

THE STORY OF ANNIE MOORE



COBH

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ANNIE MOORE

Annie Moore was born in 1877 and travelled with her two brothers, Joe and George (these names are also recorded as Anthony and Philip) in 1892, to be reunited with their parents Mary and Matt Moore and older brother Tom. Annie's parents had left Ireland in 1889 and when they acquired a home and sufficient funds, sent for their three children, who had been cared for by an Aunt in Cork prior to their departure.

Annie and her brother sailed from Queenstown (now Cobh) in Co. Cork on the *S.S. Nevada* on the 20th of December and arrived in *Ellis Island* after 12 days travelling in steerage (3rd class). The ship carried 148 passengers, and according to newspaper reports, arrived late at the harbour fighting North Atlantic gales.

The New York Times Newspapers stated that 'Passengers from the Nevada were transferred to the tug boat the John F Moor and there was an air of anxious anticipation among the new arrivals. Ellis Island had been officially opened that very day, 1st January 1892, to replace the old immigration station, The Castle Garden.

Annie came forward with many people surging around her. As the tug boat went alongside and the gang plank adjusted, a German called Herman Zipski stepped forward, about to earn his name as the first arrival to set foot on Ellis Island. Amid the activity, an Irish voice insisted '*ladies first !*', these words were accompanied, apparently by a sharp tug at Mr. Zipski's coat collar. Thus Annie Moore stepped onto American soil and was welcomed as the first immigrant to pass through the Great Hall at Ellis Island. For that honour she was presented with a ten dollar gold piece and according to the New York Times the new arrivals were treated to a festive party. Annie's name is recorded in the book of the Ellis Island Landing Bureau.



The Moore Family

The reunited Moore Family moved to Indiana where at the age of twenty one Annie met her husband to be, Patrick O'Connell, who was directly related to the Irish Historical figure Daniel O'Connell. Annie by accounts was a striking young woman, tall with auburn hair. She married Patrick O'Connell in Texas in 1898. After Annie's family moved to Waco in Central Texas, O'Connell joined her. At this time it was discovered that Annie had a weak chest, and for health reasons it was suggested that she move to a warmer climate. So Annie moved again to West Texas.

Of Annie's children five survived. Mary Catherine the eldest was followed by Joe, Pat and Margaret. In 1918 the family moved this time again, to Clovis, New Mexico. The following year Annie was widowed when Pat O'Connell died shortly after the move in a flu epidemic in Clovis. Her fifth child Anne was born in 1919 shortly after Pat's death.

The family however, were left well provided for as O'Connell was a shrewd businessman. He had owned a block of land in Clovis which included a Hotel near a rail line. Annie and the family managed the hotel and it grew into a substantial property. In 1923 Annie was tragically killed when visiting her two brothers at Fort Worth Texas. She was travelling between Fort Worth and Dallas when she was struck and killed by an "Inter Urban", one of the earliest rapid transit trains linking the two cities.

Today a statue of Annie and her two brothers created by Jeanne Rynhart, Bantry stands at the Quay in Cobh outside the Heritage Centre. It was unveiled by President Mary Robinson on the 9th of February 1993 as a tribute to the Emigrants who left Ireland for the New World. A similar statue of Annie stands in Ellis Island, alone, with her hand on her hat and holding a small suitcase. She was not only the first through Ellis Island but she stands as a symbol of the many Irish who have passed that way.

COPY OF MANIFEST

S.S. NEVADA

Listing Annie Moore and Two Young Brothers

PASSENGERS' LIST
"The Passenger Act, 1892."

District of the City of New York, Port of New York.

I, John A. P. Plunking Master of the S.S. Nevada do solemnly, sincerely and truly declare that the following List or Manifest, subscribed by me, and now delivered by me to the Collector of the Customs of the Collection District of the City of New York, is a full and perfect list of all the passengers taken on board the said vessel at Liverpool + London from which port said vessel has now arrived; and on said list is truly designated the age, the sex, and the calling of each of said passengers, the location of the compartment or space occupied by each during the passage, country of citizenship of each, and also the destination or location intended by each; and that said List or Manifest truly sets forth the number of said passengers have died on said voyage, and the dates and causes of death, and the names and ages of those who died; also of the pieces of baggage of each; also a true statement far as it can be ascertained, with reference to the intention of each alien passenger as to a protracted sojourn in this country. So help me God.

