immigration Station, 1898
Ellis Island had to consider planning a fire-proof structure which would keep immigrants free from all outside interference until discharged, while affording conveniences to resident relatives or friends to communicate with them at the proper time. **Immigration Process, Ellis Island Descriptive Information, Photographs**

*The Arrival of the Immigrant at the Barge Office – 1898*

Its "steamship day" at the Barge Office, that turreted building of gray stone On the Battery's outer wall. Up the bay a few hours before an ocean liner has been crawling in from some of the cities of far-distant Europe.
The Great Gateway to America - 1899

From 16 June 1897, until Ellis Island reopened in December 1900, immigrants landed at the Barge Office in New York. During the rebuilding of Ellis Island after the fire of 1897, immigrants were processed at the Barge Office. A ship, The "Narragansett," was employed to house immigrants that were temporarily detained. This article documents the time immigrants were processed at the Barge Office.

A Morning's Scenes At Ellis Island - 1901

Today the new buildings which are in use, although not entirely 'completed, afford ample accommodation for the throngs of foreigners who enter our country through the Port of New York.
**Ellis Island Quarantine Sketches - 1902**

Engravings showing the care of immigrants at the New York quarantine station on Ellis Island, in all its phases from the arrival on shipboard to the departure by rail for the far west.
The Flood From Europe - The Immigration Problem, 1903

The report of the Commissioner General of Immigration has been issued for the year, ending June 30th, 1903, and it shows that all previous records have been broken in the number of aliens that have come to the United States during the twelve months included in the report. Illustrated.

Solving The Immigration Problem (1904)

Assimilation is a mutual process; it depends for success not only on what the foreign body will do to be absorbed into the greater body, but upon what the greater body will do to attract it.
Commissioner Watchorn said he would not pass upon more than approximately 5,000 immigrants in one day. This number of arrivals far exceeds the highest previous number awaiting examination in one day, 11,000, about a month ago.

One of the most noteworthy features of the industrial system in the United States is the question of labor supply. The efficiency of American labor has been the subject of an endless amount of discussion among students of industrial affairs. Immigrant Processing, Statistics, Photographs
Stockholm is far away, and little Augusta, holding her doll close to her wonders a great deal at what she sees. Her eyes are deep blue and health glows in her chubby pink cheeks and crimson lips. She is bound for Minnesota to join her father and four stalwart brothers.

Ellis Island on a sparkling April afternoon. A fresh salt breeze is sweeping in from the ocean. In the harbor, life is throbbing! Bustling tugs and huge steamers, scows laden with freight-cars, ferry-boats crowded with people, tall, clumsy two-decked barges packed with immigrants from ocean liners.
Helping Irish Girls At Ellis Island - 1906

The great landing station for steerage passengers is Ellis Island, New York harbor. Here, almost daily, may be seen thousands from every land, gathered like anxious children at a mother's hem.

An Interview with The Commissioner of Immigration - 1906
We cannot have too much of the right kind of immigration; we cannot have too little of the wrong kind. We are seeing to it that we get the right kind -- and we are getting the right kind, of that I am certain. Includes tables of facts of Admitted, Rejected and Debarred immigrants.

*Ellis Island: The Island Of Disenchantment - 1907*

Loquacity is relief in time of trouble. The foreigner shut in to herself by the strangeness of her tongue, suffers more than do those of English speech who can more readily relate their sufferings to sympathetic ears and hearts.
Curbing A Human Flood of Immigration - A New Law Takes Effect - 1907

In spite of the clamor for immigrants which has been coming with increasing appeal from the thinly populated regions of the country, over seven-tenths of the aliens who passed through the immigrant stations last year said they were going to settle in already thickly populated centers.

Duchess Samples Ellis Island Pie - 1907

The Duchess showed great Interest in the operation of finding out the qualifications of the Immigrants to be admitted into the country, and she went before an Inspector and answered, smilingly, a number of questions, Just to "see how it was."
Christmas Eve found sixteen hundred immigrants detained at Ellis Island. Some were waiting for friends who had not appeared, some were penniless, some were ill, families had been separated because of the measles, which, like an evil spirit, had taken possession on shipboard.
At Ellis Island the subject is viewed from the standpoint of physical inability to work, and the certainty that, too often, the doors of honest labor will be closed in the face of the applicant. The husband must be able to provide for his wife and child; the lover must be made to go through the marriage ceremony and to be able to care for the family, or the department of deportation is put in charge of the case.
**The Immigrant Processing At Ellis Island - 1908**

You may think you can gain some idea about the arrivals at Ellis Island and of the Immigrant, but you never can. You must get a permit, as we did, from the authorities and see for yourself the "human stream that pours from the steerage of every steamship that docks there, into that huge reservoir, Ellis Island."

**Christmas at Ellis Island - 1908**

IT SEEMS to me we all feel a little puckery and as if we had bitten a green persimmon when we think of Ellis Island. There came over last year one million one hundred thousand, and one million the year before—always increasing.
**Government To Find Work For All - The Rush To Ellis Island - 1908**

THE greatest employment agency in the world has been newly established at Washington. It is conducted by the government, and its business will be to find work for everybody. Jobs for over a million immigrants from foreign lands have to be obtained somehow every year, and Uncle Sam proposes to take general charge of this enormous task.

**The Loves of Ellis Island - 1909**

In the Loves of Ellis Island you may find a theme to answer the eternal question of existence. You shall see the immigrants laugh and cry. Nothing more matters much.

**The Mission Work At Ellis Island - 1909**

A translation of a clipping from a newspaper printed in the Netherlands. It shows that the work of Mr. Sydney Zandstra, our missionary at Ellis Island, is known and appreciated.
A Mother’s Story Of Ellis Island - 1911

The two women went out into the new land with their burdens, but side by side, and seldom letting out of eye-shot a venturing, wayward boy, who trudged on a little ahead, alive with the immortal hunger of youth.
Located in these centers are steamship ticket agents, who sell not only the rail ticket to New York, but wherever possible, the steamship ticket which is good for passage when stamped at the general office or dock of the line over which it is sold. Some of these agents also sell, or lead the alien to believe he has paid for, his lodging, 'baggage transfer and guide service to the hotel and dock in New York City.

It is a busy island. Yet in all the rushing hurry and seeming confusion of a full day, in all the babel of language, the excitement and fright and wonder of the thousands of newly-landed, and in all the manifold and endless details that make up the immigration plant, there is system, silent, watchful, swift, efficient.
Edison Sheds Light On The Immigrant - 1914

The immigrant and the scenes incidental to his admission are said to be picturesque—picturesque, that is, to the onlooker. The immigrant himself, overcome by doubt and uncertainty, finds little to admire in his surroundings, while to those associated with the work the kaleidoscopic scene has long since lost its powers of fascination.

Immigrant Safety And The Barge Office At Ellis Island - 1914

Whether arriving in or leaving the country, it is usually necessary to stop here, often for a day or more. While making arrangements for transportation, or while locating friends in the city, if his home is to be in New York, the new arrival is in 'great need of advice and assistance. Alone and in a strange land, ignorant of the language, he is indeed helpless.
A Performance By The Thimble Theatre On Ellis Island - 1916

THE Thimble Theatre went a traveling last week. The entire ensemble of last Saturday night followed an invitation of chief clerk, Augustus Sherman, of Ellis Island, and repeated the performance for the benefit of the immigrants detained at present on Ellis Island.

Improvements At Ellis Island Inaugurated By Frederic C. Howe - 1916

Mr. Howe's recommendations were that the contract, involving the expenditure of one-half million dollars a year, in time of normal immigration, and being very profitable, should not be renewed, and that, instead, the authorities at Ellis Island should purchase the food and prepare and supply it to the immigrants at cost.
Never in the history of the American people has Congress passed a measure as often and vetoed by the President as many times as the immigration bill recently enacted into law.

The quota of nurses from Base Hospital 33 celebrated Washington's Birthday by entraining at different points for mobilization at Ellis Island, New York. About twenty came from Albany, others from Schenectady, Troy, and some from cantonments where they had been in Army service, while waiting for mobilization. Those of on from Albany were given a very pleasant ovation at the depot by the Red Cross and by our many friends who gathered there to wish us the best of luck. We were generously supplied with bon bons, fruit and flowers and everything our friends could think of to cheer us on our way.
The American Library Association's Work At Ellis Island - 1920

The library was moved about a month ago from a little room about twelve feet square to a ward at the extreme end of Third Island. This is a bit remote for some of the patients to reach, but they are cared for in other ways, and the room itself is such a nice one that we are only too grateful to the hospital authorities for moving us.

