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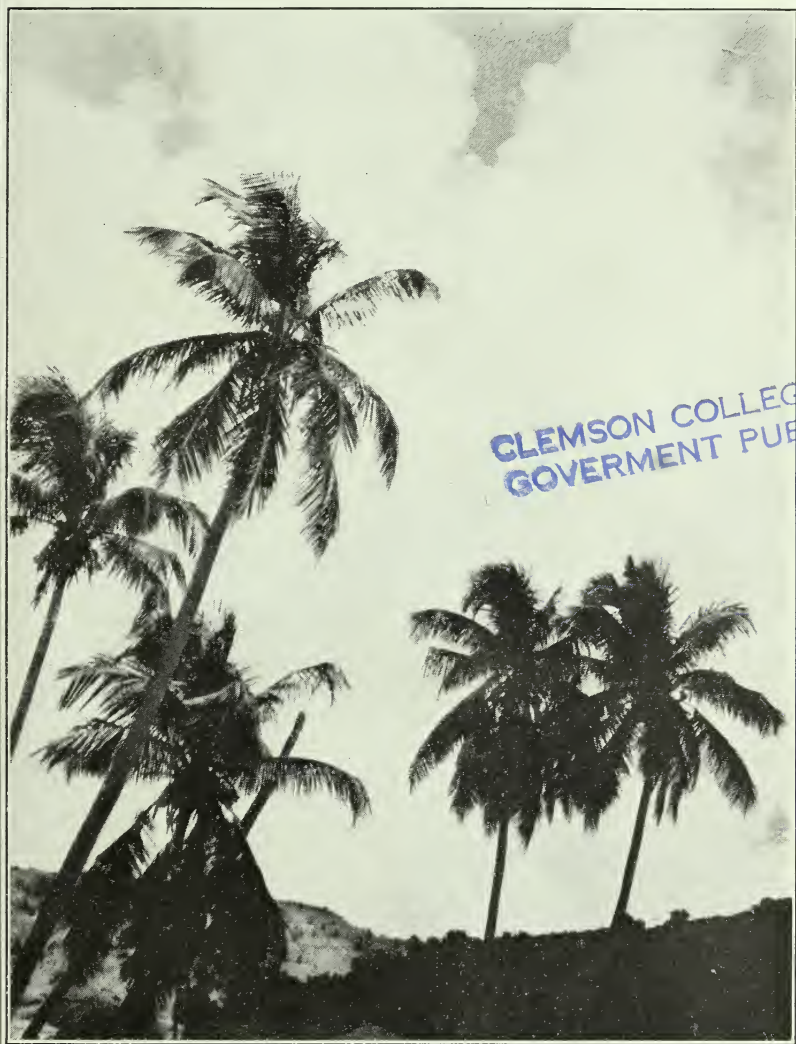


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The Virgin Islands  
of the United States



# THE VIRGIN ISLANDS OF THE UNITED STATES



COCOANUT PALMS, ST. THOMAS

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UNITED STATES DEPARTMENT OF THE INTERIOR  
WASHINGTON, D. C.   -   -   -   -   -   -   -   APRIL, 1932



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GENERAL INFORMATION

REGARDING

THE VIRGIN ISLANDS  
OF THE UNITED STATES

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APRIL, 1932



UNITED STATES  
GOVERNMENT PRINTING OFFICE  
WASHINGTON : 1932



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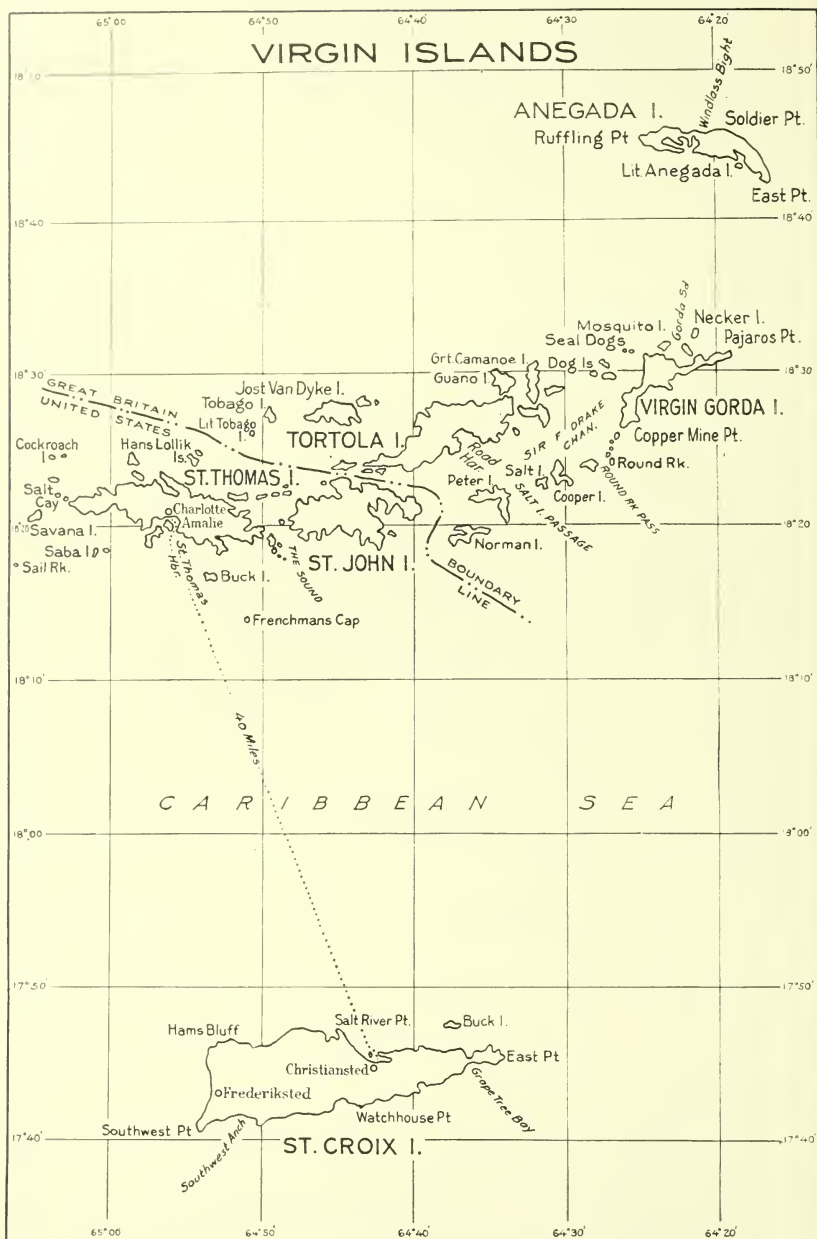


FIGURE 1

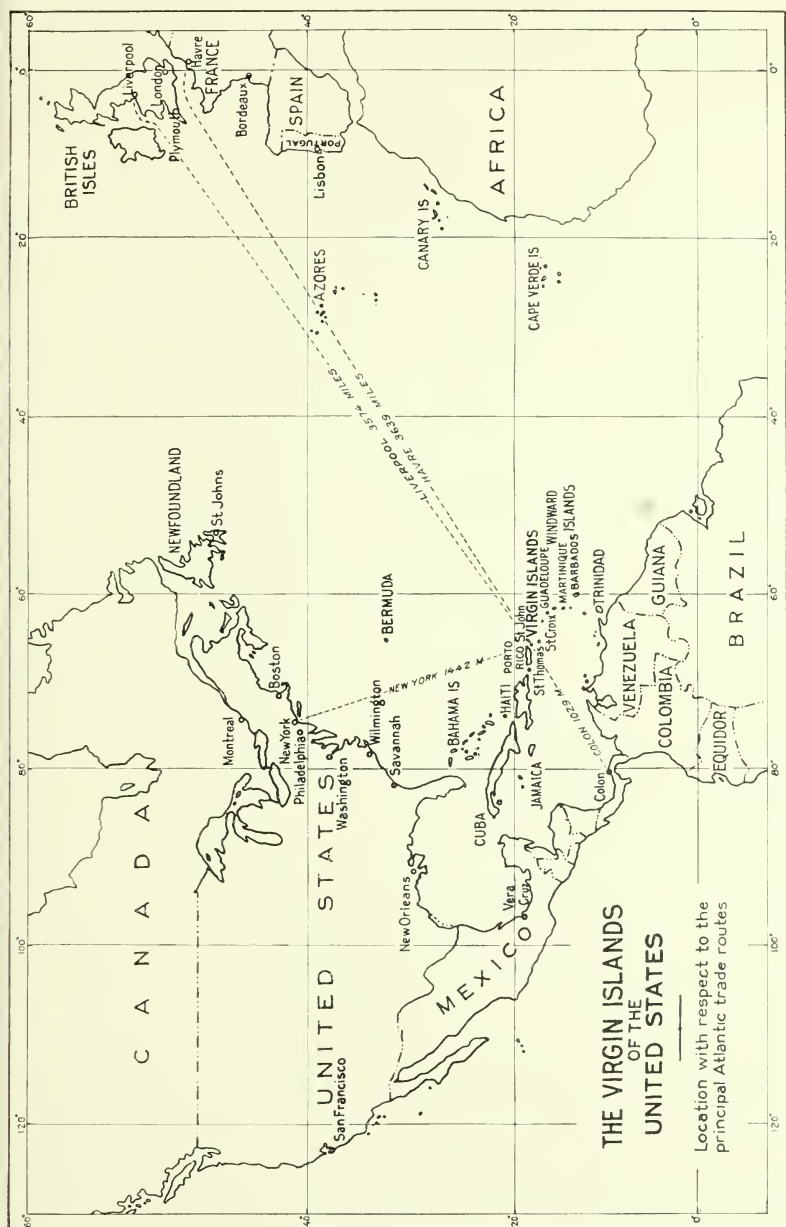


FIGURE 2



# THE VIRGIN ISLANDS OF THE UNITED STATES

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## CHAPTER I

### A GENERAL DESCRIPTION OF THE ISLANDS

*Geographical location.*—In 1917 the group of islands called the Virgin Islands of the United States were acquired from Denmark for \$25,000,000. With but two short interruptions when taken for a total of nine years by England, Denmark had held this group of islands for nearly three centuries. They lie 40 miles east of Porto Rico and 1,400 miles southeast of New York, and consist of about 50 islands and cays. Only half a dozen of these islands are inhabited and only three have any size or importance. They are St. Thomas, St. John, and St. Croix (Santa Cruz). St. John lies only a few miles east of St. Thomas, while St. Croix lies 40 miles to the south. The Atlantic washes the northern shores of St. Thomas and St. John, while the Caribbean laves their southern beaches and surrounds St. Croix. The total area of these three islands is less than 140 square miles, and St. Croix has nearly two-thirds of that. The seat of government and the center of commercial activity is at St. Thomas, whose harbor is one of the finest in the Caribbean.

From that day in 1493 when Columbus discovered the Virgin Islands, and their fierce Carib Indian inhabitants, on his second voyage to America, they have always been in the center of the western world's life. The trail he blazed became the Atlantic highway. Early voyagers found here the nearest New World haven as they set out westward upon new discoveries. Here privateers and buccaneers found hidden harbors of refuge from which they scouted for the sea-born wealth of the Spanish main. Various nationals began settlements in the early seventeenth century and set up rivalries that resulted in constant warfare until the islands came under the rule of Denmark in 1671. For several centuries the rise and fall of the various nations that successively wrested parts of the New World from each other kept the magnificent harbor of St. Thomas full of activity and the towns of Charlotte Amalie (later renamed St. Thomas), Christiansted, and Frederiksted, full of intrigue and colorful life that has left its permanent marks to charm the visitor to-day.

When wars grew less frequent and the commerce of rapid colonization replaced them, the harbor of St. Thomas became a port of great importance. Located at the crossroads of the seas, it became the point of transshipment for merchandise brought there for redistribution; and the heavy walled warehouses that to-day extend back to its main street three or four hundred feet from the waterfront bear mute testimony to that golden age before scientific advancements and industrial developments began to steal away the commercial glory which the opening of a New World temporarily lent it.

These islands were once the wholesale center of the American slave industry. Christiansted and Frederiksted on St. Croix were the American counterparts of similar fortresses set up by Denmark in her African slaves' lands; and here the slaves were brought in shiploads to the market which supplied the islands to the west and the cotton and tobacco fields of the United States. Meanwhile they cultivated these islands from sea to mountain top. Their own savagery

and the cruelty with which they were treated resulted in several bloody insurrections and the slaughter of many whites. Some of the slave markets still stand in the cities, while in the country one sees the ruins of marvelous "great houses," surrounded by the old slave quarters.

