

LAST DAYS OF THE STANCH OLD SHIP SARATOGA

Flagship of Commodore Perry Opened up Japan to the Commerce of the World, and Now a Boston Firm Will Strip Her on the Junk Heap.

Boston.—Just at this time, when the finest fleet ever assembled under one flag has started on its record-breaking voyage, it is interesting to record the passing of the last of the vessels that made up the squadron under command of Commodore Perry when he sailed into the Japanese harbor of Yedo in July, 1853.

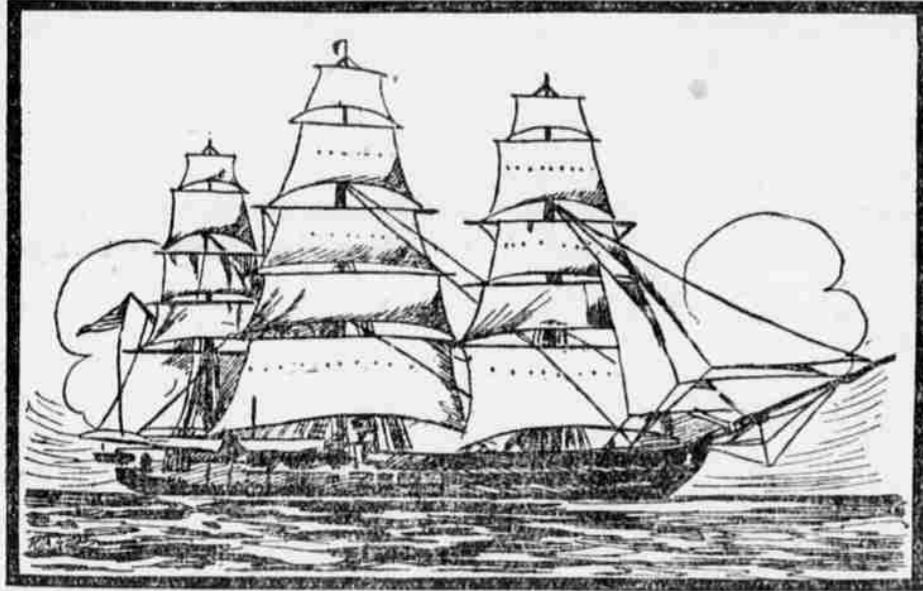
"Queen of the fire vessels of the western barbarians," she was once called. Now she is to be demolished. Exit the Saratoga!

It is still a name to conjure with in far Japan. And in American history the stanch old sea fighter will be inseparably linked with Commodore Matthew Calbraith Perry's epoch-making trip to what was then a land of mystery and of dreams. For that trip and the commercial treaty signed there opened up the Japanese empire to the commerce of the world.

Battered and full of years, the grand war hulk has been lying dismantled at League Island navy yard. Now she belongs to Thomas Butler & Co. of Boston. She will be taken to Philadelphia, where will be performed the last sad rites of this former pride of the American navy.

Only Seven Survivors.

There are those who will mourn her with a personal loss. Seven men yet live who made that memorable trip with Perry in the fifties. All but two



The U. S. S. Saratoga.

of these seven survivors have risen high in the naval service and now hold the rank of rear admiral. The seven are: Rear Admiral Edward C. Robie, Rear Admiral John H. Puschur, Rear Admiral Oscar F. Stanton, Rear Admiral George Balch, Rear Admiral Edwin Fithian, Dr. John S. Sewall and William Spelden, who went out to Japan as purser's clerk, and has been connected with the New York customs house for years.

Dr. Sewall is the Rev. John S. Sewall, D. D., of Bangor, Me. He is an emeritus professor of Bangor's theological seminary, and is enjoying a rest from his labors after 36 years of faithful service.

"When I finished my college course at Bowdoin I was in debt," said Dr. Sewall, in reminiscent vein. "I saw a chance to satisfy my desire for the sea and pay off my debts at the same time, so I shipped for a cruise on the Saratoga. She was then fitting out to go to the far east to relieve the ship St. Mary's, which had been on that station several years.