New Regime At Ellis Island - 1920

By showing them the best brand of United States courtesy and recognizing their need for individual consideration Commissioner Wallace hopes to make the incoming "foreigners" feel an interest and responsibility in America at the very start.
**Ellis Island Filled to Limit with Immigrants - 1920**

The rising wave of immigration swamped Ellis Island completely today. Although every available inch of space at the immigration station is utilized and for night after night this week aliens have been sleeping on the branches in the concourse.

![Ellis Island Immigrants](image)

**Where Bad Citizens Are Made - 1921**

Read this story of what women and children endure at Ellis Island, where many immigrants get their first taste of America. Then, while you are still boiling with the sense of injustice and outraged decency, write your congressman that conditions must be changed.

![Ellis Island Scene](image)

**America's International Clearinghouse - 1921**

As approximately 70 percent of the Nation's immigration is handled on Ellis Island, it is clear that the above title may fittingly be applied to this entrance to the New World.
Need for Reforms at Ellis Island Called Urgent (1921)

The general report of this Committee on the subject of immigration adopted by your Board on November 19, 1920, contained a recommendation concerning the improvement and enlargement of facilities for handling immigrants at Ellis Island and the necessity for Congressional appropriations for this purpose.

At the Portals of America - Post War Ellis Island - 1921

This is the sort of work that is being done every day by the recently organized Association Immigrant Guide Service that is helping Commissioner of Immigration Frederick A. Wallis to solve some of the complex problems that have followed the daily inundation of Ellis Island by thousands of immigrants.
First-Hand Impressions of Ellis Island - 1923

The only way to get the real atmosphere and “feeling” of Ellis Island, the great gateway to the United States, is to imagine yourself an immigrant, entering that gate for the first-time. As you come across in the ferryboat and view the dignified, imposing red administration building, you can well imagine, especially if it is your first visit, as it was mine, the impression the Island makes on the thousands of newcomers each year.

Ellis Island Hope and Tears

In the decade after Ellis Island opened, 3,047,130 immigrants arrived at the port of New York. At the same time, only 640,434 came through all other ports of entry. Immigration reached its peak during the first decade of the 20th century when 8,795,386 arrived nationwide. 6,853,756 (78%) in New York.
Facts About Ellis Island

Thirteen Facts About the Ellis Island Immigrant Station in New York from the Immigration and Naturalization Service (INS). How many of these facts were you aware of?

How Many Immigrants Came Through Ellis Island?

Some of the alien cabin passengers were visitors, some were in transit to Canada, but most of them, at least until well into the 1920s, were immigrants, just as were the steerage aliens who were automatically sent to Ellis Island, and were counted in the statistics of immigrants received.

End Notes

Note 1: In 1902, The Maltine Company issued an album of photographs, called Quarantine Sketches. It contains between thirty and forty engravings showing the care of immigrants at the New York quarantine station on Ellis Island, in all its phases from the arrival on shipboard to the departure by rail for the far west. It is altogether one of the most instructive booklets that has been published by the Maltine Company; and this is according it great praise, for the company is noted for the dissemination of useful material.
Immigrant at Registration Desk at Ellis Island ca 1910s. Bain News Service. Photograph shows a man waiting, with others in queue behind him, at the registration desk in the immigration station on Ellis Island; an immigration official is seated at the desk. Library of Congress # 97501640. GGA Image ID # 148505c990

Index to immigrant / immigration documents available at the Gjenvick-Gjønvik Archives that include Vaccination Certificates, Immigrant Identification Cards, Immigrant ID Tags and Alien Cards.
Genealogists will find these especially useful in identifying the documents they have in their family heirlooms. Students often find the illustrations and information ideal for completing reports on immigration for school.

Immigrants passing through Ellis Island were occasionally detained and chalked with a code letter to indicate the reason for the further examination — “K” for hernia, “L” for lung, “E” for eye, “H” for heart, “X” for mental disorder. Other numbers commonly found on the Immigrant Inspection Card were the manifest page and line number where their information was recorded. Holes on the bottom of some inspection cards were punched by the ship’s surgeon during daily inspections.

**Immigrant Documents Available at GG Archives**

![Image of a Cowpox Vaccination Certificate]

**1821-11-04 Cowpox Vaccination Certificate**

Koefoppe Indpodnings Attest - Norway. One of the earliest examples of the these certificates that immigrants would take with them as evidence of being vaccinated for smallpox.
1893-03-06 Vaccination - ID Card

Card given to passengers to provide evidence of that passengers’ vaccination for smallpox issued in 1893 by the American Line SS City of Berlin.

1900s Immigration Card, Second Cabin Passenger
Immigration card that dates from the early 1900s was provided to Second Cabin passenger John Grant, who arrived via a Canadian port on the SS Corsican of the Allan Line.

The second card is a U.S. Immigration Service Landing Card issued to Clara Gale on board the S.S. Corsican, presented to U.S. Immigration Officials before landing at Quebec. Undated, circa the early 1900s.

1904-10-18 Immigrant Inspection Card - Cunard RMS Carpathia

Inspection Card issued to an immigrant traveling in Steerage on board the RMS Carpathia of the Cunard Line dated 18 October 1904 that provided information including Port and Date of Departure, Name of Ship, Name of Immigrant, Last Residence and evidence of Immunization.

1910-07-09 Immigrant Inspection Card - Cunard RMS Lusitania
Immigrant Inspection Card issued by the Cunard Line RMS Lusitania dated 9 July 1910 for Swedish Immigrant K. E. Paulson from Gothenburg, Sweden. When landing at New York this card was pinned to the coat or dress of the passenger in a prominent position.

1912-04-24 Inspection Card - Austrian Immigrant

Fine example of an Immigrants and Steerage Passengers' Inspection Card issued on 24 April 1912 by the Hamburg America Line for an Austrian Immigrant on board the SS President Grant that departed from Hamburg, Germany arriving in New York on 7 May 1912. Passed American Ellis Island Inspectors on 8 May 1912.

1912-06-27 Canadian Immigrant Inspection Card - Steerage Passenger

Canadian Immigrant Inspection Card issued in 1912 to a steerage passenger on board the Allan Line SS Corsican. Card provided essential information including name of immigrant, Steamship, port and date of departure. The card was intended to be kept by the immigrant for three years. It would be shown to government officials whenever required.
Immigrant Inspection Card issued in 1913 by the Cunard Line on board the RMS Laconia to a Norwegian Immigrant traveling in Steerage. The card provided important information including port and date of departure, name of ship, immigrant name, last residence, medical inspection stamps and evidence of immunization.

Immigrant Inspection Card issued in 1915 by the SS Missanabie to an Immigrant traveling to Canada. The card includes details such as port of departure, name of ship, medical inspection stamps, and evidence of immunization.
Canadian Immigrant Inspection Card issued to a Steerage Passenger on board the Canadian Pacific steamship SS Missanabie departing from Liverpool 13 March 1915. This represents a very rare immigrant document from a ship in service less than four years.

1915-07-02 Certificate of Innocence - German Immigrant

The GG Archives curated an essential German document "Zeugnis der Unbescholtenheit" that loosely translates into Certificate of Innocence. The text dated from 2 July 1915 and was carried by a German immigrant on his 1921 voyage from Bremen to New York.

1921-09-29 Transmigrant Certificate, Third Class Passenger
Transmigrant Certificate, issued in 1921 to a third class passenger on the White Star Line RMS Olympic. It is intended as a health certificate notifying anyone that the carrier had been inspected, vaccinated, examined and vermin-free.

**1922-06-15 Passenger Transport Notification**

You will need a passport to your (Homeland) which a registration will be accepted he must exit from Hamburg to New York until the day of departure elected ships tips or a week longer applies.
1923-09-15 Inspection Card - Swedish Immigrant


1923-09-26 Ellis Island Immigrant Document Collection

A Superb collection of Immigration Documents
From 1892 to 1954 Millions of immigrants were processed through Ellis Island. This is a collection of documents that pertain to a 65 year-old Lithuanian immigrant, Barbara Vitkiene, who arrived at Ellis Island in 1923 including the Immigrant Inspection Card, Immigrant ID Tag and passenger manifest extracts and images.

**1928-10-27 US Immigrant Inspection Cards - RMS Scythia**

Inspection Cards used as a landing card and shown on request to a U.S. Immigration Inspector. Norwegian Immigrants Lauri A. Grava and Josua Grava from Haugo made the journey from Liverpool to Boston on board the RMS Scythia of the Cunard Line.
United States Landing Card issued to Elizabeth Hausen traveling on Canadian Pacific Steamship RMS Duchess of York, examined and found admissible by U.S. Immigration Inspector on 22 August 1931.