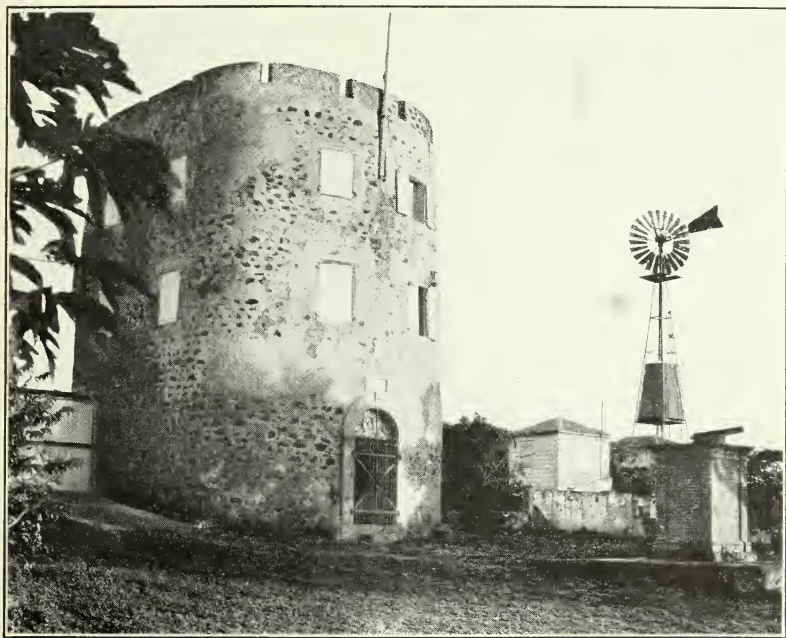
The islands' three cities remain truly ancient. Time has to all appearance generously stayed its hand beyond adding a colorful antiquity to their build-



BLACKBEARD'S CASTLE, ST. THOMAS

ings. Their few paved streets and their movie houses afford only enough of modern contrast to frame and emphasize the ancient. While these and electric lights, up-to-date sanitation, hospitalization, and education have, of course, added their necessary benefits, they have not spoiled the picture. What changes have come have not destroyed the old architecture or the old feeling. It would be hard to tell whether the building you see is 20 years old or 200, save on close

examination. There is hardly a store window to be found in the islands. High arched doorways lead through thick walls into the buildings that crowd each other and front close upon the narrow walks and narrow streets. Merchandise in wide variety is displayed after its own fashion and needs usually to be hunted out; but the hunting will lead to interesting discoveries, one of which will be the comparatively low prices due to the fact that the Virgin Islands are practically a "free port." As in a previous age, donkeys with loaded panniers jog or plod down the streets; and erect, dark-skinned Amazons deftly balance on their heads their baskets or trays of fruits or their cans of water.



BLUEBEARD'S CASTLE, ST. THOMAS

### NATURAL RESOURCES

*Physical characteristics.*—Like their British and French sister Virgins to the east and south, the Virgin Islands of the United States are of ancient volcanic origin, with mountain ridges 1,000 to 1,500 feet high, running their lengths east to west. On St. Thomas and St. John these mountains slope sharply to the sea on all sides and leave only small pockets of cultivatable land in the ravines between projecting spurs. On St. Croix, however, the land slopes gradually south for 5 miles to the Caribbean and makes possible the agriculture which has supported that island with varying success for the centuries of its history.

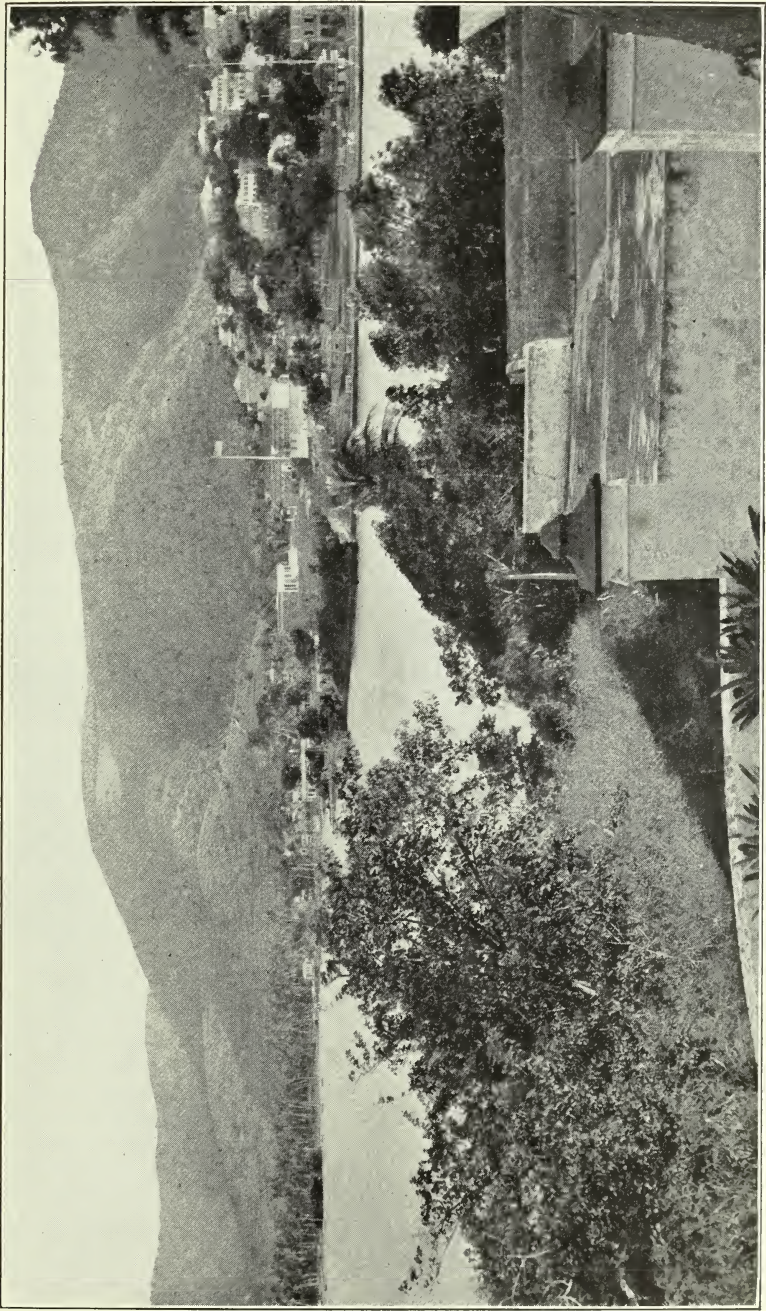
While traces of many minerals have been found on these islands, there are none known to exist in paying quantities, despite the glowing reports of early voyagers to the West Indies. Those reports of fabulous wealth have never found the slightest substantiation, though repeated expeditions have made diligent search and legend still persists. Scientific expeditions have, however, under the inspiration of Carib inscriptions found in various places, successfully undertaken archaeological research. On all three islands have been found the

evidence of a crude civilization that long antedated the discovery of America. Stone implements, earthen pottery, and interesting carvings have been discovered and may now be found in various museums in the United States. Local amateur archæologists have, from time to time, made interesting collections, and the known middens still give up intriguing fragments to those who care to do a little digging. No doubt important finds yet await the serious searcher.



STEPS TO FRENCHMEN'S HILL, ST. THOMAS

It has been generally supposed that the Virgin Islands were once covered with mahogany and other valuable cabinet woods and that dense forests of these trees were cut off in the early days and then again later to make place for cane when slave labor cultivated even the steep hillsides. The Bureau of Forestry, however, considers this extremely doubtful, and does not believe that these cabinet woods are indigenous to these islands. They do grow well there, but



CHRISTIANSTED, ST. CROIX, FROM PROTESTANT CAY

the specimens scattered sparsely throughout the islands or standing in clumps about old ruins and along the sides of many roads, are believed to have been imported. Little natural young growth of these trees is to be found, but thousands are now being set out, and seem to do well. Most of St. Thomas and St. John and much of St. Croix is thickly covered with many different types of trees, but these are not of accepted commercial value, nor of size or character to be considered forests. Where the land is not cleared for cultivation or grazing these scattered trees are interspersed with dense growths of underbrush and vines that rapidly reclaim any land that is left uncared for for even a year or two. Many of these trees afford food in the form of wild fruits, such as the mango, the soursop, etc.; but most of them are valuable only as wood for the burning of charcoal—the universal fuel of the Virgin Islands.

### CLIMATIC CONDITIONS

*Climate.*—The climate of the Virgin Islands is semitropical, and records support the oft-repeated claim that they are one of the healthiest spots in the world. Tropical diseases are practically unknown and the quarantine station has not had a single occupant for years. Although there is much tropical insect life and the bed net is universally used, sanitation plus the tropical sun make flies and mosquitoes less bothersome than in the Middle Atlantic States. The temperature ranges from 69 degrees to 91 degrees with a difference of about 10 degrees between winter and summer averages. While midday is usually very warm and business is largely suspended from 12 to 2, there is generally a fine sea breeze blowing from the east, which tempers the tropical sun and keeps down the humidity. The rainfall (usually in the form of showers) varies somewhat from month to month, but there is no dry season and no wet season such as many places know, though the averages show about 45 per cent of the rain falling in the last four months of the year. Over a period of 10 years the average annual rainfall on St. Thomas has been about 45 inches, and on St. Croix about 40 inches—not quite enough for really secure agriculture, because of the porous soil and high evaporation. There are no permanent streams of any size on the islands. An increasing number of shallow wells provide water for cattle and occasionally for garden produce, but it is usually too brackish for human use. All water for domestic purposes (except flushing, for which the towns have salt water systems) is caught on the roofs or on the city's mountainside concrete catchments; but all cisterns must be kept screened, and for added security must contain the tiny "mosquito fish." To the surprise of all visitors, the drinking water is excellent, and health records attest its purity.

The hurricanes which occasionally visit the West Indies correspond very closely to the Kansas cyclone in origin, action, severity, localization, and infrequency; but very seldom are there any lives lost. Warnings are given hours (or even days) ahead of their coming, affording ample time to seek safety within the thick-walled, heavily barred buildings. These hurricanes need deter no one from coming here to visit or to live. Many years usually intervene between destructive visitations. The hurricane season is officially from July 25 to October 25.

### INHABITANTS

*Population.*—The population of the Virgin Islands has declined from 33,000 to 22,000 since 1900, largely through emigration to New York. Of these, about 2,000 are white, 3,000 are of mixed blood, and the remainder are negro descendants of the Africans brought to this wholesale slave market a century or two ago. The whites include a colony of French fishing stock that has for many generations kept itself strictly isolated from the rest of the inhabitants, and has maintained

the purity of its race and language. Some of these have turned farmers and have set a fine example of industry and frugality. Because of male emigration, the female population of the islands exceeds the male by about 20 per cent, which adds to the social problem.

*Education.*—The average intelligence of the people is fairly high. This is probably due in large measure to the generations of cosmopolitan contacts which the harbor has afforded; but it is also due to the compulsory education which was required under the old Danish laws and since continued under the American administration of the government. The schools carry through the twelfth grade, and are well enough organized and conducted to warrant most of the foreign residents in sending their children to them. They are under the supervision of competent directors from the United States, while most of the teachers are natives educated in the islands. Children of the different races attend school together



LOADING COAL AT ST. THOMAS

as they do in the northern parts of continental United States, and those who later go elsewhere to continue their education attest to the satisfactory standards maintained. No small number have pursued their education abroad and made fine records throughout the world or returned to render their fellow islanders excellent service and fine examples. Some of these, and others, have also shown marked business ability, have accumulated considerable property, and have well earned the respect that is accorded them by whites and colored alike. Despite Danish rule for centuries, the language of the islands is English—further evidence of cosmopolitan influence. The native people are, as a whole, law-abiding and respectful of authority. They are notably hospitable, courteous, and friendly.

*Labor.*—While labor would not be called efficient if measured by continental United States standards, wages are correspondingly low. It must be remembered, however, that this is a tropical race still living in a tropical climate; that the living scale is low, nature is extremely kind, and needs are few. The past has

not shown opportunities often enough, great enough, or general enough to stimulate or warrant much general ambition or initiative; and necessity has not until now demanded it.

*Religion.*—The people as a whole are very religious, in that there are many churches of many denominations and most of the people are members of one or another, and attendants, too; but the primitive concept of religion remains. The following religious denominations maintain places of worship and organized work in the Virgin Islands: Moravian, Anglican, Roman Catholic, Lutheran, Wesleyan Methodist, Seventh-day Adventists, Pilgrim Holiness, African Methodist Episcopal, Christian Mission, and Orthodox Jewish.

## CHAPTER II

### GOVERNMENT OF THE ISLANDS

*General description.*—The government of the Virgin Islands of the United States consists of a governor appointed by the President of the United States, a



GOVERNMENT HOUSE, ST. THOMAS

staff for central administration appointed by the Secretary of the Interior, two Colonial Councils established under Danish law, and municipal staffs appointed by the governor. The Colonial Council of St. Thomas and St. John consists of 11 elected members and 4 members appointed by the governor. The Colonial Council of St. Croix is made up of 13 elected and 5 appointed members.

