(Rev. 6-72)	UNITED STATE	S DEPARTMENT OF	THE INTER	IOR	STATE:		
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Landmarks Preservation Commission, October 14, 1965, Calendar No. 2, LP-0002. (Continued)

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PECIFIC DATE(S) (If Applicab)	le and Known) 184	41-1843	
REAS OF SIGNIFICANCE (Che	ck One or More as Appropria	te)	
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As one of the chief diplomatic achievements of the 19thcentury, the opening of Japan will long make the name of Matthew C. Perry memorable. His expedition marked a departure in Occidental policy respecting Japan, in American policy respecting the Orient, Japanese policy respecting the Orient, and Japanese policy respecting the Western World. Perry was an imperialist bent upon extending widely in the Pacific the commercial and naval interests of America. He has been called the first American official, "to view not merely the commercial but also the political problems of Asia and the Pacific as a unity."¹ Perry's treaty was "a momentous event in the history of Japan, and ultimately in that of the modern world and the United States." It meant "the opening of a new epoch in the history of Asia, the force of which was not to be realized fully until the next century."²

Captain Matthew C. Perry moved into Quarters A of the New York Naval Yard in 1841 and, as commander of all U.S. naval vessels in New York Harbor, he acquired the title of "Commodore." The Commander's Quarters, "a distinguished country house of the Federal style" retains many of its original features. It was built in 1806 and has been the residence of the commanding officer ever since.

Perry spent the decade 1833-1843 on shore duty at the New York Navy Yard. In January 1833 he applied for and obtained command of the recruiting station in New York. From 1841-43 he served as the Commander of the Naval Yard. During these ten years Perry accomplished things for the Navy and the country along four general lines; steam navigation, ordnance, improved lighthouse service, and the education of naval officers and enlisted men.³

- 1. Tyler Dennett, Americans in Eastern Asia, 1922, quoted in Dictionary of American Biography, Vol. X, p. 489.
- 2. Samuel Flagg Bemis, <u>A Diplomatic History of the United States</u>, (New York, 1936), p. 357.
- 3. Samuel Eliot Morison, "Old Bruin" Commodore Matthew C. Perry, (Boston: Little, Brown & Company, 1967), p. 126.

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SEE INSTRUCTIONS

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Form	10-300a
(July	1969)

STATE New York

NATIONAL REGISTER OF HISTORIC PLACES

INVENTORY - NOMINATION FORM

COUNTY Kings

DATE

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ENTRY NUMBER

(Continuation Sheet)

(Number all entries)

(1) Continuation Sheet

7. Description: Quarters A; Matthew C. Perry House

In addition to the house, the property includes the carriage house and stables and grounds to the entrance gate on Evans Street and to the surrounding screening walls. Quarters A is owned by the Navy, privately occupied, and not open to the public.

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Form	10-300a
(July	1969)

UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

INVENTORY - NOMINATION FORM

(Continuation Sheet)

(Number all entries) 8. <u>Significance</u>: (1) Quarters A; Matthew C. Perry House Biography

Born in 1794 in Newport, Rhode Island, Matthew C. Perry was educated in his native town and entered the Navy in 1809 as a midshipman. He fought in the War of 1812 and was wounded in the fight with the <u>Belvidera</u>. Perry spent the next decade of his life sailing the west coast of Africa, the Caribbean, and the Mediterranean, much of the time in pursuit of pirates. In 1826 he was promoted to master commandant. In 1830 he conveyed American envoy, John Randolph of Roanoke, to St. Petersburg, Russia where he declined the Czar's invitation that he join the royal naval service. He then joined the Mediterranean squadron. Commanding the <u>Brandywine</u> he participated in the naval demonstration at Naples compelling the payment of spoliation claims.

The next decade in Perry's career was particularly significant. In 1833 he was appointed second officer of the New York Navy Yard taking up permanent residence in New York City. There he actively moved to improve naval education. His 1824 plan for a naval apprentice system was adopted by Congress in 1837. He organized the United States Naval Lyceum to promote the diffusion of knowledge among naval officers. He was an advisor to the Secretary of the Navy on the scientific work of the U.S. Exploring Expedition, of which he was offered the command. In 1845 he assisted in the preparation of the first course of instruction for the Naval Academy at Annapolis.

Perry was more interested in naval materiel than any other officer. An early advocate of steamships, he is sometimes called the father of the steam navy. He commanded the <u>Fulton</u>, one of the pioneer naval steamships, and organized the first corps of naval engineers. In 1837 he prepared an influential report on lighthouses and two years later conducted the first American naval school of gun practice. In 1841 he became commandant of the New York Navy Yard from where he could easily advise as technical expert on steamships and naval inventions.

In 1843 he commanded the African Squadron in suppression of the slave trade. During the Mexican War he was appointed Commander-in-Chief of the Gulf Squadron and led the expeditions against Frontera, Tabasco, and Laguna. He shared the operation against Vera Cruz with General Winfield Scott. His squadron is believed to have been the largest under American colors up to that time.

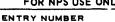
In 1852, while stationed in New York, he was selected to undertake one of the most important diplomatic missions ever entrusted to an American naval officer--negotiating an open door to Japan. An imperialist before his time, Perry was a master at cajolery well dosed with threat. Entering Yedo Bay in 1853 with a well-armed fleet, he planned to impress the

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state New York

COUNTY Kings

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UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE	New York			
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Form 10-300a (July 1969)

8. Significance: (2) Quarters A; Matthew C. Perry House

Japanese by magnifying his mission, surrounding himself in mystery and insisting upon speaking only to the highest officials. His bombast and steadfastness did the trick. He signed a treaty at Yokohama which marked the opening of Japan. Returning exhausted to New York City in 1855, he spent his last years in lesser pursuits. He died in 1858.