Article about the History of Landing Cards follows below these images on this page.

An example of a Third Class passengers' Immigration Identification Card for Canadian Immigrant Rose McMahon on board the Duchess of York of the Canadian Pacific Line. Stamped by Immigration Office 22 September 1939. Card provided information such as Name of Passenger, Steamship Name, Manifest No where individual appeared on and inspection stamp.
The Olaf H. Solem Cunard Line Steamship Company Agency in Trondheim, Norway circa 1910. Olaf H. Solem is pictured above on the left. Photo courtesy of Børge Solem. GGA Image ID # 14c7bcc2e7

The Gjenvick-Gjønvik Archives has a large collection of original passage contracts and tickets primarily for Transatlantic voyages, dating from the 1880s through the 1950s for immigrant passages to America.

All of the immigrant contracts have been transcribed and as appropriate, have an English translation. Even though it is highly unlikely we have your family's steamship ticket, try selecting a contract from the same steamship line or ocean liner used by your ancestors for illustrating your family history.

Passage Contracts & Tickets by Year

- 1850s-1870s
- 1880s
- 1890s
- 1900s
- 1910s
- 1920s
- 1930s
- 1940s-1950s
Passage Contracts & Tickets by Class

- First Class
- Second Class
- Cabin Class
- Third Class
- Steerage Class
- Other
- Unknown Class

Passage Contracts & Tickets in Date Order
• 1854 Steerage Passage Contract
• 1859 Steamship Ticket for Passage of Mr. Nicholas Fish on the Packet Ship Yorkshire
• 1867 Cabin Passenger's Contract Ticket - Australia to London
• 1873 Certificate For Passage - Glasgow To New York
• 1880 Memorandum of Draft for Passage
• 1880 Prepaid Steerage Ticket
• 1880 Steerage Passenger Contract
• 1883 Prepaid Steerage Passage Contract
• 1891 Prepaid Passage - 3rd Class
• 1895 Steerage Passenger Contract
• 1897 Swedish Immigrant Steerage Passage Contract
• 1897 Prepaid Memorandum - Second Cabin
• 1898 Prepaid Steamship Ticket - Second Cabin
• 1902 Steamship Contract - Swedish Immigrant
• 1903 Prepaid Passage Certificate
• 1904 Steamship Contract - Immigrant Family
• 1904 Steerage Steamship Ticket - Union-Castle
• 1905 Passage Contract
• 1906 Steerage Contract - England to South Africa
• 1907 Eastward Passage Agents Record
• 1907 Third Class Ticket - Capte Town to England
• 1907 Steerage Prepaid Passage Contract, German Immigrant Family
• 1910 Third Class Ticket Receipt
• 1910 Passage Contract for Italian Immigrant
• 1910 Passenger's Contract Ticket, Colonial Service, White Star Line, Australia to London
• 1912 Steerage Prepaid Passage Contract
• 1912 Steamship Ticket Receipt - Second Cabin
• 1912 Second Cabin Contract Receipt
• 1912 Immigrant Steamship Ticket - Antwerp to New York
• 1912 Third Class Ticket Receipt
• 1912 Great Western Railway Emigrant Tickets
• 1912 Deck Class Steamship Ticket, Union-Castle Line
• 1913 Third Class Ticket Receipt
US Immigration through Primary and Other Sources

- 1913 Third Class Ticket Receipt
- 1913 Steerage Contract - Norwegian Immigrant
- 1914 Steerage Passenger Contract
- 1914 Westbound Ticket Order - Second Cabin
- 1921 Third Class Passengers' Contract Ticket Melbourne to London
- 1921 Third Class Outward Passage Contract - Maiden Voyage to Hamburg
- 1921 Passage Contract Yugoslavian Immigrant Bremen to New York
- 1921 Third Class (Steerage) Passengers' Contract Ticket
- 1921 Contract for Passage - Third Class/Steerage - German Immigrant
- 1922 Contract for Prepaid Ticket, United States Lines, Polish Immigrant
- 1923 Second Class Prepaid Certificate - Young German Immigrant
- 1923 Prepaid Steamship Ticket - Polish Immigrant Girl
- 1925 Passenger Manifest
- 1927 Third Class Passenger Contract (English)
- 1927 Third Class Passenger Contract (German)
- 1928 Second Class Ticket - Italian Immigrant
- 1928 Third Class Steamship Ticket
- 1930 Second Class Ticket - Italian Immigrant
- 1931 Third Class Passage Ticket - Genova to Buenos Aires
- 1932 Tourist Class R-T Student Travel to Europe
- 1932 Tourist Cabin Contract Ticket
- 1933 Receipt for Partial Payment - Passage from New York to Hamburg
- 1933 Prepaid Ticket - Hamburg to New York (German Immigrants)
- 1935 Tourist Class Contract
- 1935 Tourist Class Steamship Contract - SS Rex
- 1936 Partial Payment Receipt for Passage - New York to Bremen
- 1936 Tourist Class Passage Ticket - Trieste to Haifa
- 1938 Passage Receipt and Contract - New York to Naples
- 1938 Passage Receipt and Contract - Genoa to New York
- 1939 Third Class Passage Ticket - SS Normandie
- 1948 First Class Passage Ticket - Sydney to Southampton
- 1948 Passage Contract - Alexandria to New York
- 1951 Prepaid Tourist Class Passage Ticket - German Immigrant - Bremen to New York
- 1953 First Class Passage Ticket - SS Stavangerfjord
- 1956 Passage Contract – Le Havre to New York
About Steamship Contracts and Tickets

Steamship Tickets: Everything You Need To Know Before You Travel

It is a document of paper bearing the name of the line for which it is purchased. On it is a printed agreement to transport the passenger according to the rules of the company, on which is noted the name of the ship, the number of the cabin and the berth.

All Steerage Class Passage Contracts & Tickets available at the GG Archives. These unique contracts represent primary source documents of the voyage of many immigrants. Our collection includes a variety of types and classes and provides an invaluable account of the cost of passage.

1854-05-09 Steerage Passage Contract - Le Havre to New York

A steerage contract over 166 years old, for one adult going from Le Havre to New York on the clipper ship "Admiral" dated 4 May 1854. Printed in French and German, a synopsis of the terms and conditions along with the contract information have been translated in English.
1880-05-29 Prepaid Steerage Agent’s Record, White Star Line

Agent’s Record for a Prepaid passage on a White Star Line Steamship for passage from Cardiff, Whales, UK to Scranton PA via Steerage class in 1880. This was detached from the steamship ticket provided to the traveler and steamship line.
1902-11-14 Passenger Contract - Gothenburg to New York

Original Steamship Contract from Gothenburg, Sweden to New York, 3rd Class Steerage Immigrant Ester Hilma Maria Magnuson of Stockholm on the White Star Line. Included the detachable receipt located on the right hand side (panel).
The Union-Castle Mail Steamship Company, Limited.

DONALD CURRIE & CO., Managers.

Steamship "Amsdale bale"

COUNTERPART OF PASSENGER’S CONTRACT TICKET.

No. 48799

This part of the Contract Ticket is to be separated from the other and to be delivered by the Passenger to the Emigration Officer, at the Port of Embarkation (or if no such Officer, to the Officer of Customs), or to any one appointed by him to receive it, under a Penalty not exceeding $10.

CONTRACT TICKET.

We engage that the Persons mentioned below shall be provided with a STEERAGE Passage to, and be landed at the

Port of Cape Town in the Steampship "Amsdale baile" Tons, with not

less than 42 Cubic Feet for Luggage for each Statute Adult, and shall be victualled during the whole Voyage according to the Dietary Scale prescribed by Law. The Ship to receive her Passengers in LONDON on the

and at SOUTHAMPTON on the

day of October

Passage Money, including Government Dues, if any, and all Charges of Landing, £ 35:12:0

NAMES.

<table>
<thead>
<tr>
<th>Name</th>
<th>Ages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Donald Parker</td>
<td>30</td>
</tr>
<tr>
<td>Herbert Kerr</td>
<td>32</td>
</tr>
</tbody>
</table>

Two Souls, equal to two Statute Adults.

For DONALD CURRIE & CO., Managers of THE UNION-CASTLE MAIL STEAMSHIP COMPANY, LIMITED.

