

THE DANISH CRUISER *VALKYRIEN* IN THE WEST INDIES 1901 - 1902 and 1915 - 1917

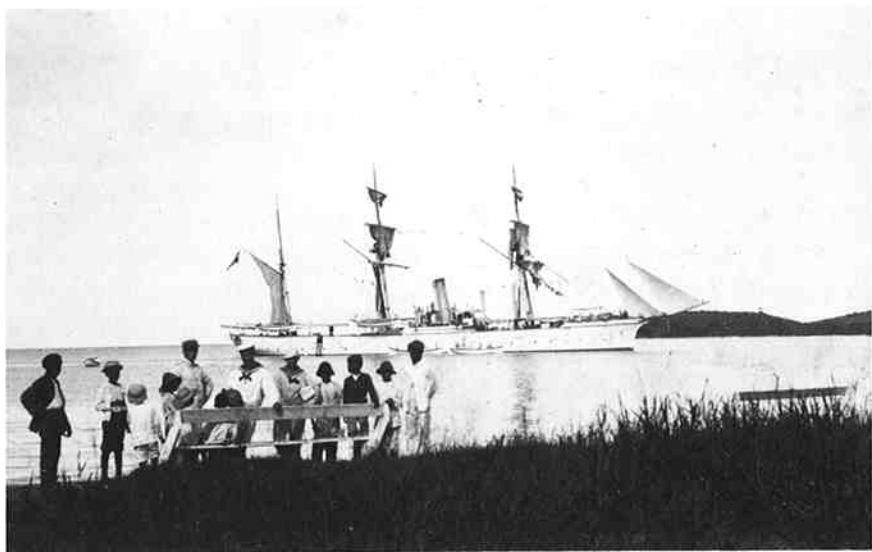
By William F. Cissel

Like other Scandinavian countries, Denmark has had a well-recognized maritime tradition involving exploration, trade, and conquest. The Danish naval heritage, originating in the age of the Vikings, was nurtured by wars with the Hanseatic League over Baltic trade (ca. 1370), and with Sweden in the fifteenth century. The existence of a Danish navy, *per se*, was relatively firmly established by the Late Middle Ages. During the reign of Hans (1481-1513), there was a considerable expansion in the construction of warships, an event paralleled in England at the same time. The later growth of Denmark's merchant fleets by virtue of sea-borne trade with Africa, Asia, and the West Indies called for a proportionate increase in the navy, and it was not long before a formidable force was achieved. In spite of—or perhaps because of—her neutrality in foreign affairs, special attention to the navy has been a Danish legacy (May and Annis 1970 I:135).

With British and Napoleonic competition for extension of their influence into Northern Europe at the close of the eighteenth century, coupled with the adoption of the Treaty of Armed Neutrality by Denmark, Sweden, Russia, Prussia and Austria, Denmark was brought into conflict with Great Britain in 1801 and again in 1807.¹ The rebuilding and reëquipping of the Danish fleet after 1814, with attention paid to innovations, ensured that Denmark would retain an important place in the maritime world. In the 1864 war over the question of Schleswig-Holstein, her ships more than held their own against the Austrian and Prussian squadrons. Since that time, Danish naval forces have been regarded, for all practical purposes, as defensive. This tactical point of view is mirrored today in Denmark's contributions to the North Atlantic Treaty Organization.

The presence of the Danish Navy in the West Indies since the mid-eighteenth century has centered around the dual purpose role of defense and training. In the early twentieth century, that presence was confined to two ships: the *skrueskonnerten* (combination steam and sail) *Ingolf*² and the *krydserkorvetten Valkyrien*. The *Ingolf*'s eleven West Indian cruises (between 1884 and 1912) consisted largely of training and hydrographic and other scientific expeditions (Larsen *Mss.* 1923: "Ingolf").

Of the two ships, the *Valkyrien*'s role was to prove much more eventful. Her keel was laid down at Holmen (the Royal Naval Dockyard), Copenhagen, in 1888. Launched the following year, the *Valkyrien* was completed in 1890.