Subscribed to this 2 January 1892, at New York in the presence of John A. P. Plunking Master, from Great Britain burthen 235

No.	NAMES.	AGE.		SEX.	CALLING.	The country of which they are citizens.	Intended destination or location.	Date and cause of death.	Location of compartment or space occupied.	Number of pieces of baggage.	By
		Years.	Months.								
<u>Embarked at Liverpool.</u>											
1	Ellie King	21		F	Spinster	Ireland	New York	Jan 12/01	After Stairs Deck	1	
2	Annie Moore	13		"	"	"	New York	"	"	"	
3	Anthony	11		M	Child	"	"	"	"	"	1
4	Philip	7		"	"	"	"	"	"	"	
5	John Pyne	24		"	Labourer	"	Minnesota	Jan 3/01	Forward	"	
6	Mary	30		F	Wife	"	"	"	"	"	2
7	Michael Connell	20		M	Labourer	"	Forward	72 72	After " Port	1	
<u>Embarked at Liverpool.</u>											
8	Prasch Wray	50		M	Smith	Russia	New York	Jan 12/01	After Stairs Deck	1	
9	Morris Mason	20		"	Medicine	England	"	"	"	"	1
10	Charles Kelly	45		"	Sailor	U. S. State.	London N.Y.	1-10	"	"	1

THE "S.S. NEVADA"

The S.S. Nevada on which Annie made her journey was built by Palmer Bros & Co, in the North of England. She was launched in 1868 and operated for the Guion Line 1869- 1893 on the Liverpool - Queenstown - New York route.

In 1894 the "Nevada" was renamed the "Hamilton" when bought by the Dominion Line, travelling from Avonmouth to Quebec and Montreal.

Like so many before her, in 1896 she met an inauspicious end and was scrapped in Italy.



Test of article appearing in New York's 'The World', Saturday, January 2, 1892:
(Source: New York Public Library- Central Research, Microfilm Division)

ANNIE'S GOLDEN GREETING

The First Immigrant to Land on Ellis Island Got \$10.

SHE WAS A LITTLE IRISH GIRL COME TO JOIN HER PARENTS.

The New Landing Station Was Formally Opened Yesterday by Col. Weber--
Everything Worked Smoothly, and the Provisions for the Care and Comfort of the Immigrants are
Generally Praised-- Little Annie's Welcome.

Annie Moore is the name of a little girl who was born in the city of Cork, Ireland, fifteen years ago yesterday. Her father Matt Moore, lives at No. 32 Monroe Street, in this city.

When Matt came to Amercia he left his little daughter Annie and her two brothers, Tom and Joe, behind. He brought his wife Mary with him, and the scheme they planned was this: When Matt would have made for himself a little home which he called his own, he would write to his sister in Cork, with whom he had left the three children, and direct her to send them to New York. Matt wrote to his sister about a month ago. This is what he said: "*Send Annie and Joe and Tom to me. Inclosed [sic] you will find three tickets which secure them a passage on the Nevada*".

Just ten days ago the *Nevada* left Queenstown. She had Annie and Joe and Tom Moore on board. Matt hoped that his youngsters would arrive on New Year's Day. Annie was born on New Year's Day, 1877, and he thought it would be all for good luck if she began life on American soil on New Year's too.

And she did. She was lucky, too. For she was the first immigrant to land on Ellis Island, and it had been aranged that the first immigrant to step on the Island was to be presented with a ten - dollar gold piece. Annie Moore got it.

Ellis Island is called the *New Castle Garden*. The old Garden looked sullen and sulky yesterday. It had been deserted and discarded, and it looked as desolate as a graveyard. The Barge Office, too, looked as upset as a military barracks just evacuated by soldiery. Everything was topsy turvy.