"We were out there two years before Commodore Perry arrived. William S. Walker of Boston was the captain of the Saratoga. Rear Admiral Stanton was then only a midshipman on board, in the same mess with me during a part of the voyage.

Arrival of the Fleet.

"The fleet arrived off the coast of Japan on the eighth day of July, 1853. The lookouts at the masthead echoed through the fleets the rousing call, 'Land ho!' We rushed on deck. There it was at last. A dark cloud on the northern horizon, still shrouded in mystery, still inspiring the imagination with an indefinable awe, just as it had years ago in our studies at school.

"Our squadron comprised two steam frigates and two sloops of war. For equipment, we mustered 61 guns and 977 officers and men—quite a respectable force for those times.

"Such a warlike apparition in the bay, small as it was, created a tremendous sensation. A Japanese writer said of our arrival: 'The popular commotion in Yedo was beyond description. The whole city was in an uproar. In all directions were seen mothers flying with children in their arms and men with mothers on their backs.'

"We were quite unconscious of all this confusion in a city of more than

1,200,000 souls. We had no idea we had frightened the empire so badly, as the capital was 40 or 50 miles away from our anchorage. As we proceeded up the harbor, boats fled away from us as though in mortal fear.

"By the time we were well anchored and shipshape the city officials took heart. Swarms of picturesque mandarins came off to challenge the strange arrivals and to draw around the fleet the customary cordon of guard boats. They even tried to make fast their boats to our ships.

"This began to look like being in custody. The American ambassador had not come to Japan to be put under sentries. He notified the mandarins that his vessels were not pirates and need not be watched. They pleaded Japanese law. He replied with American law. They still insisted. He notified them that if the boats were not instantly withdrawn he would open his batteries and sink them. That was entirely convincing. The guard boats stood not on the order of their going."

"The fire vessels of the western barbarians are coming to defile the holy country," said priest and soldier to one another.

Japs Gazed in Wonder.

The boatman at his sculls and the junk sailor at the tiller gazed in wonder at the painted ships of the western world. The farmer, standing knee deep in the ooze of the rice fields, paused to marvel.

Had the barbarians harnessed volcanoes? With wind blowing in their teeth and sails furled, the monsters curled the white foam at their front, while their black throats vomited sparks and smoke. To the gazers at a distance, as they looked from their village on the hilltops, the whole scene seemed a mirage created by the breath of clams. Such, their childhood's beliefs taught them, must be the case.

Boats dashed here and there about the harbor, like a flock of frightened geese. They fled. Then paused, to see how far behind the strange visions were now. Surely they were doomed,

"Some three miles from our anchorage," says Dr. Sewall, "a little semi-circular harbor makes in on the western side of the bay. At the head of it stood the village or hamlet of Kurikama. That was the spot selected for the meeting of the western envoy and the imperial commissioners. And there the Japanese erected a temporary hall of audience.

"It was a memorable scene. The two frigates steamed slowly down and anchored off the harbor. How big, black and sullen they looked to the natives! Our little flotilla of 15 boats landed under cover of their guns.

"We were not quite 300 all told, but every one was in full uniform and armed to the teeth. The commodore had given orders to make as magnificent an appearance as we could, for the purpose of impressing a people who lay much stress on show. Yet our little body of men were few in number to confront 5,000 native troops drawn up on the beach to receive us.

Outshone the Japanese.

"Crowds of curious spectators lined the housetops and grouped on the hills in the rear to witness our landing. Radiant uniforms, trappings and ensigns were everywhere—but we compared favorably. Commodore Perry had, in fact, outshone the Japanese.

"The Japanese regiments seemed to have been cut out of rainbows and sunsets. But if they were lively, their officers were not. For they sat in silent dignity on camp stools in front of the lines.

"Not until our force had disembarked and formed on the beach did the commodore show himself. No Japanese had seen him up to that time. He had remained to them a mysterious presence, who would only appear when the duly qualified ambassadors of the emperor came to treat with him—and they must be princes of the blood.