The *Ingolf* off the Lagoon, Christiansted, 1912. Among the Black natives, she was familiarly known as the 'Boy of War'.

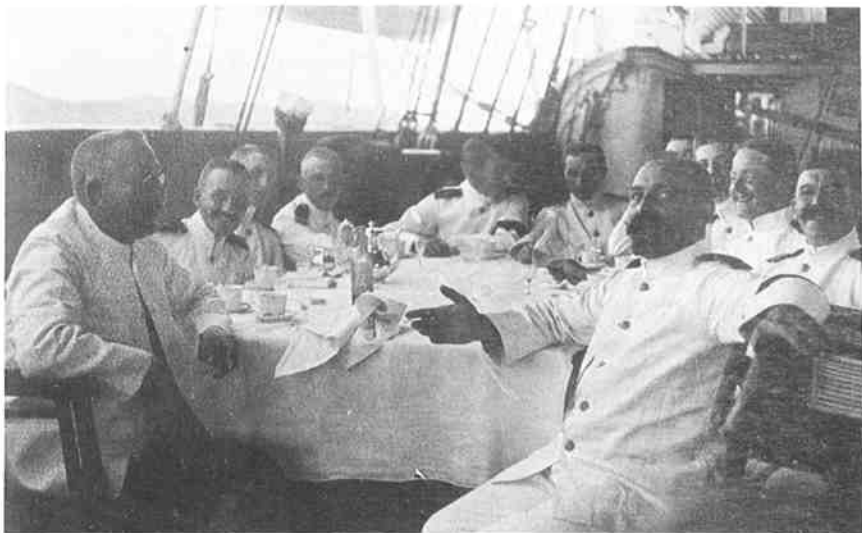
Classified as *krydserkorvetten* (a light- or second class armored cruiser) with a displacement of 3020 tons, she had an overall length of 266½ feet, a beam of 43¼ feet, and a maximum draught of 18¼ feet. A steam powered ship with a coal bunkerage capacity of 496 tons, the *Valkyrien's* Burmeister and Wain engines—supplied by six boilers—were capable of producing a maximum forced-horsepower of 5300 *rpm*. Propelled by twin screws, she had a maximum speed of 17½ knots (Jane 1898:33).

The *Valkyrien* displayed the combination of ram-bow and hull-mounted torpedo tubes favored by many of the world's navies in the 1880's and 1890's. In addition, the cruiser offered some novel features, including a pair of hull stabilizers. Her armament in the 1890's, manufactured by the British firm of Armstrong, Whitworth & Co., was as follows (*ibid.*):

8.2 inch, 18 calibers ³ cannon	× 2 (fore and aft)
6 inch, 32 calibers cannon	× 6 (barbettes) ⁴
6 pounder (57 <i>mm</i>) cannon	× 4 (two pairs amidships)
1 pounder (37 <i>mm</i>) cannon ⁵	× 10 (various locations on super-structure)
torpedo tubes ⁶	× 5 (a pair in the bow, two diametrically opposed amidships, and one astern).

As completed, the *Valkyrien* had a deck armor plate of 2½ inches, an engine hatch armor of 3 inches, and an armored command bridge (*ibid.*).