A.M. Kerr

1904-10-08 Steamship Ticket Record - Union-Castle Line
A detached counterpart to a Steerage Passenger’s Contract Ticket for passage on the RMS Arundale Castle of the Union-Castle Mail Steamship Company, Limited. Voyage was from Southampton to Cape Town departing on 1904-10-08.

Extraordinary original Steerage Passenger’s Contract Ticket for a 27 year old man from Southampton, England for passage to Natal, South Africa in 1906. It provides rich details of the requirements of the steamship company in terms of food, water and other items supplied during the journey.
1912-08-14 Receipt for Steerage Passage - Great Western Railway

Very rare receipt for Emigrant Tickets purchased for travel on the Great Western Railway from F. C. Cooper & Co., Stourbridge, for Steerage Passengers Mr. & Mrs. Asbury from Kidderminster to Paddington Station in London to board the RMS Arawa bound for New Zealand.

1914-04-10 Steerage Ticket - Swedish Immigrant

1914 Passenger Contract for a voyage from Gothenburg, Sweden to Boston, Massachusetts for Alfred Person, 19 years of age, traveling alone. He paid SEK 178.50 for Steerage / third class accommodations.
Rare Passenger Manifest / Passage Contract for the 22 June 1922 Voyage on board the SS Hudson of the United States Mail Steamship Company, Inc. from Bremen to New York for Yugoslavian Immigrant Theresia Floc and Daughter.

All Third Class Passage Contracts & Tickets available at the GG Archives. These unique contracts represent primary source documents of the voyage of many immigrants. Our collection includes a variety of types and classes and provides an invaluable account of the cost of passage.
1904-07-06 Steamship Contract - Hamburg American Line

Original steamship contract dated 6 July 1904 Between the Hamburg America Line and The Breitmann Family consisting of two adults and four children of Russian Hebrew descent, for third class passage from Hamburg to New York aboard the SS Hamburg.
1907-07-20 Agent's Record - Boston to Londonderry

Agent's Record of a Passenger Ticket for a 23-year-old woman booked on the Allan Line Steamship Laurentian in 3rd Class from Boston to Londonderry leaving on 26 July 1907. The transaction was recorded and includes the amount of commission earned on this ticket.
1907-09-16 Counterpart to Third Class Passage Ticket

Third Class Counterpart Passage Ticket Issued to F. R. Peverall by the Union-Castle Mail Steamship Company on 16 September 1907 for Third Class passage on the SS Garka from Cape Town to England. Cost of the Ticket was £10:10:0. Includes Contract Terms and Conditions and Notice to Passengers.
PURCHASER MUST
KEEP THIS RECEIPT

No.P. 38639

MEMORANDUM OF A TICKET ISSUED BY

Cunard Line of Mail Steamers
FROM LIVERPOOL OR QUEENSTOWN TO NEW YORK OR BOSTON.
OR FROM FINGO OR TRIESTE TO NEW YORK.

 Favor of

One Adult _ Children _ Inf.
From Liverpool
To New York

Amount Paid $ 7.10

Paid by
Mary E. Fuchs

Should the purchaser desire to have this ticket cancelled the
money will be refunded less agent's commission and any expenses
incurred by the Cunard Steamship Company, Limited, on account
of re-issuance, etc. of the passenger, upon return of this receipt and
the ticket with other copies of corresponding number.

The ticket is available only within 12 months from date of issue.
1910-10-12 Contract for Passage - Italian Immigrant

Third Class Passage contract for a 38 year old Italian immigrant from Aoste, Italy for a voyage to the United States in October 1910 on the SS Chicago of the CGT French Line. The contract was written by a Swiss Agency (Zwilchenbart) and is entirely in French with an English translation following each part.
Record to be kept by Agent.

No. 118545

Cunard Line.

Third Class Outward.

Date of Issue Aug. 10, 1912
For Steamer Bacchus
Sailing August 20
Boated to

Names of Passengers Ages

Emily Amsden 32

Ethel 11 5

One Adult One Child

Amount Paid, $ 52.50
Commission, $3.

Address 318 Pershing Av., Lymanville

August 24th
This is an Agent's Record of a Third Class -Steerage Ticket for one adult and one child from Liverpool, England to New York on the Cunard Steamship SS Laconia. Additional information and conversion to current dollar values is provided.
Ludvig Gjønvik was a Norwegian Immigrant to the United States in June 1913 arriving in Boston on board the RMS Laconia (I) as a passenger in Steerage - Third Class. This is the contract of passage that Ludvig purchased from Olaf H. Solem.
US Immigration through Primary and Other Sources
All Tourist / Tourist Third Cabin Passage Contracts & Tickets available at the GG Archives. These unique contracts represent primary source documents of the voyage of many immigrants. Our collection includes a variety of types and classes and provides an invaluable account of the cost of passage.
Tourist Class Passage for Three Family Members living in Berlin prepaid by another family member living in Maryland for a voyage from Hamburg to New York, departing 5 June 1933 on the Hamburg America Line steamship Deutschland.
Tourist Class Contract on the SS Stuttgart of the North German Lloyd Steamship Company for a westbound voyage from Boulogne sur Mer to New York on 6 September 1935 for Mr. H. A. Hawgood. The ticket was purchased in Paris, France.
1935-10-23 Italian Passenger Contract - SS Rex

Contract for Tourist Class Passage on the Italia SS Rex 1935 for a Dr. Charles Bartolomew Lombardo from Naples to New York. The contract was written with the specifications in almost micro-print on the back side.
THE CUNARD STEAM-SHIP COMPANY LIMITED

Mrs. Pauline Bunt

PASSAGE TICKET

For ... Tourist ........ Class Passage
Per S.S. "QUEEN MARY"

Sailing from New York City

Pier No. 85, North River

Passengers embark...February 7, 1953
Beginning at 8:00...A.M. to 11:30 A.M

When Daylight Saving Time is in effect, sailing and embarkation hours are shown in Daylight Saving Time.

Westbound Embarkation Arrangements

In order to obtain complete and accurate embarkation information for sailings from:

Chebourg and Harro — passengers should confirm their reservations at the Cunard Line Office, 6 Rue Scribe, Paris.

Southampton and Liverpool — passengers should confirm their reservations at any of the Company’s offices in England.

Passengers are requested to read carefully the conditions both on the front and back of the enclosed contract of transportation.

Necessary Travel Documents

PASSENGERS — All passengers must be in possession of valid passports of the country of which they are citizens.

VISA — All passengers must secure visas when required of all countries for which they are citizens or subjects.

SAILING PERMITS — Before departure from the United States, all passengers, except U.S. Citizens, must secure a Sailing Permit (Immigration and Naturalization Service) for entry into the United States.

Vaccination

All persons entering the Port of New York must have valid vaccination certificates which indicate that the vaccination was successful or showed immunity. See a copy of the Company’s sailing list or consult your local agent.

WARNING

Passengers are cautioned not to leave articles such as coats, purses, handbags, etc., in the staterooms unattended while in port. If leaving the stateroom before departure of the steamer, notify the steward to lock the room.

Tipping or Gratuities to Porters at the Entrance or on the Company’s Pier, is not Required.
Tourist Class passage ticket on the Cunard Line SS Queen Mary, sailing from New York for Southampton on 7 February 1953 on Pier 90, North River where passengers embarked between 8:30 and 11:30 am for this voyage.

Immigration Archives

- Castle Garden
- Ellis Island
- Emigration
- Types of Immigrants
- Immigrant Stories
- Immigration Medical Exam
- Immigration Issues
- Immigration Law
- Immigrant Passage Contracts & Tickets
- Passenger Lists
- Steerage
All Unknown Class Passage Contracts & Tickets available at the GG Archives. These unique contracts represent primary source documents of the voyage of many immigrants. Our collection includes a variety of types and classes and provides an invaluable account of the cost of passage.

1859-03-16 Steamship Ticket - Black Ball Line - Nicholas Fish

Nicholas Fish used this well-preserved 1859 Ticket for Passage on the Black Ball Line Packet Ship Yorkshire. He was a famous American (1846-1902) from a distinguished American family.

1873-04-29 Certificate for Passage - Glasgow to New York

Certificate for Passage of Mrs. Andrew Fair from Glasgow to New York on board the SS Columbia of the Anchor Line. She arrived in New York on 11 June 1873.
1905-03-11 Contract for Passage - Copenhagen to New York

Passenger Contract for Jens Julius Skafte of Denmark for a 1905 voyage to America on the Cunard Line. The contract indicated that he was headed for Albert Lea, Minnesota as his final destination.