"As our lines formed, the commodore stepped into his barge. Instantly the fleet was enveloped in great clouds of smoke. The guns were thundering out a salute that echoed among the hills back of the village. In all the negotiations he had played the Japanese people's own game and had enveloped himself in mystery.

"This was not child's play. It was not an assumption of pomp inconsistent with republican simplicity. Commodore Perry was dealing with an oriental potentate according to oriental ideas; and results proved his sagacity. At this time Commodore Perry was 59 years old, a man of splendid physique and commanding presence. He was the right kind of man for America to send on such an errand to such a people.

"Within the hall sat the Japanese commissioners on chairs. The imperial commissioners were Princes Idzu and Iwami, and they were surrounded by their kneeling suite. The vacant seats opposite were taken by the commodore and his staff. He entered the pavilion escorted by two gorgeously comparisoned blacks, preceded by two richly uniformed pages bearing the precious caskets containing the official papers to the emperor.

Ceremony Not Long.

"The ceremony began. It was very brief. At a signal the two boys in blue brought forward in slow and impressive fashion the rosewood caskets containing the mysterious papers which were to be conveyed to the court. They were to be thus conveyed in a richly lacquered chest of scarlet provided for the purpose. The two gorgeous negroes, who had followed the boys, opened the boxes in silence, and in silence drew out the papers, done in red and gold most magnificently. They laid them on the scarlet cofers.

"The imperial commissioners were much impressed. They had never seen black men before except in their stage plays, when actors used burnt cork. Therefore, they estimated that this 'admiral,' as they knew him, must be a man of supreme power. Prince Iwami handed to the interpreters a formal receipt for the documents.

"The commodore announced that he would return in the spring for his reply. After a further brief conversation the conference closed, having lasted not more than 20 minutes. It had been witnessed by not more than 50 or 60 persons of both the countries engaged. Yet that short meeting was to lead to the opening of Japan."

But the Japanese were alarmed at the persistence of the ambassador, too. The formal receipt closed with: "Because this place is not designed to treat of anything from foreigners, so neither can conference nor entertainment take place. The letter being received, you will leave here."

The actual landing took place on July 14, 1853, and is commemorated by a single shaft of granite rising 33 feet into the air, placed on the spot where Perry landed from his ships. This monument was erected in 1901.

The treaty was not concluded and signed until March of 1854, when Perry returned with a greatly increased fleet to get his answer. At first the Japanese held out "that no American

women should be brought to Japan." Commodore Perry informed them that if such a clause were put in he would be afraid to return to America. Thereafter all was good humor, the clause was stricken out and the treaty of commerce was signed, throwing open the ports of Shimoda and Hakodate.

Career of the Saratoga.

The Saratoga was built in Kittery, Me., in 1842, when New England was at the height of its fame in the ship-building world. It was named for the flagship of Commodore Oliver Perry, the famous brother of the Japanese hero. This flagship won the battle of Lake Erie in the war of 1812.

She did some useful work as one of Commander Perry's fleet which went to punish the piratical black tribes along the African coast. Village after village was burned during these operations, and once the commander himself only escaped death at the hands of King Craek-O, who was the possessor of a scythe-like sword, by his own courage and agility and by the quickness of a sergeant of marines, who shot the king.

The Saratoga was also present during the Mexican war, when Commodore Perry, then Capt. Perry, saved the situation for the American forces with his naval guns. After returning from her long service in eastern waters, part of which was Commodore Perry's mission, the Saratoga was



COMMODORE M. C. PERRY

sent again to the African coast, during the civil war. Farragut and Shubrick commanded her at different times during these operations.

At the close of the civil war the sloop was not considered fit for active service. Therefore, she was ordered to Philadelphia, where she did duty as a training ship and receiving ship for many years. In 1889 she was turned over to the state as a school ship, and, under joint supervision of state and city, she made annual cruises.