The *Valkyrien's* maiden cruise, under the command of Carl Adolph Garde with



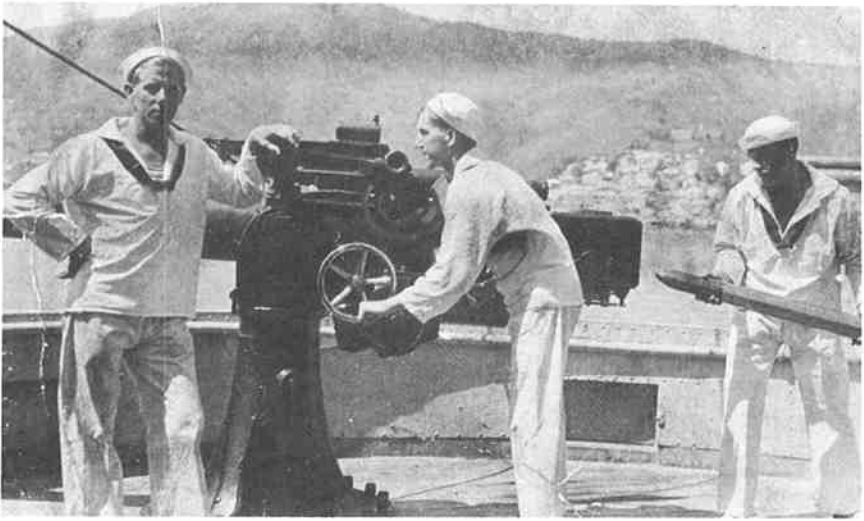
The officers of the *Ingolf* at mess off of St. Thomas. In the right foreground is the ship's commander, Henri Konow, later Governor *ad interim* of the Danish West Indies, 1916-1917. Courtesy of Orlogsmuseet, Copenhagen.

a complement of 305 men, lasted from 4 June to 25 September, 1890. Her next extended voyage took place from 16 June to 28 September, 1893, under the command of the same officer. In 1896, the *Valkyrien* underwent her first refit, after which she sailed under Captain Georg Eduard Fugl and a complement of 286 men on 6 June. She returned to Copenhagen on 30 September of the same year. From 3 October, 1899, until 31 July, 1900, the *Valkyrien* embarked on a Far East cruise under the command of His Royal Highness, Prince Valdemar, with 272 men (Østen 1959:198-9; Topsøe-Jensen 1919:110-1, 116, 404-5).

Her next assignment, from 16 October, 1901, to 15 July, 1902, was on the West Indian Station. Her commander was Hans Peter Holm, and she had a complement of 279. On 8 May, 1902, as the *Valkyrien* rode at anchor in St. Thomas' harbor, a cable was received advising of the eruption of *la montagne Pelée* on the French island of Martinique. Governor of the Danish West Indies Carl Emil Hedemann⁷ immediately ordered the cruiser to render assistance. The *Valkyrien's* participation in the subsequent rescue operations have been preserved in the notes of M. Haller, the French Consul in St. Thomas, who accompanied the ship:

Immediately after the receipt of the disastrous news which was received by cable on the night of the 8th May the Danish cruiser "Valkyrien," after hurriedly taking in three lighter loads of provisions and medicines, proceeded for Martinique on the 9th at 2:30 p.m.

While the channel of Dominica on the evening of the 10th a very thick cloud of smoke and ashes obliged Commander Holm to proceed with great caution and to survey very minutely the course with which he had to traverse. Towards 11 o'clock p.m., having gone clear of the uncomfortable smoke, we perceived on the port bow a glare and on approaching recognized a burning town — it was St. Pierre being consumed.



A gun crew of the *Valkyrien* poses manning one of the starboard Krupp 57 mm cannon off St. Thomas ca. 1916-1917. Note the sailors in their work uniform, and especially the resemblance of their headgear to the U.S. Navy issue during the same period.

It being impossible to approach the land, the Commander resolved to await the dawn, the current carrying the ship northward, and early on Sunday morning, the northern point of Martinique, called Pointe-de-Preclieur, was seen. This point was then a little freed from the ashes and smoke. This observation allowed us to proceed to the ruined city continually making our way through clouds of smoke, ashes, and soot, which poisoned the atmosphere which all on board were inhaling for 12 hours.

At about 9 o'clock we perceived on the coast a dismantled vessel still floating from which a black column of smoke was ascending—it was the steamer "Roraima" which was totally destroyed. On approaching nearer we saw a second vessel, in good condition. It was the French man-of-war⁹ "Suchet". Commander Holm at once communicated with her and learned that there were about 2600 persons in danger to the North of St. Pierre. He at once decided to go there succour with the "Suchet" and the "Pouyer Quartier" of the French Cable Co. The three vessels proceeded together for the same destination.