The United States Government having taken absolute and complete charge of all matters appertaining to the landing of immigrants came to the conclusion more than a year ago that the Barge Office was utterly unfit in every respect as a landing station. Then they fixed on Ellis Island as a suitable substitute.

The magnificent depot which now adorns the island was begun a year ago last August. Today it is finished and complete in all details.

Everything was ready for the change from the Barge Office to the island yesterday morning. The *Nevada* had arrived the night before. The *City of Paris* was expected any moment.

All last week the employees at the Barge Office had been moving their effects from the old to the new station, and when Col. Weber, the Superintendent of Immigration, entered his office at the old quarters yesterday morning he could not find a chair to sit on.

It was 8 o' clock yesterday morning when Supt. Weber stepped on board the ferryboat J.H. Binkerhoff at the Barge Office slip. Charles M. Hendley was with him. Mr. Hendley was private secretary to the late Secretary Windom [Wisdom ?]. Like Mr. Windom, Mr. Hendley has always taken a keen interest in the immigration question, so he came all the way from Virginia yesterday to attend the opening of the new station.

He asked Col. Weber to be allowed to register the first passenger to arrive. Three hours afterwards he registered Annie Moore, the little girl from Cork.

The Rev. Thomas Drum, Chaplain of the New York Port Episcopal Immigration Agency, was on the Binkerhoff too. So was Secretary McCool, of the Mission of Our Lady of the Rosary.

On reaching Ellis Island, Col. Weber and his companions took possession of the new building. All the officials were happy. More than a hundred of them were there and they sent up a cheer of welcome when Col. Weber took off his big sombrero in salutation to the starry banner which snapped and fluttered on the towering flagstaff. Then the Colonel declared the new station open. There was no formality, no ceremony. The new Castle Garden was ready for business.

Then all eyes were turned towards the *Nevada*. She was lying at anchor a short distance off in the bay. The flag on the big flagstaff was dipped three times.

This signal had been arranged beforehand and the John E. Moore[?] puffed away blithely from the side of the *Nevada*.

Nearer and nearer the saucy little tender ploughed a feathery track towards the slip where the first immigrant stepping ashore was to be given a three times three[?] and a ten- dollar gold piece.

Hundreds of the friends of the immigrants were there. They all had heard about the ten- dollar gold piece. But the immigrants were utterly ignorant of what was in store for the first to land.

" *There's little Annie !*" shouted Matt Moore as the tug came ...[text smeared]. " *There's little Annie, and little Tom and little Joe!*"

The tug was alongside! The gang plank was adjusted. Col. Weber and Charles M. Hendley stood one at each side of the plank rail.

A big German with a shawl rolled thirty or forty times around his neck had one foot on the gang plank. He was about to earn fame as the first foreigner to set foot on Ellis Island.

But a spark of Celtic gallantry changed the scene and spoiled Herman Zipski's chance of being talked about for many a day to come.

"Ladies first!" This shout came from the lusty lungs of Mike Tierney, who stood near Annie Moore. He accompanied the words with a vigorous pull at Mr. Zipski's coat collar.

"Step out, little girl," said Mr. Tierney to Miss Moore. And then Miss Moore stepped onto the gangplank. Col. Weber took off his hat to her. Charles M. Hendley took off his hat too. They caught the little lady, one by each hand, and welcomed her to America.

Then big Matt Moore gave such a shout as he never gave before in all his life. Every one shouted, and the little girl wondered if she was not dreaming about the fairy stories which she often heard among the groups around the fireside when the evening shadows fell in the old home near Shandon steeple.

"Silence all!" said Col. Weber.

Then he handed Annie Moore the glistening \$10 gold piece and he patted little Tom and little Joe on the back and wished them luck and a happy new year.

Father Callahan, of the Holy Rosary, came on the scene at this juncture and he gave his blessing to the little girl and the two little boys from Cork.

After that Matt Moore and the three little Moores started for No. 32 Monroe street.