The Colonial Councils pass all laws governing the islands, but these are subject in whole and in part to the approval of the governor and of the President of the United States. The governor has authority to dissolve the councils, but not more than twice in two years. Only twice has this authority been exercised—in 1922 and in 1925. The governor has also the right to issue executive orders which have all the effect of law.

*Political status of inhabitants—Citizenship.*—On February 25, 1927, nearly 10 years after the transfer of the Virgin Islands to the United States, the President approved an act of Congress granting United States citizenship to certain inhabitants of the Virgin Islands. The following classes of persons were granted full United States citizenship by this act:

(a) All former Danes who were residing in the Virgin Islands of the United States on January 17, 1917, and in the Virgin Islands, continental United States, or Porto Rico on February 25, 1927.

(b) All natives of the Virgin Islands who were residing in the Virgin Islands of the United States on January 17, 1917, and in the Virgin Islands, continental United States, or Porto Rico on February 25, 1927.



GOVERNMENT HOUSE, CHRISTIANSTED, ST. CROIX

(c) All natives of the Virgin Islands who were residing in continental United States on January 17, 1917, but in the Virgin Islands on February 25, 1927.

Natives of the Virgin Islands who were residing in the United States on January 17, 1917, and on February 25, 1927, were given the privilege of naturalization within one year on petition, without the necessity of making a declaration of intention. This privilege was also accorded to all aliens who were residing in the Virgin Islands on both dates named above. This act also conferred upon the district court of the Virgin Islands the power to naturalize aliens in the Virgin Islands.

Under local law the franchise is extended only to such males of 25 years of age or over as have a total income of at least \$300 a year or a property income of \$60 a year in St. Croix, or of \$140 a year in St. Thomas. The economic status of the people will be seen from the fact that less than 10 per cent of the 22,000 people were qualified to vote at the last elections. Some council members are elected by less than a score of voters.

*The law.*—The act of Congress of March 3, 1917, specifically continued in effect all local laws in effect at the time of the transfer of the islands from Denmark to the United States, and not incompatible with the changed sovereignty.

*Taxation.*—Import taxes range from 6 per cent in St. Thomas to 15 per cent in St. Croix. This obviously makes it necessary for all shipments to the United States from the islands be considered as from a foreign port unless it be established that such shipments are of Virgin Islands origin or that not over 20 per cent of foreign goods enters into their fabricated value.

## CHAPTER III

### BANKING

*Banking and financial condition.*—Except for a small savings bank in St. Croix, the banking operations of the Virgin Islands are conducted entirely by the National Bank of the Danish West Indies, which was established in the islands in 1904, and which holds an exclusive charter for the right to issue currency until 1934. This local currency is based on francs and bits. One hundred bits equals 1 franc, and 5 francs are equivalent to \$1.04 United States currency. The total deposits of the National Bank of the Danish West Indies as of September 30, 1931, were Fres. 6,573,576, of which Fres. 4,276,193 were savings deposits, Fres. 1,457,822 were checking accounts, and Fres. 829,561 were time deposits.

For the transfer of funds to and from the United States and Europe, the local post office is a considerable factor. During the fiscal year ending June 30, 1931, the local post office issued 19,213 money orders to a total value of \$318,037.13, and this post office also cashed 4,393 money orders to a total value of \$62,819.13.

On the 30th of June, 1931, the National Bank of the Danish West Indies had out in loans against mortgages in real estate \$111,507 and against personal and other securities \$121,628. The municipality of St. Croix had out real estate and crop loans to the amount of \$196,335 while the municipality of St. Thomas and St. John had out similar loans to the value of \$62,776. The total taxes assessed during the fiscal year ending June 30, 1931, amounted to \$206,814 plus harbor charges of \$30,045. It is of importance to note that out of 22,000 inhabitants only 102 have sufficient income to require the payment of Federal income tax and that such total taxes for the calendar year 1930 amounted to \$23,894.35.

No word on the financial condition of the islands is complete without the emphasis of two factors. The first is that mortgages and loans, bank and municipal, are somewhat frozen by the steady economic decline during the past years and the consequent reduction of incomes, property values, and opportunities for sale. The second is that the National Bank of the Danish West Indies, which has well served the islands for many years, has, of right and necessity, during recent years, been compelled to gradually limit its scope and character of operations in anticipation of its withdrawal in 1934. In consequence of these two factors moneys available for commercial and mortgage loans are very limited, and the securities available for such loans are greatly reduced.

## CHAPTER IV

### AGRICULTURE

*Summary.*—The agricultural conditions and problems are discussed in detail in a subsequent chapter devoted to the economic conditions prevailing in each island, but a general summary of agriculture is presented here.

The ruggedness of St. Thomas and St. John, together with the fact that St. Thomas had for centuries been supported by its harbor, have until now discouraged horticultural development and obviated any great need for it. There are many lands, however, less suited for agriculture that are being extensively and



CATTLE ON ESTATE DIAMOND, ST. CROIX ISLAND

profitably cultivated. Because of topography, commercial cultivation of citrus and other tropical fruits is not practical, but any or all of them can be grown and the most of them are grown. At the present time, however, most fruits can be imported from the commercial producers in Porto Rico for less than the price charged by local growers. That extreme condition, however, is only temporary. Approximately the same situation to a lesser extent exists also with regard to vegetables. The sun's direct rays in the summer, the low rainfall, the lack of streams, and the scarcity of wells make it difficult to grow vegetables to advantage in the summer time, but during the fall and winter months there is an ample supply. Experimental shipments of tomatoes, onions, peppers, and eggplant have been made from all three islands with the varying success that always attends long-distance shipments of perishable goods to a big market without having direct contact with the ultimate consumer.



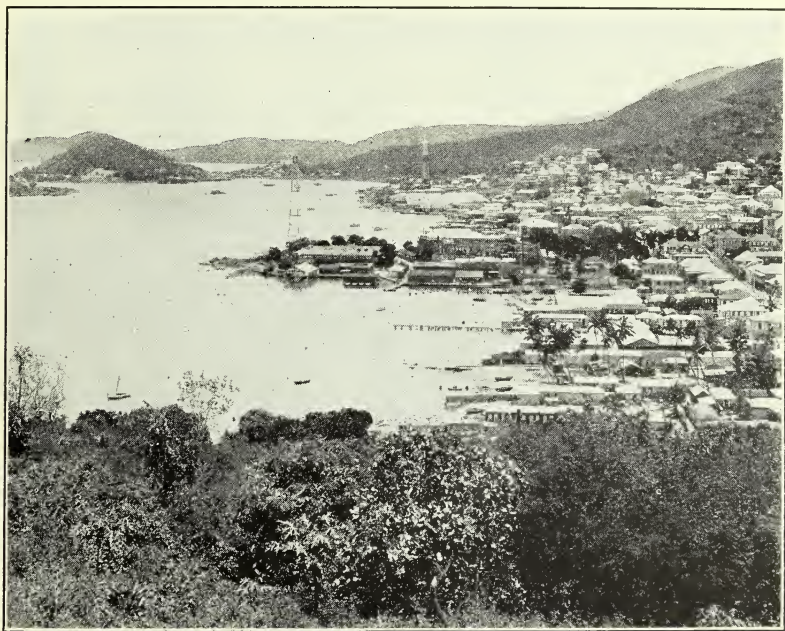
AN INNER COURT, ST. THOMAS

On St. Croix there are thousands of acres of level rolling land wonderfully suited for fruits and vegetables except for the uncertainty of water, and there is hope of overcoming that handicap if recent successes with the driving of shallow wells continue. As on the other islands, however, there has been no extensive cultivation of fruits or vegetables beyond that required for local consumption. Conditions as a whole have been so much more favorable for cane and cattle that the land and the money have been applied in those directions. Vegetable growing and fruit growing are, however, on the increase, and the homesteading about to be inaugurated will further stimulate their cultivation. The growing season for vegetables in the Virgin Islands begins in September and green produce can be started into the New York market by the middle of December. With direct boats making a trip north in five days it is reasonable expectation for a cooperative organization to grow produce for the northern winter market and successfully compete. The large landowners' lack of interest and the small farmers' and squatters' lack of money and inability to take the risk are paramount factors in this situation.

## CHAPTER V

## ECONOMIC CONDITIONS

*General.*—The economic problems of the islands and their people are serious and difficult of solution. The mainstays—cane and commerce—have been hard hit by the purely natural course of events. Cattle grazing has advanced but employs almost no labor. Soil, unreliable rainfall, high evaporation, and topography make horticulture difficult and uncertain; and distance from markets adds to its handicaps. Industries that must meet the competition of mass machine production are largely impractical in the Virgin Islands, but some of them—embroidery, sewing, etc.—look promising. So also does the preparation of certain canned specialties and the manufacture of certain novelties for special class mar-



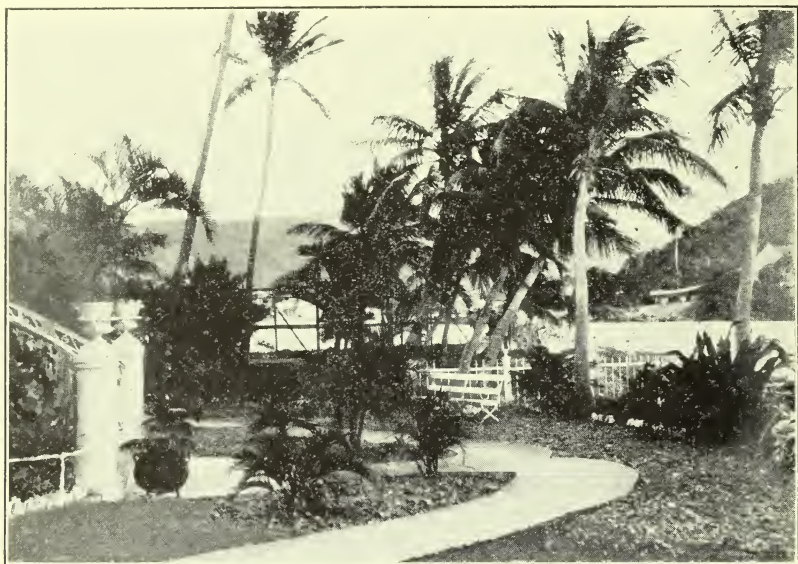
WEST FROM BLUEBEARD CASTLE, ST. THOMAS

kets. Developments will, however, be retarded by many handicaps and peculiar inhibitions that need not here be enumerated. The problems of the three larger islands are all difficult and entirely different in character. The other 50 islands, more or less, have no problems since they are merely uncultivable and uninhabited volcanic cays jutting up here and there from the sea. The economic picture of each island shown separately may be interesting.

*St. Thomas.*—This island, second in size, is about 14 miles long and 2 miles wide, and about 7,500 of its 10,000 population is centered in the town of St. Thomas (formerly called Charlotte Amalie), terraced on the hillsides that rise sharply from its excellent bay to buttress the mountain behind them. This bay is the key to the past and present economic position of St. Thomas. Through the days of discovery, exploration, conquest, colonization, buccaneering, slavery, and commercial development, this harbor was for centuries the natural port of call for sailors and later steamers. Here shipping lanes crossed. Here ships later

found cable connections with all parts of the world, and coal, food, and water for replenishment. Here they unloaded cargoes for transshipment in every direction and picked up others in exchange.

But with the passage of time large ships have replaced smaller ones; and coal and oil have supplanted sail. Refrigeration has largely eliminated the food problems of ships, while condensers now afford fresh water from salt. The wireless gives ships their constant contacts with the world wherever they may be. Foreign countries have developed other West Indian island ports and support them by patronage and subsidies. The former great need for St. Thomas has, therefore, been materially lessened by science and commercial competition, and nothing has come to take the place of the shipping that gave it birth, life, and prosperity, though its service is as available as ever, and better. This decline has been progressing steadily for many years.