The stout old warrior continued these voyages until last February, when, outside the harbor, she met a terrible storm. It strained the ancient timbers until the water began to pour in at innumerable points, and she was in dire danger of foundering. It was shortly after that the navy department ordered an inspection.

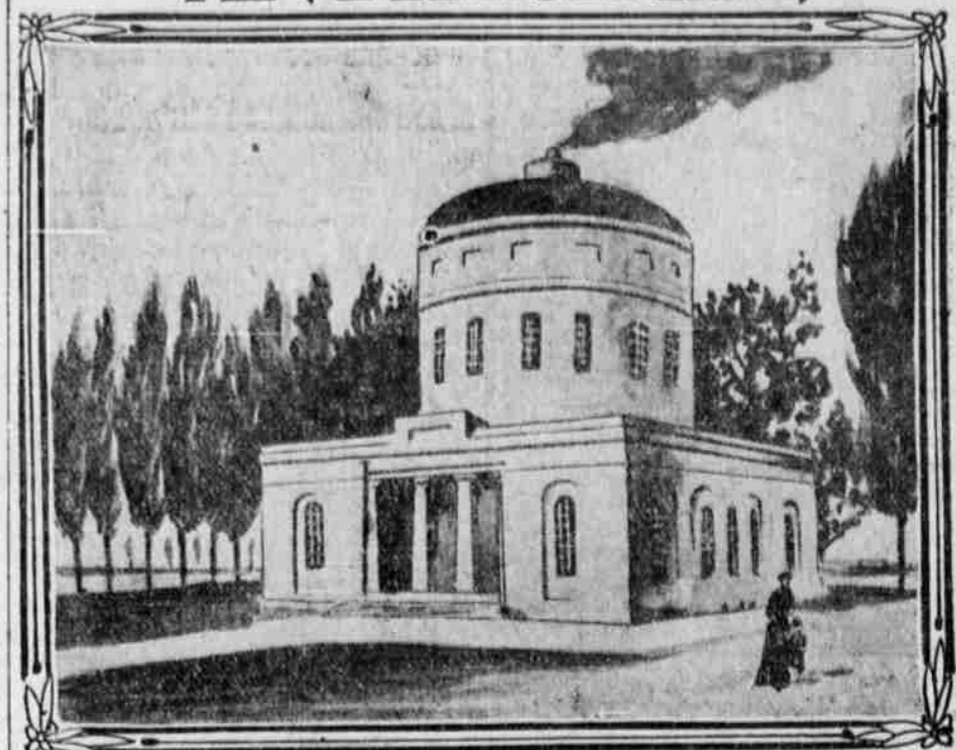
The old fighter was condemned and ordered to be sold as junk.

Commodore Perry's Record.

Many consider Commodore Matthew Calbraith Perry to have been a greater naval man than his more famous brother, Commodore Oliver Perry. In fact, the two are often confused. Besides opening up Japan to American trade and to western civilization, he was the greatest naval educator of his time. His life may be briefly summed up as follows:

- 1—While yet a lad he was a naval officer in the war of 1812.
 - 2—He chose the location of the first free black settlement in Liberia.
 - 3—He was the father of the steam navy.
 - 4—He first demonstrated the efficiency of the ram as a weapon of offense in naval warfare.
 - 5—He founded the naval apprenticeship system.
 - 6—He was leader of the campaign to extirpate the foreign slave trade on the coast of Africa.
 - 7—He commanded in 1847 the largest squadron which had ever assembled under the American flag. This was in the Gulf of Mexico.
 - 8—He opened Japan to the world.
- The Perry family furnished more naval officers to the United States than any other American family, with one exception. The sturdy commander of the Saratoga was survived by three daughters, one of whom became the wife of August Belmont, the multi-millionaire of New York.

A CENTURY OF ANTHRACITE



WATER WORKS WHERE ANTHRACITE WAS FIRST TRIED IN PHILADELPHIA

It is hard to believe that people once thought that anthracite coal was unburnable because too hard, and that it was only by the most persistent efforts of the few investigating minds that it was finally demonstrated that the black rock had a high fuel value, but such is the case. It is now almost a hundred years since it was conclusively shown that anthracite would burn. This was accomplished at Wilkesbarre, Pa., and in February next at that place that event is to be suitably celebrated under the auspices of the Wyoming Valley Historical society.