Immigrant Passage Contracts & Tickets

Passage Contracts & Tickets

Passage Contracts & Tickets by Class

- First Class
- Second Class
- Cabin Class
- Third Class
- Tourist / Tourist Third Class
- Steerage
- Other
- Unknown Class

Passage Contracts & Tickets by Year

- 1850s-1870s
- 1880s
- 1890s
- 1900s
- 1910s
- 1920s
- 1930s
- 1940s-1950s

Passage Contracts & Tickets
1854 Steerage Passage Contract
1859 Passage for Mr. Nicholas Fish on the Packet Ship Yorkshire
1867 Cabin Passenger’s Contract Ticket
1873 Certificate For Passage - Glasgow To New York
1880 Memorandum of Draft for Passage
1880 Prepaid Steerage Ticket
1880 Steerage Passenger Contract
1883 Prepaid Steerage Passage Contract
1891 Prepaid Passage - 3rd Class
1895 Steerage Passenger Contract
1897 Swedish Immigrant Steerage Passage Contract
1897 Prepaid Memorandum - Second Cabin
1898 Prepaid Steamship Ticket - Second Cabin
1902 Steamship Contract - Swedish Immigrant
1903 Prepaid Passage Certificate
1904 Steamship Contract - Immigrant Family
1904 Steerage Steamship Ticket - Union-Castle
1905 Passage Contract
1906 Steerage Contract - England to South Africa
1907 Eastward Passage Agents Record
1907 Third Class Ticket - Capte Town to England
1907 Steerage Prepaid Passage Contract, German Immigrant Family
1910 Third Class Ticket Receipt
1910 Passage Contract for Italian Immigrant
1910 Passenger’s Contract Ticket, Colonial Service, White Star Line, Australia to London
1912 Steerage Prepaid Passage Contract
1912 Steamship Ticket Receipt - Second Cabin
1912 Second Cabin Contract Receipt
1912 Immigrant Steamship Ticket - Antwerp to New York
1912 Third Class Ticket Receipt
1912 Great Western Railway Emigrant Tickets
1912 Deck Class Steamship Ticket, Union-Castle Line
1913 Third Class Ticket Receipt
- 1913 Third Class Ticket Receipt
- 1913 Steerage Contract - Norwegian Immigrant
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- 1921 Third Class (Steerage) Passengers' Contract Ticket
- 1921 Contract for Passage - Third Class/Steerage - German Immigrant
- 1922 Contract for Prepaid Ticket, United States Lines, Polish Immigrant
- 1923 Second Class Prepaid Certificate - Young German Immigrant
- 1923 Prepaid Steamship Ticket - Polish Immigrant Girl
- 1925 Passenger Manifest
- 1927 Third Class Passenger Contract (English)
- 1927 Third Class Passenger Contract (German)
- 1928 Second Class Ticket - Italian Immigrant
- 1928 Third Class Steamship Ticket
- 1930 Second Class Ticket - Italian Immigrant
- 1931 Third Class Passage Ticket - Genova to Buenos Aires
- 1932 Tourist Class R-T Student Travel to Europe
- 1932 Tourist Cabin Contract Ticket
- 1933 Receipt for Partial Payment - Passage from New York to Hamburg
- 1933 Prepaid Ticket - Hamburg to New York (German Immigrants)
- 1935 Tourist Class Contract
- 1935 Tourist Class Steamship Contract - SS Rex
- 1936 Partial Payment Receipt for Passage - New York to Bremen
- 1936 Tourist Class Passage Ticket - Trieste to Haifa
- 1938 Passage Receipt and Contract - New York to Naples
- 1938 Passage Receipt and Contract - Genoa to New York
- 1939 Third Class Passage Ticket - SS Normandie
- 1948 First Class Passage Ticket - Sydney to Southampton
- 1948 Passage Contract - Alexandria to New York
- 1951 Prepaid Tourist Class Passage Ticket - German Immigrant - Bremen to New York
- 1953 First Class Passage Ticket - SS Stavangerfjord
- 1956 Passage Contract – Le Havre to New York
Articles and Book Excerpts About Steamship Tickets and Contracts

1905 Steamship Tickets: Everything You Need To Know Before You Travel

Immigration Topics

- Boston
- Canada
- Castle Garden
- Deportation of Undesireables
- Ellis Island Experience
- Emigration
- Immigrant Documentation
- Immigrant Story
- Immigrant Passage Tickets
- Immigrant Types
- Immigration Books
- Laws and Acts
- Medical & Mental Inspection of Immigrants
- Other Issues and Problems
- Passenger Lists
- Steerage - The Immigrant Journey
- Student Immigration Resources
- War-Time Factors

All Cabin Class Passage Contracts & Tickets available at the GG Archives. These unique contracts represent primary source documents of the voyage of many immigrants. Our collection includes a variety of types and classes and provides an invaluable account of the cost of passage.
1922-09-15 Prepaid Passage - Polish Immigrant

Prepaid Ticket and Contract for Polish Immigrant from Bremen to Chicago IL on the United States Lines. Ticket included Train to Chicago and Transatlantic Ocean Fare in the Cabin Class.
All Second Class Passage Contracts & Tickets available at the GG Archives. These unique contracts represent primary source documents of the voyage of many immigrants. Our collection includes a variety of types and classes and provides an invaluable account of the cost of passage.
1897-08-10 Prepaid Ticket Memorandum - American Line
1897 Memorandum (Ticket Receipt) for a Prepaid Second Cabin passage on the American Line Steamship St. Louis for Passenger R. L. Laplace. The Gjenvick-Gjønvik Archives also has the passenger list for the voyage this ticket was purchased for.
1912-05-06 Steamship Agent’s Receipt - Second Cabin

Issued by the New York Office of the Anchor Line Steamships Company, this Second Cabin Ticket receipt was purchased by Jessie Clerihew for a voyage on the SS California on 18 May, 1912 from New York to Glasgow, Scotland.
1912-06-03 Agent’s Record - Cunard Steamship Company

This is the Agent’s Receipt and Record of a Second Cabin Steamship Ticket for an Eastbound voyage on the new Cunard Laconia from Boston to Liverpool, England. The Agency was located in Boston, Cunard Building on 126 State Street.
**1914-07-08 Westbound Ticket Order - Second Cabin**

Westbound Ticket Order dated 8 July 1914 from the Donaldson Line for Second Cabin Passenger Miss Ruth Immel, departing on the SS Cassandra from Glasgow to Montreal, Issued by C.V. Dasey & Son, Boston.

**1923-12-11 Prepaid Steamship Ticket - Polish Immigrant Girl**
Janina Kozlowski was a 13 Year-Old Polish Immigrant girl traveling from Antwerp to New York on the SS Zeeland who arrived in New York on 10 November 1923. If you look under Terms of Contract, #16 prohibits children under 16 traveling alone.
All First Class Passage Contracts & Tickets available at the GG Archives. These unique contracts represent primary source documents of the voyage of many immigrants. Our collection includes a variety of types and classes and provides an invaluable account of the cost of passage.

1948-02-07 First Class Passage Ticket Sydney to Southampton

First Class Ticket for Passage from Sydney to Southampton on the SS Orion of the Orient Line, voyage to being on or about the 7th of February 1948 for one adult who paid £115 for passage.

1953-07-14 First Class Passage Contract SS Stavangerfjord

First Class Eastbound passage contract on the Norwegian America Line SS Stavangerfjord sailing on 14 July 1953. Ticket was purchased with the Westbound return passage on the SS Oslofjord sailing on 9 September 1953.
On steamships, Steerage (or Tween Decks) and Third Class was the default choice of many immigrants from the 1850s through the 1930s. The conditions varied by steamship line and were likely to be relatively harsh compared to modern standards.

**Definition**

The expression "steerage passenger" means all passengers except cabin passengers, and persons shall not be deemed cabin passengers unless the space allotted to their exclusive use is in the proportion of at least thirty-six clear superficial feet to each passenger.

**Pre World War I Conditions**

Early steerage often housed hundreds of immigrants in one large room, often converted from cargo holds to hold what might have been described as human cattle. These potential new citizens were emigrants from many countries around the world who endured a journey unlike any other.

**Westbound versus Eastbound Voyages in Steerage**

The steerage from Liverpool to New York is one thing, the steerage from New York to Liverpool another. It is on the first-named voyage that one sees the wretched creatures huddling in groups like animals, shivering in abject terror at the motion of the water, croaking hoarsely in the obscure patois of remote European villages, and mumbling prayers at impromptu shrines.
Special Collections Related to Steerage

Passage Contracts / Tickets / Receipts

The GG Archives has an assortment of steerage class contracts, steamship tickets, and agent receipts that can assist you in identifying the type of document you have. These can also be used to illustrate your family history book as an example of what the contract may have looked like.