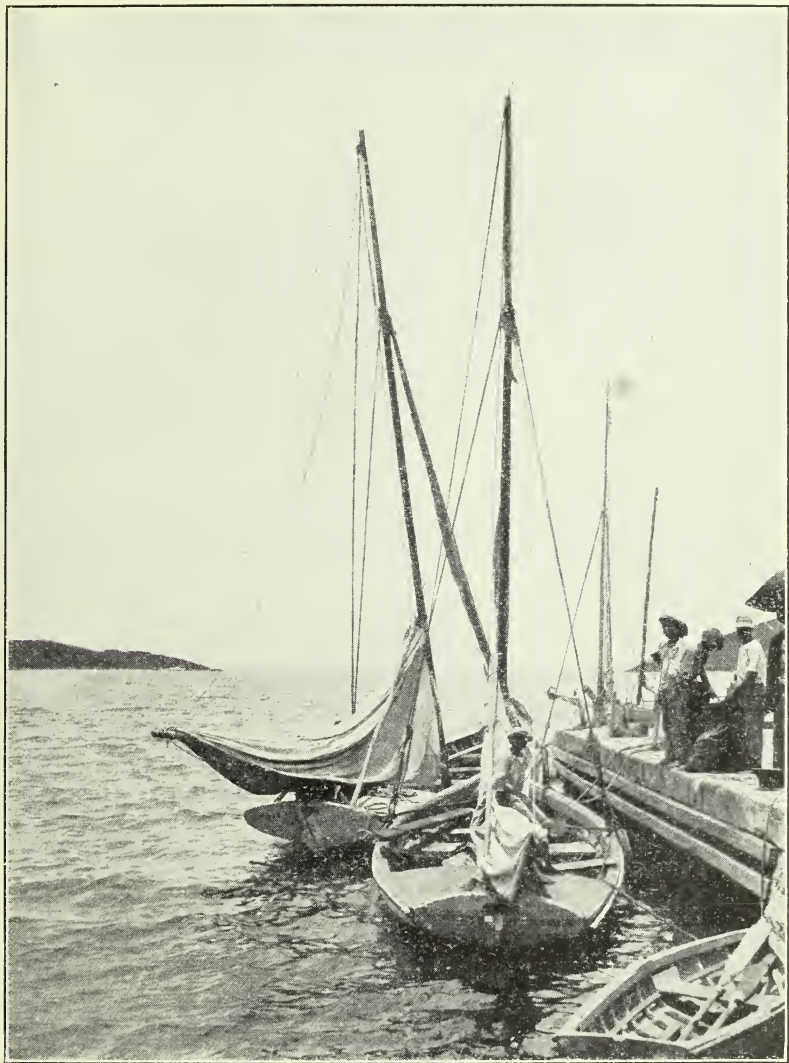
VILLA OLGA, ST. THOMAS

The West India Co. (Ltd.) has here a deep-water dock 3,000 feet long, with warehouses, oil and water tanks, coal cranes, machine shops, and every facility except a dry dock for the servicing of ships. This company employs most of the employed labor of St. Thomas, and has done so for years.

The bay-rum industry, for which St. Thomas is most widely known, has spread its name throughout the world with much resultant good will. An annual average of 32,000 gallons of bay rum were exported during the 10 years 1910-1919; an annual average of 82,000 gallons for the 10 years 1920-1929, and 138,000 gallons for the fiscal year ending June 30, 1931. This industry employs about 100 people in the process from bay tree to packing case.

Any industrial expectation or any industrial development must take into account the location, the topography, the climate, and the soil of the islands, together with the background and character of its inhabitants and the small scattered population of the islands. St. Thomas affords no large cultivatable areas, and neither fruits nor vegetables can be produced and shipped to compete with quantity production of larger and better adapted areas; but jellies, jams,

and tropical preserves of highly specialized character, afford a definite opportunity that is being gradually developed. Most of the area of St. Thomas is given over to cattle grazing for the local meat and dairy market and for export to Porto Rico. Though the seas abound in fish there are no great schools or fishing banks, the fish are migratory and of widely varied character. Lobsters



CHARCOAL BOATS AT FORTOLA WHARF, ST. THOMAS

(langustae) are being supplied to the ships that call at St. Thomas. Live turtles are shipped to the States and a canning plant is producing and shipping to the United States and the surrounding islands an excellent and inexpensive grade of turtle soup, which will soon be supplemented with other related products. Native women do excellent handwork, embroidery, lace making, and basketry, and there is prospect of the early establishment of specialized industries along that line.

Everything must be planned from a specialized standpoint both in production and marketing, since mass production and mass marketing are out of the question.

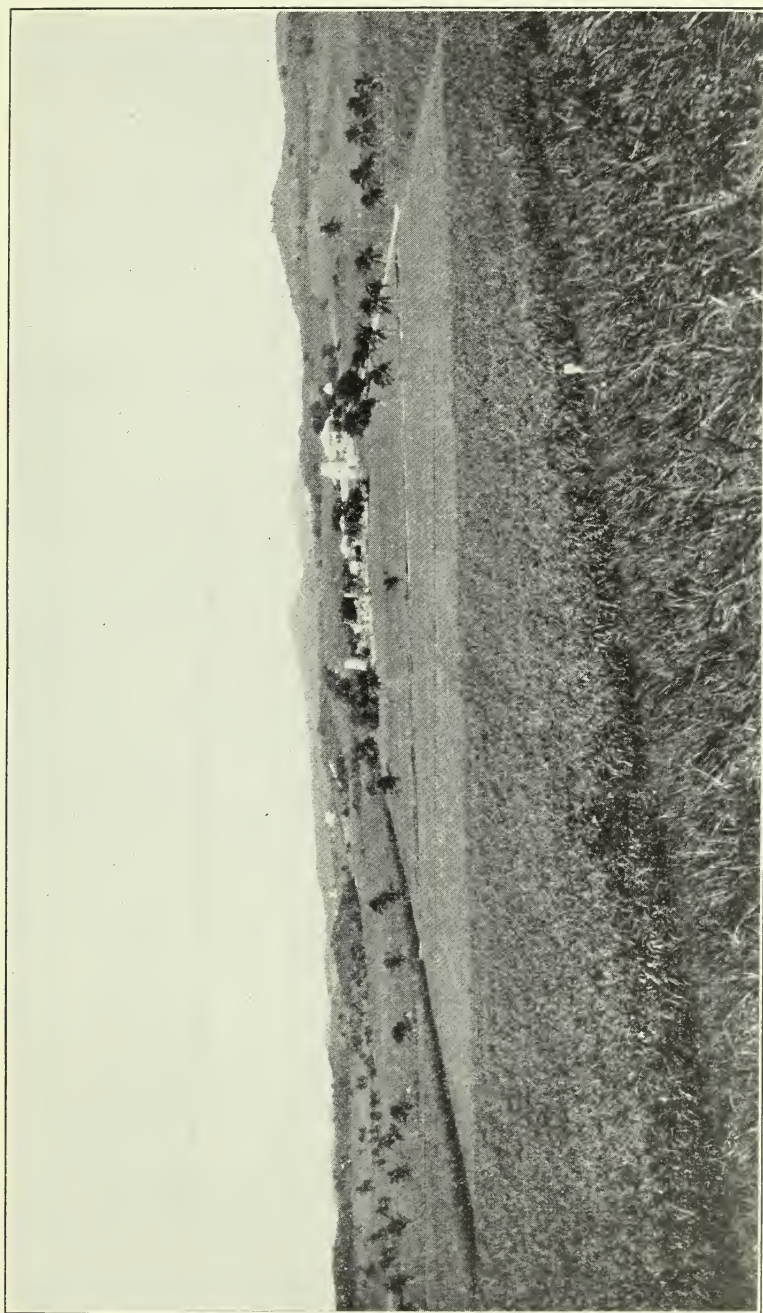
*St. John.*—This island, which is nearly as large as St. Thomas and located only 3 miles east across Pillsbury Sound, is truly virgin. Strange to say it has no urgent economic problem. There is not a wagon road on it, and only horse-back trails wind over its mountains, along its shores, and through its small, deep densely forested valleys. The spurs of its steep mountains jut into the turquoise sea, leaving innumerable bays edged with beautiful white beaches that are invariably fringed with tropical trees. The intense and varied colors of the water surrounding all of the islands seem most beautiful here.

Two little settlements, Cruz Bay and Coral Bay, mark the western and eastern ends of St. John and account for about 100 of its 750 inhabitants, only 6 of whom are white. On this island, once widely cultivated by slaves, the natives now eke out their living on little garden plots amid the forests, and by picking bay leaves, burning charcoal to sell in St. Thomas, and by catching a few fish. Having less than the people of the other islands and living still more primitively, these people are, however, happier because they are more independent and are largely isolated from the causes of discontent. St. John is unquestionably the gem of the Virgin Islands, yet few people have ever seen it. Some day its ruined estates will be restored; some day St. John will be discovered by a few men who want to find unspoiled beauty and true isolation only five days from New York, but yet a million miles removed from its noise, its mad whirl, and its futile pressure. Here sport fishing is at its best; for motor boat or sail, it is ideal; for beautiful saddle trails it is unexcelled.

*St. Croix (Santa Cruz).*—This island may be seen to the south from St. Thomas most any day across 40 miles of rough Caribbean blue. This, the largest of the Virgins, is latticed with fair roads throughout its 20-mile length and 5-mile width. A new highway is being reconstructed between the towns of Frederiksted (2,000 population) on the west coast and Christiansted (3,000 population), which lies on a beautiful coral-bound bay on the north shore, 15 miles to the east. From the mountains that rise abruptly along its northern shore to the low-lying coast on the south, throughout its length may be seen the old ruins of former prosperous sugar estates, topping each rolling hill. Around many of these the luxuriant cane still grows, for this island still depends for its life upon sugar; but less than 5,000 cane acres now remain of the 18,000 once given over to its cultivation, and only one mill of 250 tons capacity now remains of the three that ground 1,100 tons daily but a few years ago. The tremendous increase in the world's cane and beet acreage, and the consequent low price of sugar, have made it difficult, though not impossible, to continue profitable production of sugar on St. Croix, with its uncertain rainfall and its low acre yield.

Long-staple cotton was once grown extensively and very profitably on St. Croix, but the ravages of the pink boll worm destroyed this industry for which soil and climate are unusually well suited, and to which its labor is well adapted. After many years of no cultivation a survey during the past year (1931) disclosed that the pest still survives in the few wild cotton plants that have persisted through from the time of cultivation. A thorough clean-up of all wild cotton and other latent host plants has been completed and will be repeated during the coming year, with the expectation of resuming cotton planting in 1933 under a program of "clean culture" and control methods prescribed and supervised by the Department of Agriculture. But here again comes the matter of money, and outside interests will doubtless acquire much of the land while the municipality will have to finance the planting of most of the cotton.

Of the 51,000 acres of land on St. Croix, 41,000 are now given over to cattle grazing as the least costly and least hazardous use to which it can be put. These



SUGAR PLANTATIONS, ST. CROIX ISLAND

acres support about 15,000 animals, chiefly cattle. Some dairy stock is raised, but the local market for dairy products is limited by the community's size and income, while production does not allow export competition. Cattle, therefore, are bred largely for the beef market or cane fields of Porto Rico, where St. Croix working bulls bring a premium and can be readily spotted among the oxen that make cane production possible. Withal, the reasonably successful cattle industry of St. Croix does little to lessen its economic problem, for it uses 80 per cent of the land of the island and employs only 3 per cent of its labor. Further, grazing land pays only one-third the acre tax that is imposed upon cane land, while sugar pays an additional tax (export) of \$6 a ton. There is a definite penalty put upon the cultivation of land, which may have been proper during the days of sugar's great prosperity, but not now. It is also of economic import



MODERN MARKET, BANK IN BACKGROUND, ST. THOMAS

that 80 per cent of the land in cattle is owned by about a score of men, while a dozen more at most own practically all the rest of the land, outside of the two small towns.

Recognizing this situation, a rehabilitation plan formulated by the United States Bureau of Efficiency and approved by the Congress of the United States provided for the inauguration of a homesteading program to settle some hundreds of families upon good fertile land that they might acquire by purchase upon demonstration of their willingness and ability to make proper use of it. The appropriation also makes funds available for cooperation in the purchase of equipment.

Several years ago an industrial alcohol plant was started near Frederiksted, St. Croix, under Government license and supervision. In addition to industrial alcohol it produces extracts, insecticides, bay rum, etc. This industry has possibilities of definite expansion.

Fishing on St. Croix, as on St. Thomas and St. John, is not an industry in the ordinary sense of the word, because it is not centralized either in operation or in marketing. The surrounding seas abound in fish of many varieties, yet fishing is carried on only for personal or local consumption.

## CHAPTER VI

### LIVING CONDITIONS AND ACCOMMODATIONS

Previous reference has been made to climate, temperature, and sanitation, and that will not be repeated except to emphasize that they are all that could be desired. Climate has such a definite relationship to clothing that it need only be pointed out that tropical garments are essential to comfort—light summer fabrics (chiefly cotton) for women and cotton and linen suits for men. White canvas shoes with leather soles are preferable for both men and women. Social life is of a moderate and simple character.



A FISHERMAN'S HOME, ST. THOMAS

On St. Thomas and St. Croix there are several well-run, clean, and comfortable boarding houses of the "pension" type, but the only hotel is the Grand Hotel at St. Thomas, built a number of years ago, and just recently very much improved. This hotel is separated from the bay only by a small park, and its second-story dining balcony commands a beautiful view out over both. Its rooms are large, high ceilinged, airy, and simply furnished. There are also available a good selection of semifurnished houses and bungalows at reasonable rates. "Semifurnished" houses means, in the Virgin Islands, that the house has what furniture is required (many have more), but no linen or silver. However, these latter items may be arranged for.

The St. Thomas Improvement Association has set up a service bureau to find suitable living quarters for those interested, and the Department of Industry, a government bureau, at St. Thomas, is also ready to assist in any practical way.