Clouds of ashes encircled the ships and prevented our seeing and directing the ship's course to such an extent that we were obliged to blow the foghorns to prevent collisions, the darkness at moments being intense.

Towards 11 o'clock we were able to take our positions in front of the hamlet of Preclieur, the "Valkyrien" being more to north. Everything on board was in readiness—the ambulance and medical staff, the boats, and steam launch were put into the water with the greatest alacrity, each in command of an officer who approached the shore as near as possible to remove the victims from their critical position. The poor people were in want of everything and were nearly all suffocated by the ashes which threatened to envelop them.

The state of the sea and the difficulty of seeing clearly rendered their rescue extremely dangerous. Nevertheless after 4½ hours of persevering work, carried on in an exemplary manner, she rescued about 600 victims, men, women, aged and infirm, especially a great number of children.

The zeal and devotion displayed by Commander Holm, all his officers, and the entire crew, deserve the admiration of all, especially when it is known that the Commander did not hesitate to go to the most perilous places through blinding smoke, approaching the land under a shower of soot thrown thick and furiously . . .

All along the coast where St. Pierre was built between the villages of Precheur and Carbet there remains but a plain of gray sand. One sees there some vestiges of habitation and the ruins caused by the lava which has covered the river beds burning and devastating all in its path. The villages which were within its limits and which were not consumed are covered with a thick layer of sand, which gives them a sad and desolate aspect.

Of the 25,000 inhabitants who were in St. Pierre and its surroundings on the 8th at 7:45 in the morning not a person was alive at 8:00 o'clock.¹⁰

The cataclysm which swallowed up everything in 5 minutes did not spare but 40 persons, who were saved by the first rescuers who arrived in the port, but of which the greater part have already succumbed from the frightful burns which they received. Among them were some Italian sailors belonging to a ship which was in port and which disappeared in the chaos. The scene presented by this immense devastation can hardly be compared to Pompeii, which we have seen. There at least exists some vestige of once beautiful edifices, whereas at St. Pierre there remains but a mass of charred ruins. The vault of the "Banque Coloniale" was found intact and the treasure which it contained has been saved and carried to Fort de France.

The "Valkyrien," after having completed her work, started for Fort de France, where she arrived with her rescued victims at 5 o'clock p.m.

The commander of the Arsenal sent lighters to disembark them and they were lodged in the public buildings of the town. The provisions and medicines were accepted with the most grateful marks of gratitude and landed the following day (i.e., Monday).

The town of Fort de France as well as the southern end of the island has not suffered. But the inhabitants have abandoned their homes and are flocking to the Capital, which is inconvenienced by the great number of people through overcrowding and the great drought which has prevailed for more than three months.



Members of the *Valkyrien's* crew pose on and around the fore Krupp 5.9 inch gun. St. Thomas ca. 1916-1917.

Courtesy of Orlogsmuseet, Copenhagen.

As soon as the "Valkyrien" had anchored, Commander Holm, accompanied by the French Consul resident at St. Thomas who embarked on the said cruiser, paid their official visit to the Acting Governor,¹¹ to the Commander of the Troops, the Mayor of the town, and the Commander of the Port.

Everywhere Commander Holm was received with the greatest marks of sympathy and gratitude for the very prompt and devoted assistance he was able to render the panic-stricken population. The "Valkyrien" was the first of the (foreign) warships on the scene of the terrible catastrophe, the German cruiser "Falke" coming next from Venezuela,¹² and the U.S. "Potomac"¹³ from Puerto Rico did not arrive until the 11th in the afternoon, bringing also provisions.

On the 12th at 8 a.m. a Solemn Requiem Mass was celebrated, at which all the principal officers of the different ships in port assisted. All along their way to and from the church the inhabitants watched with a touching admiration those brave mariners who had come in their midst to render assistance at such a terrible time . . . (*St. Thomas Tidende*, 17 May, 1902).

In appreciation, the President of the French Republic, Emile-François Loubet¹⁴ conferred the *Legion d'Honneur* on both Governor Hedemann and Commander Holm (Canegata 1968:44).