In Philadelphia attempts to burn the "stone coal" were made before the year 1808, when Judge Jesse Fell of Wilkesbarre succeeded in burning the coal in a grate which he devised for the purpose. The introduction of anthracite as fuel should not be confused with the successful burning of bituminous coal, which, in a limited way, had been in use in forges for nearly half a century at the time.

What is known as Lehigh coal was discovered by a hunter who was gunning in the neighborhood of the present town of Mauch Chunk in 1791. From its nature it became known as "stone coal," and those who believed it to be possible to ignite the anthracite were numbered among the intelligent as well as among the ignorant. Few persons at that time had faith in its value as a fuel. However, a company was formed in 1792 to take up the land in the immediate vicinity of the discovery. This corporation was called the Lehigh Coal Mine company, and not a little of its early difficulties were connected with the problem of transportation. A great deal of work had to be done before a pound of coal reached Philadelphia.

In time—for there were difficulties with the legislature in the attempts to get a charter—some of the coal was brought to Philadelphia. When this was and where the first attempt was made to burn the fuel here are matters still in dispute. The assertion is made that a load of anthracite was brought to Philadelphia and put under the boiler of the pumping engines in the Center Square water works about the beginning of the last century. It is told that when anthracite was tried under the boiler in the water works it actually put out the fire. The prejudice against the "stone coal" was so great that it was years before another attempt was made in the same place.

John Binns, who some 50 years or more ago was a democratic politician of importance in the Quaker city, in his book of recollections claims the honor of having been the first to make the attempt to burn Lehigh coal. He fails to give the exact date, but what he says possesses interest. "When this coal was discovered, about the year 1805," he says, "there was much speculation, and not a little anxiety, as to its quality and quantity. In the legislative session of 1810-11 an application was made for an act of assembly to incorporate a company to work the Lehigh coal mines. To assist in obtaining this charter the persons most interested induced a German mineralogist to explain to the members of the legislature the nature of the coal, the probable extent of the mines and the facility with which, at a moderate expense, the coal could be brought to market.

"Before he left the mines he sent me to Philadelphia a wagonload of the coal, the best he had, in the hope that I would, in my newspaper, give it some celebrity, which, in truth, I was well disposed to do. To enable me so to do I paid a stove-maker \$50 for a semicircular sheet-iron stove, and had it put up in my private office, in order to burn that coal. A sufficiency of charcoal, it was thought, was put into the stove and the coal, which was in pretty large lumps, was laid on the red-hot charcoal. To assist ignition we drew and kept together the circular sheet-iron doors. It was a cold morning; there were some half dozen friends watching the experiment; but, alas and alackaday! after some hours and the consumption of much charcoal, the 'stone coal' would not burn, and all it would do was to look red like stones in a well-heated lime kiln. When taken out at night the coals were, to all appearance, as large as when first cast into the stove. What-

ever the cause, such was the result of the first attempt to burn Lehigh coal in Philadelphia, where, since that time, millions of tons of it have been welcomed and consumed."

Mr. Binns relates that anthracite was discovered about the year 1805, but in this he was in error, for it is on record that coal was found on the Lehigh ten years before he came to this country, in 1802. So far as the company of which he speaks is concerned it may be said that, although it was formed in 1792, it did little to advance its business for many years, and frequently was before the legislature for the purpose of securing a charter. With due regard for Mr. Binns' statement, it may be said that the attempt in the water works in Center Square seems to have preceded his expensive attempt to burn "stone coal."