The stores, particularly in St. Thomas, carry extensive stocks of merchandise that will meet all normal requirements.

Each of the three cities in the Virgin Islands has its government hospital, staffed by highly trained medical men and women, and the facilities and methods are modern in every respect. Good dentists, trained in northern colleges, are available; also an experienced optician.

## CHAPTER VII

## RECREATION

*Sports and amusements.*—Except for the talkies twice a week and an occasional dance at the hotel or the tennis club, the recreations of the Virgin Islands are all outdoors.

On St. Croix there is wide use for a motor car; on St. John there is none; and on St. Thomas the need is constant though the range of travel is limited. Taxi service is available at about the price prevailing in New York, and cars may be rented for whatever term is desired. The cars are nearly all small ones, mostly of one popular make. They can be rented for a couple of months for much less than the cost of transporting a car from the States.

Horseback riding holds endless opportunities not only for the natural thrill of that sport but also for exploring the islands where the motor car can not go and



FORT CHRISTIAN, ST. THOMAS (BUILT IN 1671)

where natural and primitive conditions are most interesting. This is particularly true of St. Thomas and St. John, which are decidedly rugged and where roads are few on the one and nonexistent on the other. Your horse will take you into deep, dense valleys, to beaches not otherwise to be reached, and to mountain tops where you may look down upon the Atlantic and the Caribbean, dotted in every direction with rugged islands upon which the sea breaks eternally. St. Croix holds just as much opportunity for horseback riding, but most of the island can be reached by motor car.

Swimming is, as everywhere, the most popular form of recreation and exercise. The beaches are not developed by concessionaires, nor bordered by pavilions; but the warm, buoyant blue water rolls in gently onto white sand just as it must have done in the time of Columbus. The only changes are the diving floats and the bathhouses which the beach clubs of St. Thomas and Frederiksted have set

in among the palm trees. Bathing is the regular afternoon function of the local colonies the year round, and it is a marked part also of the native life.

The golfer will find a picturesque nine-hole course in St. Thomas laid out in a small valley between the mountains and the sea, with both in full view. The course looks easy but is not. It is well kept and only 2 miles from town. As on most southern courses, the "greens" are brown sand. The standard charge for caddies is 20 cents for nine holes, and fees are 50 cents a day or \$5 a month.

Both St. Thomas and St. Croix have their tennis clubs, where courts and "ball boys" are at your service for a very small fee.

Sport fishing has not been pursued here sufficiently to develop the art and business of "guiding" or the special fishing boat such as is found in Florida, but there are a hundred skilled market fishermen, scores of sail boats and a few power boats, and an untold quantity and variety of fish throughout the Virgin Islands' waters; and over on St. John is a fishing club which sees many week-end fishing parties, for there are many Waltonians. Visiting fishermen will find ample facilities for enjoyment of the sport.

The most commonly caught fish on troll is the barracuda, which in these waters so abound as to be a nuisance at times, for they too frequently cut off other fish that have been hooked. Their average weight is perhaps 15 pounds, but are occasionally caught up to 40 and 50 pounds. Tarpon, locally called bass, are taken occasionally. Kingfish running from 10 to 30 pounds are fairly plentiful at seasons, while the various members of the carang family and the bonito are the most common next to the barracuda.

Those who prefer stillfishing may collect a veritable bouquet of colorful fish—yellowtail, Spanish angel, grunt, butterfish, olewives, snapper, etc.—and there are places on projecting rocks where fish may be seen by the hundreds and where one has to be fast to get his fish out before a larger one tears him off.

Except for hand-line fishing and metal spoons, proper tackle is not obtainable here. Rods, reels, fine lines (up to 18 thread), leaders, etc., should be brought along. Do not rely on ordinary piano wire, for it rusts and breaks too quickly. Stainless-steel spring wire seems to be best.

For the artist there is in the Virgin Islands an endless world of beautiful scenes and wonderful character studies. One who has never before painted in the Tropics will find here new lights, new colors, and new compositions; and if he specializes on portraits he will not want for a variety of models for pictures that will stand out in any exhibition. A noted academician leaving here with more than 50 canvasses declared that he must return for some of the hundreds of pictures he had missed.

*Transportation.*—The Furness Withy Co. runs one steamer a month direct to St. Thomas and St. Croix during eight months of the year, and two steamers a month during the winter season. The Munson Line does the same, and their schedules alternate. The Bull-Insular steamer *Catherine* connects for St. Thomas at San Juan, Porto Rico, with other boats of her line to Baltimore and New York, and with the weekly service of the New York-Porto Rico Line. The direct route requires only five days and the indirect route takes eight days, including a 3-day stop-over in San Juan, Porto Rico.

## APPENDIX A

*Temperature and rainfall*

	St. Croix (Christiansted)		St. Thomas	
	Average temperature for 28 years (° F.)	Average rainfall for 28 years (inches)	Average temperature for 3 years (° F.)	Average rainfall for 10 years (inches)
The year.....	79.3	47.56	81.0	38.23
January.....	76.6	2.32	80.2	2.87
February.....	76.3	1.93	78.4	2.24
March.....	76.8	1.22	78.0	.75
April.....	78.3	2.91	79.5	2.56
May.....	79.9	4.49	79.5	1.50
June.....	81.0	4.61	80.6	2.99
July.....	81.5	3.94	82.9	3.35
August.....	82.0	4.49	83.3	2.32
September.....	81.7	5.75	83.8	2.99
October.....	80.8	6.02	84.0	5.83
November.....	79.3	5.71	83.3	6.42
December.....	77.5	4.17	81.9	4.41

## APPENDIX B

*Rainfall (St. Thomas)*

Fiscal year	Inches	Fiscal year	Inches	Fiscal year	Inches
1917-18.....	38.85	1922-23.....	33.99	1927-28.....	53.71
1918-19.....	42.50	1923-24.....	41.35	1928-29.....	60.49
1919-20.....	51.77	1924-25.....	51.59	1929-30.....	34.50
1920-21.....	47.41	1925-26.....	40.98	1930-31.....	53.91
1921-22.....	41.91	1926-27.....	48.47		

## APPENDIX C

*Rainfall (St. Croix)*

Year	Inches	Year	Inches	Year	Inches
1900.....	45½	1911.....	45½	1922.....	26½
1901.....	67	1912.....	37	1923.....	33
1902.....	61	1913.....	39	1924.....	39½
1903.....	45	1914.....	37½	1925.....	52
1904.....	37	1915.....	65½	1926.....	39
1905.....	53	1916.....	59	1927.....	48¾
1906.....	56	1917.....	39	1928.....	43
1907.....	38	1918.....	46	1929.....	60
1908.....	45	1919.....	51½	1930.....	39
1909.....	52	1920.....	34½	1931.....	49
1910.....	43	1921.....	30		

## APPENDIX D

*Sugar production and exportation statistics*

Fiscal year	Acres taxed for cane	Rainfall (inches)	Total sugar crop (short tons)	Total value of crop	Total sugar exported (short tons)
1900.....	16, 298	45½	8, 614	\$395, 543. 00	8, 184
1901.....	16, 441	67	15, 111	553, 639. 00	14, 520
1902.....	16, 428	61	15, 937	357, 850. 00	14, 624
1903.....	15, 820	45	9, 419	712, 057. 00	17, 354
1904.....	15, 704	37	11, 231	1, 108, 524. 00	11, 665
1905.....	15, 194	53	4, 978	533, 177. 00	13, 856
1906.....	15, 068	56	8, 541	809, 836. 00	6, 281
1907.....	13, 986	38	7, 940	600, 301. 00	12, 190
1908.....	13, 550	45	4, 859	375, 326. 00	5, 834
1909.....	14, 037	52	6, 444	500, 734. 00	2, 010
1910.....	13, 991	43	7, 516	773, 383. 00	5, 505
1911.....	13, 710	45½	7, 209	681, 227. 00	5, 332
1912.....	13, 397	37	4, 831	372, 884. 00	5, 016
1913.....	12, 744	39	4, 203	308, 903. 00	3, 032
1914.....	11, 898	37½	3, 653	299, 154. 00	6, 432
1915.....	12, 474	65½	3, 037	280, 817. 00	5, 293
1916.....	12, 220	59	15, 334	1, 901, 121. 00	15, 000
1917.....	12, 627	39	7, 725	1, 054, 428. 00	6, 000
1918.....	12, 718	46	5, 841	969, 105. 00	5, 400
1919.....	12, 498	51½	9, 723	1, 429, 244. 00	9, 000
1920.....	12, 847	34½	13, 329	4, 086, 671. 00	12, 000
1921.....	11, 854	30	( <sup>1</sup> )	<sup>2</sup> 1, 791, 549. 65	4, 700
1922.....	9, 662	26½	6, 345	<sup>2</sup> 549, 833. 76	6, 275
1923.....	9, 014	33	1, 948	<sup>2</sup> 618, 781. 00	5, 940
1924.....	9, 208	39½	2, 385	<sup>2</sup> 191, 187. 97	1, 466
1925.....	9, 585	52	10, 653	<sup>2</sup> 464, 544. 78	4, 763
1926.....	9, 196	39	6, 343	<sup>2</sup> 942, 281. 97	11, 228
1927.....	9, 250	48¾	6, 860	<sup>2</sup> 462, 862. 82	5, 166
1928.....	8, 240	43	11, 275	1, 007, 579. 58	8, 497
1929.....	8, 135	60	2, 825	258, 086. 53	8, 004
1930.....		39			5, 372
1931 estimated at close.....		49	1, 800	118, 000. 00	4, 643

<sup>1</sup> Not available.<sup>2</sup> Total value of crop for these years not available. Figures given represent the value of sugar exported.

It will be noted that in some years the amount exported is greater than the amount produced. This is on account of the fact that the fiscal year ends June 30, whereas the sugar crop for one year may not be sold until the next fiscal year; i. e., after June 30. Because of this the figures vary somewhat, in certain years, between the crop produced and the sugar exported.

## APPENDIX E

*Birth rate and death rate, Virgin Islands*

Year	Birth rate	Death rate	Year	Birth rate	Death rate	Year	Birth rate	Death rate
1910.....	32. 4	34. 7	1917.....	24. 6	41. 5	1924.....	25. 4	23. 1
1911.....	28. 9	36. 2	1918.....	26. 1	28. 4	1925.....	24. 3	19. 2
1912.....	28. 3	37. 3	1919.....	29. 1	20. 7	1926.....	23. 5	19. 1
1913.....	29. 5	36. 7	1920.....	29. 9	25. 0	1927.....	21. 2	22. 8
1914.....	29. 6	36. 2	1921.....	27. 9	25. 4	1928.....	21. 7	25. 1
1915.....	26. 1	31. 0	1922.....	28. 0	25. 3	1929.....	19. 0	20. 5
1916.....	26. 9	29. 0	1923.....	24. 8	24. 5	1930.....	26. 9	22. 0

## APPENDIX F

*Censuses of Virgin Islands*

Year	St. Thomas			St. Croix			St. John		
	Males	Females	Total	Males	Females	Total	Males	Females	Total
1835.....	5, 895	8, 127	14, 022	12, 365	14, 316	26, 681	1, 220	1, 255	2, 475
1841.....	5, 181	7, 595	12, 776	11, 713	13, 911	25, 624	1, 274	1, 281	2, 555
1846.....	5, 280	7, 793	13, 073	10, 932	13, 133	24, 065	1, 184	1, 266	2, 450
1850.....	5, 536	8, 130	13, 666	10, 834	12, 886	23, 720	1, 079	1, 149	2, 228
1855.....	5, 091	7, 469	12, 560	10, 229	12, 633	22, 862	814	901	1, 715
1860.....	5, 439	8, 024	13, 463	10, 485	12, 709	23, 194	760	814	1, 574
1870.....	-----	-----	14, 007	-----	-----	22, 760	-----	-----	1, 054
1880.....	-----	-----	14, 389	-----	-----	18, 430	-----	-----	944
1890.....	4, 627	7, 392	12, 019	9, 535	10, 248	19, 783	517	467	984
1901.....	4, 339	6, 673	11, 012	9, 258	9, 332	18, 590	445	480	925
1911.....	4, 495	6, 183	10, 678	7, 563	7, 904	15, 467	450	491	941
1917.....	4, 357	5, 834	10, 191	7, 133	7, 768	14, 901	509	450	959
1927 <sup>1</sup> .....	-----	-----	8, 826	-----	-----	11, 118	-----	-----	784
1930.....	-----	-----	9, 834	-----	-----	11, 413	-----	-----	765

*Total, Virgin Islands*

Year	Males	Females	Total	Year	Males	Females	Total
1835.....	19, 480	23, 698	43, 178	1880.....	14, 889	18, 874	33, 763
1841.....	18, 168	22, 787	40, 955	1890.....	14, 679	18, 107	32, 786
1846.....	17, 396	22, 192	39, 588	1901.....	14, 042	16, 485	30, 527
1850.....	17, 449	22, 165	39, 614	1911.....	12, 508	14, 578	27, 086
1855.....	16, 134	21, 003	37, 137	1917.....	11, 999	14, 052	26, 051
1860.....	16, 684	21, 547	38, 231	1927 <sup>1</sup> .....	-----	-----	20, 728
1870.....	17, 284	20, 537	37, 821	1930.....	-----	-----	22, 012

<sup>1</sup> The figures for the year 1927 represent the result of an informal house-to-house enumeration of the inhabitants of the Virgin Islands.