Inspection Cards For Immigrants and Steerage Passengers

The Steerage Passenger collected a number of documents on their way to the new world. The GG Archives has a number of documents including Inspection Cards for Immigrants and Steerage Passengers, provided to steerage passengers and retained by them for identification through to their final destination.
Steerage Passenger Lists

Steerage souvenir passenger lists are exceedingly rare. With few exceptions, most steamship lines did not produce passenger lists for steerage passengers, as immigrants were unlikely to be a regular customer, nor was there any demand for a souvenir of a voyage that was likely far less than pleasant.

Steerage (Immigrant Journeys) Illustrations Library

Books, brochures, articles, and other ephemera provided many illustrations of the conditions and experiences of immigrants traveling in steerage from the late 1800s through World War I. Students and Family Historians are welcome to use these illustrations in your reports and family histories.
Steerage (Immigrant Journeys) Image Library

Books, brochures, articles, and other ephemera provided many photographs of the conditions and experiences of immigrants traveling in steerage from the late 1800s through World War I. Students and Family Historians are welcome to use these photographs to illustrate your reports and family histories.

Immigrants Enduring Hardships

- Their Journey in Steerage
- Steerage Conditions: An Intractable Problem

Journey In Steerage from Northern Europe - 1871

Various steamship lines are enumerated; with details concerning their management as far as steerage passengers, that is, emigrants, are concerned. The article includes information on Ports of Call and Rates Charged for Steerage.
Steerage Conditions Observed on the Cunard Line - 1881

In the steerage, where the heaving is greatest—that part of the ship often rises out of the water and, of course, goes down again—sickness is prevalent; yet children recover from sickness much sooner than their parents.

The United States Passenger Act of 1882

The passenger act, before referred to, affords protection to passengers against overcrowding, makes it obligatory to give them proper and sufficient food, air space, and in many respects promotes their comfort and safety.

Crossing the Atlantic in Steerage - 1884
The following racy (*sic*) sketch of the experiences of a steerage passenger (belonging to Montrose), in crossing the Atlantic in an Ocean Liner, will be of interest to many of our readers.

*The Sham Immigrant Journey in Steerage - 1888*

As a record of conditions already dead as the dodo, this honest account of a voyage from Liverpool to New York in 1888 is worthy of preservation in more convenient and enduring form than that in which it first appeared.
Immigrant Journey in Steerage - 1890

Banking in with the Emigrants -- Uninviting Surroundings -- Some of the Noises, Smells, and Other Discomforts the Steerage Affords. The vast majority of immigrants to North America arrived via steerage. These are the conditions found in 1890.
Life in the Steerage on the RMS Campania - 1895

The arrangements for steerage passengers on one of the best ocean steamers, the Campania, are as follows. The steerage quarters, which are situated on the lower deck, are divided into seven different sleeping apartments for the accommodation of some 700 or 800 passengers.
Immigrants and the Steamship Steerage Rate Wars - 1904


Leslie’s Magazine Takes A Stand on Immigration - 1904

Every American citizen knows that the American immigration system is faulty. He knows that the designing steamship officials dump the refuse of the world on our shores, despite futile restrictions and laws too easy to evade.
The Fellowship of the Steerage - 1905

The day of embarkation finds an excited crowd with heavy packs and heavier hearts, climbing the gangplank. An uncivil crew directs the bewildered travellers to their quarters, which in the older ships are far too inadequate, and in the newer ships are, if anything, worse.
Adventures In The Steerage - 1906

It can hardly be possible that the fare of those passengers, who are forced to sleep in the dining rooms in full view of the entire ship, is necessary to the profitable running of the ship.
New Steerage Regulations - 1907

The effect of Section 42 of the new Immigration Act which has just passed both branches of Congress is an increase after Jan. 1, 1909, by nearly 25 percent in the minimum space allowed for each steerage passenger on ocean steamers coming from Europe, Asia, Africa, Australia and South America.
Section 42 of Passenger Act As Amended, 1908

Section 42 of the new immigration law was approved on February 20, 1907, the purpose of which is to provide greater air space and better accommodations for immigrants. Section 42 does not take effect till January 1, 1909.

Treatment of Women in Steerage - 1909

The vile language of the men, the screams of the women defending themselves, the crying of children, wretched because of their surroundings, and practically every sound that reached the ears Irritated beyond endurance.

Abuses Among Immigrant Passengers in Steerage - 1910
Abuses among immigrant passengers who come to this country through the ports of New York, Philadelphia, and Baltimore, have recently been the subject of a "silent" inspection by immigrant officers connected with the department of commerce and labor.

Steerage Conditions and Related Regulations - 1911

The report of the Immigration Commission on steerage conditions resulted from investigations by agents of the Commission who, in the guise of immigrants, traveled in the steerage of 12 trans-Atlantic ships.
Worse Case of Steerage Passenger Abuse - 1912

Among her 1,242 steerage passengers, there were in the eight weeks of her voyage 58 deaths, 57 were children; the births numbered 14. Fines were levied against the steamship owners.

Conditions in Steerage - Then and Now - 1913

It is doubtful if anywhere else in the entire civilized world can such vile and disgraceful treatment of human beings in masses be found as on the majority of the steamships which carry our immigrants to us.
Your Source for Ship Passenger Lists - USA, Canada, Australia, and Other World Ports, from the 1880s - 1954.

Early passenger lists were handwritten, but once printing presses became commonplace on many steamships, the ship manifests became a *souvenir of the voyage*. The covers of many of the older lists contained *superb graphics* and are highly prized by collectors.

The GG Archives has an extensive collection of these passenger records in our Maritime Collection. Our most extensive holdings of ship passenger arrival records are for the Cunard Line / Cunard White Star Line.

The lists of passengers vary considerably between steamship lines in terms of information provided on each passenger. Additionally, on many voyages, *each class received a separate passenger list*. In contrast, others combined multiple classes into one or two lists for the same voyage. Newspaper reporters of the era were usually on hand to review passenger arrivals for VIPs and other noteworthy passengers.
Allan Line Royal Mail Steamers Passenger Lists

Our collection of the rare Allan Line passenger lists are from the years 1891 through 1913. Their cover graphics ranged from very dull to exquisitely colorful branded images. They operated transatlantic steamships between ports of call in the UK and North America.
American Export Lines Passenger Lists

Our collection of the one-class American Line transatlantic voyages is from 1932 to 1954. Three Cover designs dominated these years with an Avant-garde in the mid-1930s to the tall sailing ship in the 1950s. They offered both Cargo and Passenger services between New York and the Mediterranean, principally Gibraltar, Cannes, Genoa, and Naples.
American Line Passenger Lists (1893-1924)

The often colorful, intricate cover designs dominated the early years of our American Line passenger list collection ranging from 1893 to 1924. The IMM steamship line covered the transatlantic routes between the ports of Southampton and New York, Liverpool, and Philadelphia and calling on Cherbourg, Queenstown (Cobh), and sometimes Plymouth.
American Merchant Lines Passenger Lists

As a Division of the United States Lines, American Merchant Lines operated transatlantic services between the ports of New York, Plymouth, and London. Passenger lists from their one-class voyages between 1928-1936 were characteristic unimaginative.
Anchor Line Passenger Lists

The transatlantic voyages of the Anchor Line typically operated between Glasgow, Scotland, and New York with stops in Moville, Liverpool, Queenstown (Cobh), and Halifax N.S. with our collection covering the years 1883-1938. Their cover designs were uniquely colorful and varied until standardized in the mid-1930s.
Atlantic Transport Line Passenger Lists

The Atlantic Transport Line operated transatlantic passenger service primarily between New York and London from 1881 to 1936. It was an American owned company that was operated by the British and sailed under the British flag. Our collection ranges from 1899-1931 with a handful of different graphic cover designs.
Baltimore Mail Line Passenger Lists

The short-lived Baltimore Mail Line, aka Baltimore Mail Steamship Company, was primarily a mail and cargo line that also carried a limited number of tourist class passengers. They operated only during the depression era (1931-1938) with regular weekly service between the Ports of Baltimore, Norfolk, Le Havre, France, and Hamburg, Germany. Our collection covers the years 1932-1938.
Canadian Pacific began operating transatlantic steamships in 1903 until 1915 when it spun off the steamship portion of its business into the Canadian Pacific Steamships Ocean Services Ltd. Our collection of Canadian Pacific Line passenger lists dates from 1908-1953. They offered First Class and Cabin Service between Canadian and European ports of call.
Our most extensive collection of Cunard Line passenger lists dates from 1881-1954. The early years offered far more intricate cover graphics than the later years. The British line brought a lot of European immigrants to North America in the steerage class, later evolving into third class.
Dominion Line Passenger Lists

Dominion Line Royal Mail Steamers offered excellent accommodations for Saloon, Second Cabin, and Steerage passengers at moderate rates. Ports of call included Liverpool, Halifax, Boston, Portland (ME), Quebec, Montreal, Naples, Azores, and Queenstown (Cobh).
Fabre Line Passenger Lists

Fabre Lines (Compagnie de Navigation Cyprien-Fabre) ports of call included New York, Providence, Horta, Angra (Angra do Heroísmo), Ponta Delgada, Lisbon, Barcelona, Marseilles, Algiers, Naples, and Nice.