The second immigrant to land was a little Irish girl, too. Her name is Eilly [Lilly?] King. She came from Lismore, County Waterford, Ireland. She went last night to friends in Dochester, Minn.

The third to land was a protege of Dr. Drunt, the Episcopalian chaplain. His name is John Hayley and he hails from Belfast, Ireland.

The new-comers trooped into the big depot. Everything worked like a charm, and the prediction was general that under the new conditions the comfort and safety of the immigrants will be all that can be desired.

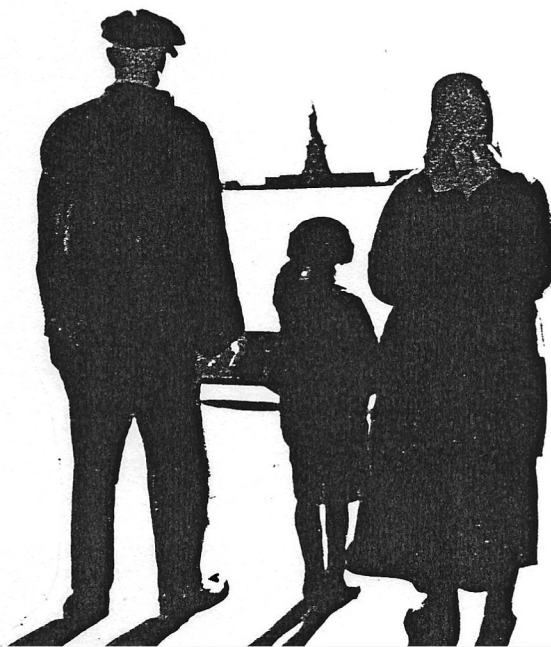
Col. Toffey and Major Anderson, who have charge of the subsistence department, spread a New Year's feast for the employees at the station. Col. Weber was a guest.

ELLIS ISLAND's HISTORY

Ellis Island is a symbol of America's immigrant heritage. For more than six decades -1892 to 1954- the immigrant depot processed the greatest tide of incoming humanity in the nation's history. Some twelve million people landed here and it was Annie Moore who was the first; today their descendents account for almost 40% of the country's population. Opened on January 1, 1892, Ellis Island ushered in a new era of immigration with each newcomer's eligibility to land now determined by federal law. The government established a special bureau to process the record numbers that were arriving at the end of the 19th century. Fleeing hardships such as poverty, religious persecution, or political unrest in their homelands, they journeyed to the United States in search of freedom and opportunity. More than 70% landed in New York, the country's largest port. First and second class passengers were processed on board ship, but third or steerage class were ferried to Ellis Island where they underwent medical and legal examinations in the Main Building.

Immigrant Processing

During peak periods at Ellis Island as many as 5,000 people each day would be checked, questioned, and sent on their way. For the vast majority, the processing took between three and five hours. For others, a longer stay meant additional testing, and for an unfortunate two percent, exclusion and a return trip home.



From the outset, Ellis Island bulged at its seams. Originally a three-acre island barely visible above high tide, the land expanded over the years to 271/2 acres which supported 35 additional buildings. Despite the growth, the station's facilities remained inadequate (except during the immigration lull of World War 1) until 1924

The centre was no longer needed for mass processing, the station became a detention and deportation centre for undesirable aliens. It was also used as a hospital for wounded servicemen during both world wars and as a training facility by the U.S. Coast Guard.

On November 29, 1954, the government closed the island and it remained abandoned until President Lyndon B. Johnson, recognizing the essential unity of the Statue of Liberty and Ellis Island, placed the deserted facility under the care of the National Park Service on May 11, 1965. The Statue has no peer as a symbol for the American dream of freedom and opportunity and Ellis Island is the timeless reminder of the courage and energy it took to turn that dream into reality.

Annie Moore , then aged 15 was the first person to pass through the Ellis Island immigrant reception centre in New York when it opened on 1st January 1892. To commemorate the event, the Irish American Cultural Institute commissioned two statues of her by Jeanne Rynhart, one for Ellis Island and the other for Cobh, Co. Cork.