## APPENDIX G

*Bay rum*

Fiscal year	Gallons sold and exported	Fiscal year	Gallons sold and exported	Fiscal year	Gallons sold and exported
1909-10.....	15, 866	1917-18.....	28, 719	1925-26.....	85, 148
1910-11.....	19, 975	1918-19.....	52, 519	1926-27.....	74, 277
1911-12.....	8, 068	1919-20.....	89, 105	1927-28.....	91, 628
1912-13.....	13, 650	1920-21.....	79, 415	1928-29.....	91, 112
1913-14.....	15, 399	1921-22.....	73, 859	1929-30.....	108, 182
1914-15.....	14, 107	1922-23.....	65, 524	1930-31.....	138, 065
1915-16.....	32, 839	1923-24.....	74, 574		
1916-17.....	47, 208	1924-25.....	79, 730		

## APPENDIX H

*Cattle exported from the Virgin Islands*

Year	St. Thomas		St. Croix		Total	
	Number	Value	Number	Value	Number	Value
1920.....	75	\$2,010	1,298	\$66,847	1,373	\$68,857
1921.....	77	4,821	440	17,586	517	22,407
1922.....	263	5,941	1,302	73,529	1,565	79,470
1923.....	953	20,381	1,166	72,743	2,119	93,124
1924.....	486	10,411	868	32,029	1,354	42,440
1925.....	205	10,995	341	19,986	546	30,981
1926.....	673	27,823	1,099	44,539	1,772	72,362
1927.....	746	11,211	1,263	53,006	2,009	64,217
1928.....	516	23,543	1,145	56,270	1,661	79,813
1929.....	430	29,425	919	56,531	1,349	85,956
1930.....	588	23,882	1,225	61,175	1,813	85,057

## APPENDIX I

*Acreage of all lands in St. Croix*

Year	Cane acreage	Cotton acreage	Pasture acreage	Useless-land acreage	Total
1909.....	14,007	1,421	31,255	4,744	51,427
1910.....	13,901	1,705	31,098	4,724	51,428
1911.....	13,710	1,662	31,362	4,693	51,427
1912.....	13,398	1,999	31,351	4,679	51,427
1913.....	12,744	2,147	31,867	4,669	51,427
1914.....	11,898	1,439	33,423	4,667	51,427
1915.....	12,474	408	33,878	4,667	51,427
1916.....	12,220	55	34,484	4,668	51,427
1917.....	12,627	62	34,072	4,666	51,427
1918.....	12,718	182	33,973	4,554	51,427
1919.....	12,498	177	34,269	4,483	51,427
1920.....	12,847	450	33,648	4,483	51,428
1921.....	11,854	14	35,052	4,508	51,428
1922.....	9,662	-----	37,258	4,508	51,428
1923.....	9,014	169	37,737	4,508	51,428
1924.....	9,208	100	37,687	4,447	51,442
1925.....	9,586	2	37,401	4,447	51,436
1926.....	9,196	27	37,789	4,447	51,459
1927.....	9,250	25	37,737	4,447	51,459
1928.....	9,148	-----	37,950	4,337	51,435
1929.....	8,135	-----	38,896	4,397	51,428
1931 (about).....	5,500	-----	41,500	4,500	51,500

NOTE.—1927 figures are estimated.

## APPENDIX J

*Sugar exported from St. Croix*

Fiscal year	Frederiksted	Christiansted	Total	United States tons (short)	Export duty (gross)
	<i>Pounds</i>	<i>Pounds</i>	<i>Pounds</i>		
1917-18.....	14,913,285	4,266,187	19,179,472	9,589.74	\$76,717.92
1918-19.....	11,947,926	3,609,250	15,557,176	7,778.59	62,228.72
1919-20.....	16,512,087	4,588,227	21,100,314	10,500.16	84,001.28
1920-21.....	6,126,700	3,662,360	9,789,060	4,894.53	39,156.24
1921-22.....	12,389,080	160,760	12,549,840	6,274.92	50,199.36
1922-23.....	9,227,420	2,740,260	11,967,680	5,983.84	47,870.72
1923-24.....	2,538,120	393,760	2,931,880	1,465.94	11,727.52
1924-25.....	8,436,983	1,088,500	9,525,483	4,762.74	38,101.92
1925-26.....	16,824,293	5,631,750	22,456,043	11,228.02	89,824.16
1926-27.....	8,830,500	1,502,250	10,332,750	5,166.37	37,301.19
1927-28.....	14,373,142	2,670,250	16,993,392	8,496.69	53,019.38
1928-29.....	16,008,175	-----	16,008,175	8,004.09	49,944.36
1929-30.....	10,655,000	-----	10,655,000	5,372.50	33,524.40
1930-31.....	9,287,000	-----	9,287,000	4,643.50	28,975.44

## APPENDIX K

*Types of fish caught in Virgin Island waters (according to local terminology)*

## OCEAN OR DEEP SEA FISH THAT ARE FOUND ON THE SURFACE

Ocean gar.	Kingfish.
Barracuda.	Dolphin.
Bone fish.	Chub.
Grunt.	Ballahou.
Cutlass gar.	Spanish mackerel.
Abrecca.	Salmon.
Bass (tarpon).	Sanite.
Snooks.	Grass fish.

## NET OR SEINING FISH

Karang.	Hard nose.
Sand cuvalley.	Black jack.
Alewives.	Schuballys.
Sprat.	Pinchers.
Frys.	Yellow tail.
Sweet fry.	Laggerhead fry.
Queen mullet.	Anchovey.
Norse eyed.	Green back.
Leather coat.	Herrings.
Mulatto cuvalley.	High head cuvalley.
Ballahou.	Cobbler cuvalley.
Bonito.	Amber cuvalley.
Spark head fry.	Nay cuvalley.
Jacks.	Mullet.

## FISH CAUGHT IN POTS

Dog teeth snapper.	Doctor fish.
Mutton grouper.	Angel fish.
Gremanic grouper.	Pig fish.
Yellow hinds.	Redman fish.
Yellow grunt.	Wipsters.
Margate.	Yellow tail.
White margate.	Flat blare eyed.
Sheephead shellfish.	Suck fish.
Red guttu.	Plate fish.
Mackaw guttu.	Whitening fish.
Sling parrot guttu.	Guinea bird shellfish.
Black doctor fish.	Rock fish grouper.
Bastard angel fish.	Rock hinds.
Goat fish.	White grunt.
Tacks-tacks.	Ivory grunt.
Gold lace fish.	Spanish hog fish.
Red blare eyed.	Nugent porge.
Cat fish.	Roundhead shellfish.
Sting ray.	Rainbow guttu.
Jew fish.	White guttu.
Hairy gut shellfish.	Sago guttu.
Spanish hog fish.	Blue doctor fish.
Mange snapper.	Swede angel fish.
Pet snapper.	Shoemaker old wife.
Burnt tail snapper.	Wenchman fish.
Red snapper.	Red silk fish.
Hog fish.	Bon kanaps.
Red mouth margate.	Round robbins.
Honey shellfish.	Sun fish.
Bastard hog fish.	Silver fish.
Blue guttu.	Butter fish.
Black knight guttu.	

## APPENDIX L

*Number of deaths and death rates from all causes (exclusive of stillbirths) per 1,000 population in the Virgin Islands and each island*

Calendar year	Virgin Islands		St. Croix		St. Thomas		St. John	
	Number of deaths	Death rate	Number of deaths	Death rate	Number of deaths	Death rate	Number of deaths	Death rate
Annual average:								
1911-1917.....	940	35.4	581.6	38.3	338.7	32.5	18.7	19.7
1918.....	744	28.4	477	32	248	24.3	19	19.8
1919.....	540	20.7	352	23.6	176	17.3	12	12.5
1920.....	652	25	459	30.8	185	18.2	8	8.3
1921.....	661	25.4	422	28.3	220	21.6	19	19.8
1922.....	658	25.3	418	28.1	223	21.9	17	17.7
1918-1922.....	651	25	425.6	28.6	210.4	20.7	15	15.6
1923.....	639	24.5	387	26	240	23.6	12	12.5
1924.....	601	23.1	361	24.2	221	21.7	19	19.8
1925.....	501	19.2	270	18.1	224	22	7	7.3
1926.....	499	19.1	303	20.3	186	18.3	10	10.4
1927.....	594	22.8	354	23.8	236	23.2	4	4.2
1928.....	654	25.1	396	26.6	251	24.6	7	7.3
1929.....	533	20.5	320	21.5	205	20.1	8	8.3
1930.....	484	22	298	26.1	180	18.3	6	7.8

## APPENDIX M

*School attendance in the Virgin Islands*

Fiscal year	St. Thomas	St. John	St. Croix	Total	Fiscal year	St. Thomas	St. John	St. Croix	Total
1917-18.....	2,136	253	2,502	4,891	1925-26.....	1,423	182	1,459	3,064
1922-23.....	1,817	201	2,044	4,062	1926-27.....	1,400	196	1,487	3,083
1923-24.....	1,918	207	2,024	4,149	1930-31.....	1,596	153	1,383	3,132
1924-25.....	1,371	190	1,454	3,015					

## APPENDIX N

*Department of education budgets*

[In Danish West Indian dollars]

Year	Salaries	Equipment	Maintenance	Total
1910-11.....				18,100.00
1911-12.....				15,637.00
1912-13.....				17,756.00
1913-14.....				17,109.60
1914-15.....				17,379.20
1915-16.....				17,161.20
1916-17.....				16,932.00
1917-18.....				19,506.00
1918-19.....	39,600.00	2,025.00	12,342.00	53,967.00
1919-20.....	43,040.00	8,960.00	11,000.00	63,000.00
1920-21.....	48,620.00	12,620.00	12,300.00	73,540.00
1921-22.....	77,750.00	13,000.00	11,740.00	102,490.00
1922-23.....	77,180.00	1,250.00	16,230.00	94,660.00
1923-24.....	82,192.00	800.00	21,290.00	104,282.00
1924-25.....	77,259.33	927.72	15,463.32	93,650.37
1925-26.....	71,727.03	3,441.00	14,992.80	90,160.83
1926-27.....	71,862.40	634.82	11,221.14	83,718.36
1928-29.....	42,095.20	1,000.00	8,803.00	51,898.20
1929-30.....	43,955.20	600.00	10,603.00	55,158.20
1930-31.....	44,755.20	300.00	10,603.00	55,658.20
1931-32.....	49,913.20	300.00	10,603.00	60,816.20

## APPENDIX O

*Bunker-coal imports*

ST. THOMAS

Year	Tons	Value	Year	Tons	Value
1918	21, 579	\$133, 037	1925	44, 019	\$199, 140
1919	15, 346	105, 162	1926	85, 181	511, 390
1920	42, 531	402, 973	1927	98, 811	625, 285
1921	23, 720	131, 897	1928	148, 995	643, 743
1922	16, 166	84, 873	1929	143, 900	633, 160
1923	4, 970	279, 872	1930	92, 200	396, 191
1924	61, 325	295, 441			

*Fuel-oil imports*

ST. THOMAS

Year	Gallons	Value	Year	Gallons	Value
1918	17, 534	\$2, 182	1925		
1919	7, 076, 932	208, 647	1926	6, 933, 327	\$211, 571
1920	26, 335, 910	1, 008, 644	1927	10, 574, 441	465, 938
1921	6, 525, 440	400, 225	1928	4, 338, 179	181, 981
1922	5, 726, 729	256, 790	1929	5, 272, 504	191, 971
1923	4, 700, 000	84, 600	1930	4, 984, 283	191, 009
1924	2, 051, 374	149, 993			

## APPENDIX P

*Table of ships entering the harbor of St. Thomas, Virgin Islands (only those paying pilotage), during the fiscal years 1909 to 1930, inclusive*

Fiscal year	Number of ships	Pilotage paid	Fiscal year	Number of ships	Pilotage paid
1909	409	\$6, 652. 20	1920	590	\$20, 343. 24
1910	443	7, 404. 80	1921	281	11, 295. 25
1911	524	8, 830. 20	1922	175	5, 718. 60
1912	455	7, 580. 80	1923	302	9, 895. 45
1913	577	6, 313. 20	1924	351	11, 695. 00
1914	261	4, 087. 90	1925	297	9, 639. 75
1915	268	4, 276. 70	1926	299	10, 008. 00
1916	299	4, 638. 89	1927	309	9, 703. 00
1917	226	4, 021. 50	1928	479	15, 687. 50
1918	303	7, 820. 91	1929	523	16, 842. 25
1919	438	14, 804. 38	1930	455	14, 039. 25