Established in 1911, the “Fabre Line,” a French steamship company of Marseilles, France, turned the Port of Providence into one of the major immigrant arrival destinations in America.

Fabre Line of steamers carrying freight and passengers, sail about every ten days. Ships include Santa Ana, Venezia, Madonna, Roma, Germania, Provincia. Gallia, Massilia.
CGT French Line Passenger Lists

The French Line (Compagnie Générale Transatlantique) had regular sailings between New York, Plymouth (England), and Le Havre. Their steamships included the SS Paris, SS France, SS Normandie, SS Lafayette, SS Rochambeau, SS Chicago, and others.
**Hamburg America Line Passenger Lists**

Hamburg American Line was one of the major steamship companies to handle the immigrant trade. Their primary route was Hamburg to New York via Southampton.
Holland-America Line Passenger Lists

The Holland-America Line, a Steamship Company of the Netherlands that covered the transatlantic routes between the ports of Rotterdam and New York, and occasionally calling on the ports of Boulogne-sur-Mer, Plymouth, Southampton, Boston, and Halifax.
Italian Steamship Lines Passenger Lists

Our Italian Steamship Lines Passenger List collection is comprised of Italia-Sabaudo, Lloyd Sabaudo, NGI-Italian Line, and Societa di Navigazione Italia, transporting passengers between New York and Italian ports.
Leyland Line Passenger Lists

The Leyland Line formed during the early 1880s sailed between Boston and Liverpool and was one of the pioneers in presenting accommodations for first-class passengers exclusively, on steamers of considerable tonnage and steady sea-going qualities.
The North German Lloyd (Norddeutscher Lloyd Bremen) runs many lines from its headquarters at Bremen; among them are those to New York - a line of express steamers and a line of ordinary mail steamers, all calling at Southampton or Cherbourg.
Norwegian-America Line (NAL) Passenger Lists

The NAL made transatlantic voyages between Oslo and New York with the following Ocean Liners: Kristianiafjord, Bergensfjord, Oslofjord, and Stavangerfjord during the period covered by the GG Archives.
Other Steamship Lines Passenger Lists

Outstanding service is that of the Red Star Line from the ports of New York and Philadelphia to Belgium via England and France. In this are engaged such splendid steamers as the Belgenland, famous for her winter world cruises, the Lapland and the Cabin class steamers, Pennland and Zeeland.
Royal Mail Steam Packet Company Passenger Lists

Passenger Lists of the R.M.S.P. - The Royal Mail Steam Packet Company that provided transatlantic passenger services to and from Hamburg, Cherbourg, Southampton and New York and on occasion Quebec.
Scandinavian American Line Passenger Lists

Favored today by those who cross the Atlantic for pleasure and for business, the Scandinavian-American Line -- the descriptive name under which the company operates its passenger service between the United States and the Scandinavian countries, typifies everything that makes ocean travel a delight.
Swedish American Line Passenger Lists

The Swedish American Line began transatlantic service in 1915 and offered passenger, freight, and mail service direct between New York and Gothenburg, Sweden. They provided excellent passenger accommodations carrying first, second, and third-class passengers with exceptional cuisine. In New York, the express ocean liners dock at Pier 97, North River, foot of West 57th street.
Union-Castle Line Passenger Lists

The Royal steamships of Union-Castle sail from Southampton every Saturday with passengers and cargo for Cape Colony and Natal, calling on Madeira. Intermediate ships are dispatched from London every Friday, sailing from Southampton every Saturday for Cape Colony, Natal, Las Palmas, and Tenerife.
United American Lines Passenger Lists

Since 1922, United American Lines (Harriman Line) operated cabin-class passenger service between Hamburg and New York via Southampton, Boulogne, and Cherbourg. They also operated three passenger vessels of the third-class in the New York-Hamburg run.
*United States Lines Passenger Lists*

White Star Line Passenger Lists


Browse Our Collections of Passenger Lists
**Passenger Lists by Ship**

The option to browse our Passenger List collection by the name of the ship will assist researchers to focus their search on a specific vessel without requiring other information such as steamship line or year/date of a voyage to locate the list of passengers.

**Passenger Lists by Port of Call**

Organized by Port of Call, the listings for Digitized Passenger Lists of the GG Archives typically include the date, vessel, route, and class for voyages that originated from or called upon a port listed.

**Passenger Lists by Year**

Organized by Year of Voyage, the listings for Passenger Lists of the GG Archives typically include the date, vessel, route, and class for voyages that originated from or called upon a port listed.
Passenger Lists by Region

Organized by Region (Australian, Canadian, French, German, Irish, Italian, Scandinavian, and South African), the listings typically include the date, vessel, route, and class for voyages that originated from or called upon a port listed.

Frequently Asked Questions About Passenger Lists

Passenger Lists FAQ’s

Passenger Lists, Ships List, Passenger Manifests all seem to mean the same thing, but what are the differences, and how can you utilize these documents most effectively? The Gjenvick-Gjønvik Archives provides several topical articles covering passenger lists.
The GG Archives is a vast resource for social and cultural history from documents, brochures, pamphlets, booklets, etc., created as ephemera by the many different steamship companies that did not survive into the 21st century.

We also possess a number of original documents such as steamship passage contracts, World War I and II draft cards and related materials that are one-of-a-kind that tell a story of the migration from Europe to North America.

**Using the GG Archives**

Organized by topics, the GG Archives specializes in providing social and cultural history in a historical context to aid in your research and enhance your Family History. With the exception of our military collection, the Archives is focused on the period of American History beginning with the 1880s to 1954 (the year Ellis Island closed).

**The Voyage Across The Sea**

The strength of our Archives is having a representative sample of ephemera, journals and articles about transatlantic voyages, and many documents pertaining to the voyage including passage tickets and contracts to landing cards and immigrant certificates of vaccination.

Once you know when your ancestors crossed the ocean, you can find many brochures, photographs, postcards for most of the transatlantic steamship lines to supplement the information you have.
Get an idea of what the voyage was like by reviewing the information for passengers section of many of the passenger lists from the early 1900s through the 1930s. Although we may not have the specific passenger list that contains the name of your ancestor, we have thousands throughout the period we cover.

If your ancestor crossed the ocean in steerage, it is very unlikely that any list was created listing passengers in steerage (with exception of the German steamship lines).

Steamship lines created most of their printed materials for the benefit of cabin class passengers. Most of the interior photographs onboard ships were of the cabin class areas.

The passage contracts pertaining to steerage passengers are very revealing of the conditions and treatment of primarily immigrant passengers.

Factors and Events Effecting Immigration

Recessions and Economic Depressions had significant effect on steamship lines. There was the Panic of 1893 and 1907, and the Great Depression of the 1930s preceded by the Stock market crash of 29 October 1929.

Other events affecting the steamship lines were the Steamship Trust created by J. P. Morgan and other financiers in 1902; Changes in US Immigration Policy, especially 1921 that significantly impacted many steamship lines that had carried a great number of immigrants to the US and Canada. From that point forward, Cabin Third Class and Tourist Classes of travel replaced what was left of the immigrant steerage class.

Prohibition also influenced steamship travel from 1920 to 1933 where those who preferred access to alcohol favored the European lines and those who believed in Prohibition often favored the US Based steamship lines, which were more restricted in their carrying of alcoholic beverages.

Going in Style

Our vintage fashion section will assist you in understanding what clothing styles were worn in different time periods and our arts and entertainment section will provide a background in motion pictures, music and concert programs – especially those taking place onboard the steamships.
The Archives also contains an excellent collection of *vintage menus* from numerous voyages and a variety of classes and special occasions on many steamship lines from the late 1800s through the 1950s. Exceptional graphics can be found throughout all of our collections.