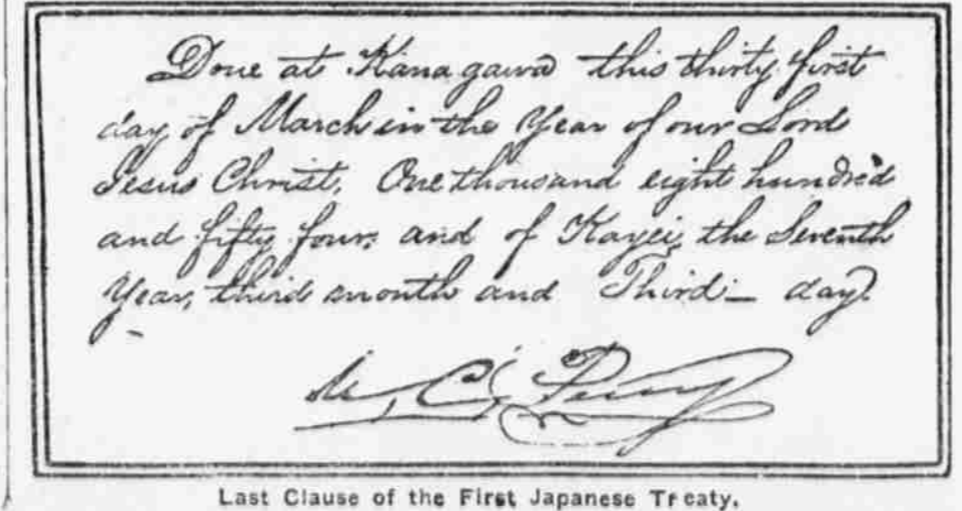
The reason that anthracite was received with so much suspicion was due to the fact that those who attempted to burn it did not know how. No wonder they called it "stone coal." It was left for Judge Fell, as mentioned, to devise a proper grate for the purpose so that the necessary draught could be obtained. Some years afterward he told the story of his success in Stillman's Journal, now known as the Journal of the Franklin Institute. In this account he says: "From observation I had conceived the idea that if a body of this coal was ignited and confined together it would burn as fuel. To try the experiment in the month of February, 1808, I had a grate constructed for the purpose, eight inches in depth and eight inches in height, with feet eight inches high and about 22 inches long (the length is immaterial, as that may be regulated to suit its use or convenience), and the coal, after being ignited in it, burned beyond the most sanguine expectations. A more beautiful fire could not be imagined, it being clear and without smoke. This was the first instance of success in burning this coal in a grate in a common fireplace of which I have any knowledge, and this experiment first brought our coal into use for winter fires (without any patent right)."

Just 50 years after Judge Fell's success four young men were riding together in a coach which was traveling toward Wilkes-Barre. One of the four was a grandson of Judge Fell. He had that day been reading an account in an old copy of a well known Masonic book of the experiment made by his grandsire, and when he mentioned it, one of the members of the party happened to recall that the date of this event was just 50 years previous. The young men were struck by the coincidence, and determined that something should be done.

When they arrived in Wilkes-Barre they set about stirring up interest, and called a public meeting, to be held that evening in the same old tavern in which Judge Fell had carried on his experiment. The four young men were James Plater Dennis, grandson of Judge Fell; Henry Martyn Hoyt, later governor of Pennsylvania; John Butler Conyngham and Stanley Woodward, the latter afterward one of the leading jurists of the state. These four became the founders of the Wyoming Historical and Geological society, formed as a result of that night's meeting. It is this organization that now purposes to celebrate the 100th anniversary of this experiment of Judge Fell and the 50th anniversary of its own founding at the same time. It was at a meeting of this society recently that the facts concerning the old Jesse Fell grate were learned, for a paper on "Where Is the Grate on Which Jesse Fell Made His Successful Experiment of Burning Anthracite Coal?" was read by Rev. H. E. Hayden, curator of the society.

Mr. Hayden has made an exhaustive study of the subject and has come to the conclusion that the original grate is not now in existence, and that "the only well authenticated grate extant belonging to Judge Fell" is that heretofore known as the Klerman or Eick grate, and now in the possession of the historical society.

A woman never hesitates to marry a roue, because her vanity makes her believe that she can hold him against all other women.



Last Clause of the First Japanese Treaty.