## APPENDIX Q

*Arrivals of ocean-going ships, St. Thomas, Virgin Islands of the United States*

Fiscal year	Warships		American merchant ships		Foreign merchant ships		Total	
	Number	Tonnage	Number	Tonnage	Number	Tonnage	Number	Tonnage
1920	32	108, 350	297	1, 171, 465	147	407, 599	476	1, 687, 414
1921	27	112, 819	412	1, 783, 698	170	514, 296	609	2, 410, 813
1922	63	184, 633	159	467, 037	162	516, 271	384	1, 167, 941
1923	41	199, 397	210	608, 548	198	665, 075	449	1, 473, 020
1924	85	273, 460	188	553, 641	276	986, 926	549	1, 814, 027
1925	30	84, 192	171	480, 581	227	907, 469	428	1, 472, 242
1926	22	64, 858	149	388, 740	261	1, 203, 615	432	1, 657, 213
1927	18	47, 942	159	453, 329	252	1, 209, 892	429	1, 711, 163
1928	20	107, 925	154	384, 949	427	2, 043, 855	601	2, 536, 729
1929	27	63, 268	167	455, 333	461	2, 132, 796	655	2, 651, 397
1930	44	129, 862	193	558, 377	358	1, 715, 181	595	2, 403, 420
1931	26	87, 829	197	569, 831	304	1, 658, 330	527	2, 315, 990

## APPENDIX R

*Trade of the Danish West Indies and the United States Virgin Islands with the United States*

	Exports	Imports	Total trade with United States
Fiscal year ending June 30:			
1900.....	\$568,935	\$624,524	\$1,193,459
1901.....	478,262	692,150	1,170,412
1902.....	394,948	704,259	1,099,207
1903.....	734,020	646,206	1,380,226
1904.....	422,307	649,960	1,072,267
1905.....	400,994	699,569	1,100,563
1906.....	366,361	726,810	1,093,171
1907.....	440,855	777,577	1,218,432
1908.....	592,292	727,193	1,319,485
1909.....	221,457	693,681	915,138
1910.....	405,926	749,174	1,155,100
1911.....	135,117	810,537	945,654
1912.....	489,689	924,700	1,414,389
1913.....	48,031	804,087	942,118
1914.....	29,374	890,966	920,340
1915.....	350,822	703,354	1,054,176
1916.....	63,496	850,377	913,873
1917.....	1,259,607	1,438,904	2,698,511
1918.....	1,542,222	1,807,344	3,349,566
1918 (July-December).....	302,085	817,942	1,120,027
Calendar year:			
1919.....	1,593,120	1,804,117	3,397,237
1920.....	4,540,386	3,993,478	8,533,864
1921.....	734,674	2,622,396	3,357,070
1922.....	734,476	1,647,353	2,381,829
1923.....	657,501	1,617,625	2,275,126
1924.....	394,000	1,668,000	2,062,000
1925.....	1,062,534	1,661,417	2,723,951
1926.....	745,301	2,034,083	2,779,384
1927.....	1,069,337	2,175,489	3,244,826
1928.....	1,164,979	2,430,309	3,595,288

## APPENDIX S

*Imports and exports of the Danish West Indies and the Virgin Islands of the United States*

Fiscal year	Imports			Exports		
	St. Thomas-St. John	St. Croix	Total	St. Thomas-St. John	St. Croix	Total
1900.....	\$733,000	\$931,000	\$1,664,000	-----	\$629,000	-----
1901.....	832,000	814,000	1,646,000	-----	446,000	-----
1902.....	726,000	742,000	1,468,000	-----	495,000	-----
1903.....	772,000	652,000	1,424,000	-----	507,000	-----
1904.....	983,000	684,000	1,667,000	-----	365,000	-----
1905.....	907,000	886,000	1,793,000	-----	488,000	-----
1906.....	834,000	781,000	1,615,000	-----	212,000	-----
1907.....	774,000	699,000	1,473,000	-----	394,000	-----
1908.....	1,083,510	796,413	1,879,923	-----	430,415	-----
1909.....	872,387	638,811	1,511,198	-----	255,239	-----
1910.....	909,883	386,891	1,296,774	-----	469,908	-----
1911.....	1,104,153	620,688	1,724,841	-----	543,488	-----
1912.....	955,350	727,803	1,683,153	-----	584,983	-----
1913.....	976,387	671,061	1,647,448	-----	282,164	-----
1914.....	980,440	721,663	1,702,103	-----	331,188	-----
1915.....	762,350	556,419	1,318,769	-----	378,859	-----
1916.....	707,345	515,264	1,222,609	-----	260,045	-----
1918.....	-----	-----	1,892,429	-----	-----	\$1,249,346
1919.....	-----	-----	2,276,512	-----	-----	1,919,525
1920.....	1,662,296	1,261,364	2,923,660	\$346,705	2,946,426	3,293,131
1921.....	2,851,078	1,678,607	4,529,685	264,099	2,011,165	2,275,264
1922.....	1,406,366	871,296	2,277,662	203,695	666,710	870,405
1923.....	1,093,912	576,617	1,670,529	155,234	733,662	888,896
1924.....	1,465,013	605,345	2,070,358	155,310	244,842	400,152

# 30 GENERAL INFORMATION REGARDING THE VIRGIN ISLANDS

## Imports and exports of the Danish West Indies and the Virgin Islands of the United States—Continued

Fiscal year	Imports			Exports		
	St. Thomas-St. John	St. Croix	Total	St. Thomas-St. John	St. Croix	Total
1925.....	\$1,166,633	\$720,829	\$1,887,462	\$157,557	\$532,134	\$689,691
1926.....	1,717,520	813,884	2,531,404	86,520	1,033,186	1,119,706
1927.....	1,638,081	688,636	2,326,717	210,429	620,034	830,463
1928.....	1,940,323	976,842	2,917,165	197,230	1,043,862	1,241,092
1929.....	1,690,984	1,080,835	2,771,819	180,289	817,345	997,634
1930.....	1,489,625	822,840	2,312,465	183,382	611,004	794,386

## APPENDIX T

### Domestic and international money orders issued by post offices of the Virgin Islands

Calendar year	St. Thomas		St. Croix				King's Hill, domestic	Total
	Domestic	International	Christiansted		Frederiksted			
			Domestic	International	Domestic	International		
1921-----	\$285,951.12	\$3,617.20	\$90,631.59	\$8,933.01	\$74,589.20	\$3,523.36	-----	\$467,245.48
1922-----	286,039.90	1,588.66	83,660.49	3,969.89	44,955.41	3,101.33	-----	423,315.68
1923-----	257,623.10	2,672.11	65,628.80	1,656.69	36,189.54	3,371.14	1 \$493.93	367,635.31
1924-----	318,231.75	3,058.63	71,897.10	1,126.36	49,626.21	3,936.71	6,225.64	454,102.40
1925-----	292,333.00	1,748.97	77,045.93	2,404.60	48,125.72	2,150.88	14,119.93	437,929.03
1926-----	308,061.88	2,798.74	77,741.35	1,545.47	46,173.85	2,988.72	11,736.20	451,046.21
1927-----	330,090.74	2,690.39	79,776.04	819.11	43,962.94	1,500.63	10,933.04	469,772.29
1928-----	352,208.84	2,159.68	86,160.45	1,186.93	50,471.89	1,942.14	16,383.49	510,513.42
1929-----	327,077.82	2,329.13	96,407.97	2,119.14	48,180.63	1,817.70	12,186.51	490,148.90
1930-31 (fiscal) ..	314,156.00	3,881.00	-----	-----	-----	-----	-----	-----

1 November and December, 1923.

### Domestic and international money orders paid by post offices of the Virgin Islands

Calendar year	St. Thomas		St. Croix				King's Hill, domestic	Total
	Domestic	International	Christiansted		Frederiksted			
			Domestic	International	Domestic	International		
1921	\$35,235.53	\$1,227.36	\$17,084.38	\$136.27	\$11,772.10	\$202.93		\$65,658.57
1922	40,954.94	70.79	15,831.97	81.48	17,787.31	159.03		74,885.52
1923	54,090.93	113.68	22,695.64	84.02	20,740.52	277.49		98,002.28
1924	57,871.86	165.23	23,327.40	44.72	15,537.84	468.20	\$273.39	97,688.64
1925	60,879.55	213.17	27,643.69	31.94	15,488.52	184.80	717.21	105,158.88
1926	63,948.04	435.86	29,426.69	139.23	27,737.81	312.27	860.90	122,860.80
1927	68,698.69	513.01	33,864.74	256.90	23,716.23	273.64	946.72	128,269.93
1928	70,835.23	381.82	35,637.28	229.39	19,431.23	481.80	1,747.50	128,759.25
1929	68,784.70	255.66	36,390.83	135.28	21,946.00	260.22	1,220.95	128,993.64
1930-31 (fiscal)	62,306.21	512.92						

## APPENDIX U

*Savings deposits in the National Bank of the Danish West Indies at St. Thomas, Christiansted, and Frederiksted*

Calendar year	St. Thomas	Christiansted	Frederiksted	Total	Number of accounts
1909.....	\$115,646.78	\$32,838.89	\$28,789.94	\$177,275.61	-----
1910.....	126,924.09	30,321.32	25,013.03	182,258.44	-----
1911.....	144,319.89	33,544.88	30,170.75	208,035.52	-----
1912.....	165,343.22	37,770.32	30,656.16	233,769.70	3,273
1913.....	180,490.02	39,482.02	36,412.04	256,384.08	3,508
1914.....	198,002.43	44,522.83	34,526.25	277,051.51	3,757
1915.....	196,371.80	50,819.44	55,961.30	303,152.54	3,873
1916.....	224,415.46	56,931.33	76,420.57	357,767.36	4,001
1917.....	226,895.87	79,210.32	76,055.94	382,162.13	4,182
1918.....	276,119.24	77,475.67	78,456.27	432,051.18	4,333
1919.....	319,573.14	103,372.40	119,679.99	542,625.53	5,236
1920.....	380,284.58	238,764.89	188,691.80	807,741.27	6,468
1921.....	364,567.55	190,935.95	180,464.21	735,967.71	6,602
1922.....	330,215.18	174,240.46	167,460.62	671,916.26	6,907
1923.....	352,028.47	192,235.65	145,528.41	689,792.53	6,962
1924.....	375,806.02	210,884.94	159,607.53	746,298.49	7,290
1925.....	377,743.52	176,855.23	182,814.57	737,413.32	7,680
1926.....	406,936.24	198,681.67	176,342.44	781,960.35	8,167
1927.....	409,252.72	190,549.75	199,044.35	799,746.82	8,434
1928.....	454,071.71	288,220.52	263,572.88	1,005,865.11	-----
1929.....	463,429.20	199,100.25	222,099.91	884,629.36	-----
1930.....	-----	-----	-----	907,619.00	-----
1931.....	-----	-----	-----	915,779.00	-----

NOTE.—In addition to the above, which represent "savings deposits" only, it is noted that the national bank carries two other forms of deposits, i. e., "checking accounts" and "time deposits." In these two accounts, the following figures were on deposit at the end of the year 1927:

Checking accounts.....	\$232,550.71
Time deposits.....	379,278.83

## APPENDIX V

*Statement of depositors' balances in the new St. Croix Savings Bank on the last day of each fiscal year from 1901 to 1929*

Fiscal year	Balance	Fiscal year	Balance	Fiscal year	Balance
1901.....	\$63,388.38	1911.....	\$47,399.49	1921.....	\$96,120.85
1902.....	60,905.60	1912.....	51,070.33	1922.....	88,436.45
1903.....	65,541.73	1913.....	53,164.70	1923.....	76,012.28
1904.....	74,725.10	1914.....	59,885.83	1924.....	68,639.73
1905.....	97,475.42	1915.....	59,480.88	1925.....	53,355.64
1906.....	(1)	1916.....	63,344.11	1926.....	64,785.22
1907.....	75,035.75	1917.....	69,231.36	1927.....	64,843.75
1908.....	64,812.89	1918.....	70,535.77	1928.....	67,571.22
1909.....	50,118.01	1919.....	69,470.25	1929.....	72,190.39
1910.....	47,189.62	1920.....	77,064.40		

<sup>1</sup> Mining.

## APPENDIX W

## VIRGIN ISLANDS REGISTER AND DIRECTORY

## EXECUTIVE

Paul M. Pearson, governor.  
 Boyd J. Brown, government secretary and commissioner of finance.  
 Lawrence W. Cramer, lieutenant governor of St. Croix.  
 Morris F. de Castro, assistant government secretary and assistant commissioner of finance.  
 W. N. Denny, head of finance of St. Croix.  
 A. A. Richardson, dispatching secretary of St. John.  
 Charles H. Gibson, government attorney.  
 R. B. Stafford, M. D., commissioner of public health.  
 James C. Tily, commissioner of public works.  
 Harry E. Taylor, commissioner of industry.  
 George H. Ivins, director of education.