**Low-resolution images are free to use for non-commercial purposes and high-resolution images are available for a reasonable cost.**

**Military Archives**

The GG Archives is renowned for its collection of US Naval Training Center graduation books in addition to an extensive collection of brochures, booklets, pamphlets and magazines produced by the US Military, particularly the *U.S. Navy*, from the late 1800s through the early 2000s. We also have a number of Carrier Deployment Cruise Books and specific materials on World War I including the Draft and letters from King George V.

**High Resolution Images and Reprints**

We supply high-resolution images to production companies, authors, and genealogist like you - of historical documents including passenger lists, brochures, photographs, and other materials form the 1800s through 1954.

See [ordering information](#) for services and digital images fees.
**General Terms**

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Generally, materials found on this website were in the public domain. Many of the older images were in very poor condition and required significant enhancements through Photoshop and similar software. Additionally, not all materials appearing on this Web site are in the public domain.
NOTE: Images of Original Documents such as Passage Contracts, Landing Cards, Steerage Passenger ID Cards and Tags, and other primary source materials ARE UNDER COPYRIGHT until 2095 or later. Copyright pertains to the date of the first publication, not the date when the item was created. For these, you must have our permission to use or purchase the non-exclusive right to use in your publication or website. If you publish any of our primary source documents listed above on your website without our permission, a takedown order may be issued. Please abide by our very generous terms for the use of images from the GG Archives website.

Some materials have been donated or obtained from individuals or organizations and may be subject to restrictions on use. **We hold the copyright on most of those images.**

**Passenger List and other Transcriptions**

Transcriptions of our Passenger List and other materials are copyrighted and may not be reposted. You may, however, link to the appropriate page of this website.

**Old or vintage articles** that have been **transcribed are often modified to conform with modern American English** and edited / reformatted to improve readability on the web. It is therefore covered on US Copyright. If you want the material on your own website, please obtain the source document.
Hotlinking / Reposting of Images on Websites

Linking to our images within your website or blog is not acceptable without explicit permission from the GG Archives. This includes saving our low resolution images onto your servers for inclusion on your website.

1. Email us in advance for permission to use an image or images on your website
2. Include the URL where the image will be located

Please note that most immigration documents (i.e., immigrant ID Tags, passage contracts, inspection cards, etc.) that we hold the copyright to, it is unacceptable to repost on your website. We will only grant a limited number of uses, primarily to educational institutions or genealogy-related sites.

If you violate these conditions

1. We ask the poster of the image to make the appropriate adjustments to comply with our TOS. Otherwise...
2. We may ask you to remove the image(s) from their website.
**Headquarters:** Atlanta (Marietta), Georgia

**Major Collections:** Bangor Punta, Epicurean, Immigration, Influenza Pandemic of 1918-1919, Library, Military, Ocean Travel, Vintage Fashions, and The Works Progress Administration (WPA).

**Owner/Archivist:** Paul K. GJENVICK, MAS

**Director:** Evelyne B. GJENVICK (2018-)

The GG Archives is a large, privately held, archives of genealogy, military, and other ephemera dating from the mid 1800s through 2000. The site contains over 6,000 pages and 25,000 images in 12 topical areas.

**History**

Launched on January 1, 2000, the GG Archives offers access to more than 20,000 documents and photographs, including passenger lists, original immigrant passage contracts, steamship brochures, immigration-related documents and much more.

**Structure**

The collections of the GG Archives can generally be categorized in 12 sections: Arts & Entertainment, Biography, Bangor Punta, Epicurean, FAQs, Immigration, Influenza Pandemic of 1918-1919, Library, Military, Ocean Travel, Vintage Fashions, and the Works Progress Administration (WPA).

**Collection Emphasis**

Our emphasis is also our greatest strength – to provide access to the public of our vast collection of historical ephemera that otherwise might be impossible or unlikely to be found elsewhere on the internet.

The site contains superb examples of many documents used by immigrants and the steamship lines that can be extremely useful for the family or professional genealogist in recording family history or determining the origin of the material you have in your possession.
**Historical Ephemera**

Historical ephemera is often expensive to collect and even more costly to preserve and digitize. It would be relatively easy to close our collections to the public and make it a subscription-based site like Ancestry.com.

However, we believe making our collection available to everyone who has access to the internet is preferable. The generosity of those who believe in our organization and limited advertising allows us to continue serving the patrons of the GG Archives.

**Just A Sampling**

Finding items from the exact voyage your ancestors traveled on is very unlikely, but not impossible. We recommend augmenting your family book with information and illustrations/photographs of related material. Ultimately, this will likely make your Family History Book more enjoyable to read by supplying context to your research.
Military Sections

Our Military section focuses on the U.S. Navy and has many of the Naval Training Center graduation books or yearbooks, popular with the men who served their country during WWII through the year 2000. We also have a substantial number of periodicals published by the Navy or about the Navy that is quite useful for research.

Something For Authors

Authors of maritime-based books or stories often find our materials to be quite valuable from naming of their characters based on various class passenger lists for the period to gleaming information from brochures and articles to understand the environment in which their characters existed.

Finding A Gem

Explore sections of interest to you and discover many gems that may help you understand the life, conditions, social and cultural history experienced by your ancestors. The Norwegian-American heritage of this sites’ founder drives the guiding principles of this information-rich website. Learn. Enjoy. Support.
Paul Gjenvick, Archivist, Scanning Documents in 2013

**Background**

The GG Archives is the work and passion of one person, Paul K. Gjenvick, a professional archivist. Paul earned a Bachelor of Science in Accounting from Minnesota State University and a Masters of Archival Studies from Clayton State University in Georgia where he studied under renowned archivist Richard Pearce-Moses.

Paul's wife, Evelyne, is the newest staff member, joining the GG Archives in 2018 as the director of operations and content researcher/editor.
"Net Notes" - December/January 2018

Internet Genealogy looks at websites and related news that are sure to be of interest. In this issue, Diane L. Richard looks at Founders Online and the Gjenvick-Gjønvik Archives websites.

Read the article in Internet Genealogy, Vol. 12, No. 5, December/January 2018, p. 50.
Commercial Travel and College Culture: The 1920s Transatlantic Student Market and the Foundations of Mass Tourism - January 2019

Author Tamson Pietsch discusses the Student Third Class Association (STCA) in 1920s transatlantic travel by college students featuring information from the GG Archives.

Read the article in Diplomatic History, Volume 43, Issue 1, January 2019, Pages 83–106, https://doi.org/10.1093/dh/dhy059
"Our Ancestors at Sea" - October/November 2019

Sue Lisk offers a selection of four websites, including the GG Archives, to help illuminate the maritime travels of immigrant ancestors.

Read the article in Internet Genealogy, Vol. 14, No. 4, October/November 2019, pp. 42-45.


US Immigration through Primary and Other Sources

- "Resources on Michigan." Bernheimer's International Society. https://bentheimheritage.com/resources/michigan-resources/. Gjenvick–Gjønvik Archives—A private historical archive, the GG Archives' website has extensive collections of ephemera—articles, photographs, and brochures—on "immigration, military, and ocean travel, as well as fashions and the epicurean life style of past eras." Their mission is to preserve social and cultural history from the 1870s–1950s. For example, learn about housekeeping on board a steamship in this article from 1899. Retrieved 2020-05-26.

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US Immigration through Primary and Other Sources

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- American Line
- Atlantic Transport Line
- Bangor Punta
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- Compagnie Générale Transatlantique
- Cunard Line
- Dominion Line
- Ellis Island
- Ephemera
- Frank P. Sargent
- Hamburg America Line
- Hapag-Lloyd
- Immigration to the United States
- Jacob Aaron Westervelt
- Johann Poppe
- Liebig's Extract of Meat Company
- Norddeutscher Lloyd
- Norwegian America Line
- O'Day Corp.
- Piper Aircraft
- Red Star Line
- RMS Laconia (1911)
- RMS Oceanic (1899)
- Samuel Bradford Caswell
- Scandinavian America Line
- Smallpox vaccine
- SS Blücher
- SS France (1910)
- SS Hamburg (1926)
- SS Kaiser Wilhelm II
US Immigration through Primary and Other Sources

- SS Leviathan
- SS Savannah
- Steerage (deck)
- Underwater acoustic communication
- United States Lines
- USAHS Marigold
- White Star Line
- William Brown Meloney (1878–1925)

**GG Archives Promotion in the UK**

Gjenvick-Gjonvik-2015-05 MP3 [1.65 MB Duration 2:20]

Gjenvick-Gjonvik-2015-05 WAV [17.6 MB Duration 2:20]
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