Knud Knud-Hansen, M. D., F. A. C. S., chief municipal physician, St. Thomas and St. John.

James Knott, M. D., chief municipal physician, St. Croix.

Lucy Gillette, commissioner of welfare.

Michael J. Nolan, director of police, St. Thomas and St. John.

Douglas S. Armstrong, director of police, St. Croix.

John Leroy Nolte, director of prohibition.

Donald S. Boreham, assistant commissioner of public works and head of fire department of St. Thomas.

C. Espersen, head of fire department, Christiansted, St. Croix.

Frank Smith, head of fire department, Frederiksted, St. Croix.

Engle L. Simmons, harbor master, St. Thomas.

Edith C. Moon, supervising librarian.

Dr. V. A. Christensen, municipal physician, St. Thomas and St. John.

D. C. Canegata, municipal physician, St. Croix.

George M. Hughes, municipal physician, St. Croix.

Stanley I. Winde, assistant for public works.

Rudolph C. Miller, tax assessor, St. Thomas and St. John.

Alice Atkinson, chief nurse, St. Thomas.

Winifred Nichols, chief nurse, St. Croix.

Catherine A. Flynn, district nurse, St. Croix.

Ianthe A. Blyden, nurse, St. Thomas.

Arabella Tutein, nurse, Christiansted, St. Croix.

Evelyn Richardson, nurse, Frederiksted, St. Croix.

R. U. Lancelos, municipal dentist, St. Thomas.

Hugo C. Hark, municipal dentist, St. Croix.

Jacob A. Robles, chief clerk and confidential secretary to the governor.

Guilderooy W. Bornn, secretary to the governor.

Cyril Creque, sanitation superintendent.

Harry C. Hockett, M. D., municipal physician, St. Thomas.

#### JUDICIAL

Prentice E. Edrington, jr., judge of the district court.

George A. Mena, judge of the police court of St. Thomas.

D. Hamilton Jackson, judge of the police court of St. Croix.

A. A. Richardson, judge of the police court of St. John.

Wilhelm Jensen, clerk of the district court of St. Thomas and St. John.

J. F. Henry, clerk of the district court of St. Croix.

Leon A. Mawson, stenographer of the district court.

#### LEGISLATIVE

Colonial Council of St. Thomas and St. John:

J. E. Kuntz, chairman.

John Leroy Nolte.

Joseph Reynolds.

Valdemar A. Miller.

George A. Moorehead.

Benito Smith.

Svend A. Mylner.

Conrad Corneiro.

Lionel Roberts.

Albert Maduro.

Knud Knud-Hansen, M. D., F. A. C. S.

Christian Petersen.

L. J. T. Boschulte.

Carl E. Francis.

Abram E. Smith.

Orville S. Kean, assistant.

Colonial Council of St. Croix:

D. C. Canegata, chairman.

A. Moorehead.

F. Coulter.

C. Penthyeny.

Robt. W. Skeoch.

A. V. Nelthrop.

Ralph de Chabert.

Anselmo Fabio.

Wm. Abramson.

D. S. Armstrong.

Alfred Francis.

Jos. Alexander.

Miles Merwin.

C. R. T. Brow.

William Clarke.

Malcolm A. Skeoch.

Carl Lawaetz.

Arnold M. Golden.

R. A. Frederick, assistant.

#### MUNICIPAL COMMITTEE, ST. THOMAS

Lionel Roberts, chairman; Valdemar A. Miller, Carl E. Francis, Benito Smith, Knud Knud-Hansen.

## MUNICIPAL COMMITTEE, ST. CROIX

Joseph Alexander, chairman; Robert W. Skeoch, D. C. Canegata, C. R. T. Brow, William Clarke.

## ST. THOMAS HARBOR BOARD

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## BY ARTHUR RUHL

[Extracts from series of articles in the New York Herald Tribune, May 12-16, 1931]

Everywhere bold headlands, rising abruptly from the water, for all these islands are the summits of a submerged mountain chain; water, incredibly clear and blue, lying above coral reefs, or breaking, to draw its white line of surf across white sand or brown rocks; and over all, the fresh, clean breath of the northeast trades. Here was the caressing mildness of the tropics, without the tropics' fierceness and languor; without fevers, mosquitoes, flies. Here was all, and more, of the beauty of the Riviera; all the wildness and remoteness of the South Seas, and yet, only four or five days' easy steaming from New York.

If a wealthy and fastidious New York bachelor, with all the world to pick from, finds his personal Eden here, there must be something in the Virgins not measurable in tax receipts and export statistics.

One might observe, in passing, that other Americans also have gone to the Virgins in a similar state of mind, not merely to spend a pleasant winter—as a group of Provincetown artists did this last one—but to make permanent homes. Over at St. Croix, in the little town of Christiansted, in the house of the Misses Quin (Alexander Hamilton once clerked in the shop underneath their dwelling, and they, themselves, with their old mahogany furniture, might have stepped out of "Cranford"), I ran across an elderly American lady who had been coming down to St. Croix for her winters for nobody seemed to know how many years. On the island of St. John, the smallest and least inhabited of the three, I took tea one afternoon with a retired New York physician and his wife, who came here to pass a winter several years ago and decided to stay. Up in the hills of the same island another American, a former engineer, and his wife, are trying, in almost Robinson Crusoe style, to build a homestead in the tropical "bush." And on St. John I ran across still another American, a one-time Boston cartoonist, who keeps bees and makes etchings. The bees don't like him, he says, and he has the pioneer's usual tough time in finding a profitable market for his honey; but it is delicious honey, with a peculiar tropical bouquet, and I had it every day in St. Thomas's little Grand Hotel.

Mr. X looks forward to a time when all the heights round about his place will be crowned with similar, if less elaborate, American homes, and as you poke over the island trails on horseback, especially over the almost deserted St. John, you keep seeing sites for them—every new summit in the road opening a fresh and more enchanting vista of descending, wooded slopes; islands, big and little, rising out of blue water, and little, circular, almost landlocked bays, with palms and white beaches, and the sort of pool-like, turquoise harbors into which pirate ships and privateers might (as, indeed, they actually did, in the old buccaneer days) hide while they nursed their sores, mended their sails, and took on fresh water and rum before starting another raid. They are such hiding places as Stevenson or Conrad might write about (Peters Island, within sight of St. John, is, indeed, locally believed to be Stevenson's Treasure Island)—deep water, steep shores all round, and the whole thing fading into the blur of forest-covered mountainside, a few miles off shore.

The Americans, who bought St. Thomas from the Danes for 5,000,000 pounds, paid a price for it and got their money's worth. In the records it is 27 square miles of more or less barren rock; on the map it is a mere dot showing where a mountain peak of the submerged geosphere has thrust its head 1,700 feet above the deluge; one of the outer bastions of the engulfed Antillean range. To the naval strategist it is a covering base for the Panama Canal; to the seaman it is the safest port in the West Indies; before the Panama Canal was cut it was a ganglion for the nerve system of the sea-borne commerce of South America, the Indies, and the Spanish Main. But this is to tabulate a dry catalogue of uses on the credit side, to be set against that enormous debit of \$25,000,000 and to leave its value out. Its price is beyond rubies, for it is one of the most beautiful islands in the world. There can be none more beautiful.

The harbor is set about with hills which are the form and substance of enduring beauty, and the frame and outline of the lakelike waters which they inclose. The unbroken ridged contour to the north slopes steeply and then gently to the waterside. In the foreground of the mountain face are three supporting buttresses which converge as they lean upward, and upon these the ancient town is built. Every feature is so shaped and harmonized that, seen from the harbor mouth, they concentrate upon you and meet within you, as though all that loveliness of land and water were flowing down and flowing together, and lifting you to an unseen world of visible perfection upon a converging tide. If it were

seen through the gray, leveling medium of a northern day it would still be beautiful. The tropical brilliance of its coloring makes it beautiful beyond belief. Here, as in the shapely grouping of the town upon its three hills, man has been equal to his opportunities and joined hands with nature. Red roofs stand among the green of royal palm and dark mahogany; two castellated, red-topped towers crown two of the hills, and higher up red cabin roofs peep out in crimson splashes from the forest green. For the rest, the color of the sea and land and sky has the quality of cool, liquid, glowing fire—the fire and depth of gem stones, melted to a liquid softness, and glowing, intrinsic lights.

Who can say that St. Thomas may not yet be our American Capri? Or that St. Croix may not shift from cane to cotton or cattle, and from sugar “centrals,” owned by absentee stockholders, to smaller farms which may at least support the island’s necessary expenses of government? Or that St. John may not at least get along as comfortably as the British Tortolians get along, just across the bay?

The problem in St. Croix is no mere task of trying to wake up a backward but comparatively comfortable tropical island, but a thoroughly modern industrial dilemma, with capitalists on one side, and idle workers on the other, and strikes and semistarvation in between.

Soon after the President’s recent visit to the Virgin Islands, the Herald-Tribune printed a cartoon depicting prohibition, in the shape of a top-hatted bluenose, leading a ragged native labeled “Business” across a tropical landscape to the tune of *Over the Hills to the Poorhouse*. It was a good cartoon for New Yorkers, feelings about prohibition being what they are, in line with much editorial comment, and I even saw it tacked up in the office of one of the little single-sheet newspapers in St. Thomas. But it wasn’t, nevertheless, a very accurate picture of the actual facts.

Many other things, beginning with the abolition of slave labor, have had more to do than prohibition with the economic decline of the Virgin Islands. The great days of the St. Croix (Santa Cruz) rum industry were a century ago—days when all ships carried rum as part of their regular stores, when sailors expected their ration of grog, and rum was drunk so commonly that the word itself has become a symbol for spirituous drinks in general.

The swimming is nothing short of heavenly—crystal clear water, white sand beaches and little reef-protected bays so clear, generally, that in a small boat you seem suspended in air. There is golf, of sorts; fishing, sailing, some chances to motor, and interesting bridle paths in almost every direction. There are no fevers nor malaria, and fewer flies and mosquitoes than in summer time in New York. On the open, unscreened veranda, looking out to sea, which my hotel in St. Thomas used for its dining room, there were no flies, and although mosquito nets were provided in the bedrooms, as is customary in the Tropics, I found no need of mine. Snakes are almost unknown—in short, in all such matters, the islands suggest a somewhat warmer and more picturesque Bermuda.

English is the language of the islanders, in spite of the long Danish occupation, and even in the Danish days official proclamations were all printed in the two languages. And Danish and English influence, plus the sanitary and other work of our own Navy administrations, have given the old towns of St. Thomas, Christiansted, and Frederiksted a neatness, urbanity, and general air of good housekeeping not found in some of the other Antilles. Not a few of the old white houses, with their shaded galleries looking out to the Caribbean, have been lived in for more than a century, and still possess the fine mahogany and some of the old silver of the islands’ great days.

It was on one of those dazzling and delicious Caribbean mornings that the new civilian governor of our Virgin Islands, Dr. Paul M. Pearson, and several of his staff, on the Navy tug *Umpqua*, went over from St. Thomas to Coral Harbor to pay their first visit to our neighboring island of St. John. The latter is a characteristic Antillean mountain top thrust up from the sea, about 8 miles long by 5 miles wide—rugged forest and “bush” covered slopes, climbing to 1,200 feet above the water. In the old slave days its more fertile slopes were terraced and cultivated clear to their summits, and many of the lower hills are still topped by the forlorn bases of the old stone windmills to which the planters once hauled their cane by oxcart to be ground by the trade winds.

All these terraces are overgrown now, the ruins of mills and former “great houses” are covered with vegetation and the seven or eight hundred negro fishermen, farmers, and bay-leaf gatherers who live on St. John are less than the number of slaves who once worked the little island’s plantations.

All of the islands fit the pattern which an Englishman who lives on the neighboring island of Tortola had in mind when he said in his novel, “The Hurricane,”

that the ideal "desert island" ought to be "small enough to go round in a day or two, big enough to live on, and small enough to love." St. Thomas and St. John are just the right size, from this point of view. St. Croix, which is some 22 miles long, is just a bit too big, perhaps, but even on its comparatively wide interior plains the trade winds are always blowing and you are always conscious of, if not actually in sight of, the open sea. None is a "desert," although all are subject to drought. All were rich in the old slave days, and all have the loveliness, the peace and the delicious climate which make it easy for one to feel, anywhere outside the little towns, like a sort of Robinson Crusoe.

St. Thomas is one of the most beautiful islands imaginable but the views from the heights of St. John are almost lovelier. Every new summit brought its fresh arrangement of bold headlands, white beaches, blue water above coral reefs, and a sea so clear that as the big cumulus clouds rolled slowly overhead one could see their shadows traveling across the ocean bottom.

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