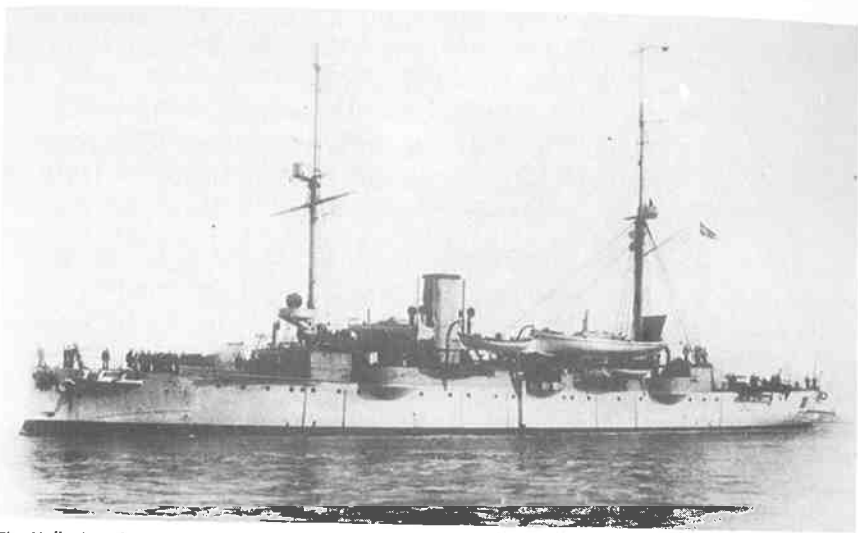
The *Valkyrien's* next several cruises were away from West Indian waters. They were, respectively: 1 July to 30 September, 1903 (Captain Vilhelm Carl Schlüter, 288 men); 1 November, 1913 to 14 February, 1914 (Captain Anton Ferdinand Evers, 204 men); 30 September, 1914 to 10 May, 1915 (Commander Georg Carl Amdrup); and 10 May to 21 September, 1915 (Captain Hector Frederik Kiaer, 250 men) (Topsøe-Jensen 1919:6-7, 91-2, 338-9; Østern 1959:199-200).

In the interim, in 1913, the *Valkyrien* underwent a major refit. In addition to altering the configuration of her masts, her armament was modernized as follows (Jane 1918:390):

5.9 inch cannon (Krupp)	× 2 (fore and aft)
6 pounder (57 mm) cannon (Krupp)	× 6 (barbettes)
machine guns	× 2 (forecastle)
torpedo tubes	× 3 (one pair in the bow, one astern).

The *Valkyrien's* subsequent cruise—and her last to the West Indies—occurred between 8 November, 1915 and 9 May, 1917. The groundwork that resulted in the cruiser's stationing in the Danish West Indies in late 1915 was laid earlier that year. David Hamilton Jackson,¹⁵ establishing himself as the principal spokesman for the agricultural laborers on St. Croix, embarked on a struggle against the planters and (ultimately) the Danish West Indian Government. He demanded, in essence, the right to form a labor union (with an inherent guarantee of assembly), the right to publish a (union-owned) newspaper exempt from government censorship, and higher wages for workers on the estates.

Jackson's first mission to Denmark in search of reforms took place in the Spring of 1915. There he met with the Socialist Prime Minister, Eduard Brandes, and received certain commitments. His return to St. Croix was followed in a few



The *Valkyrien* after her refit of 1913. Of interest here are the sweep of her ram bow, the port bow torpedo tube, the armored command bridge (just forward of the funnel), the three deck-level barbettes, and the steam launch just forward of the mizzenmast.

Courtesy of Orlogsmuseet, Copenhagen.

months by the publication of the *Herald*, and in turn by the organization of the St. Croix Labor Union (Canegata 1968:99).

Canegata (1968:99-100) maintained that 'the movement which brought Jackson into prominence . . . initially was not a labor movement at all, but was meant to be more of a middle-class movement for socio-economic reforms of which the hospitals and prisons were the focal points.' This, he said, changed after the publication of the *Herald*.

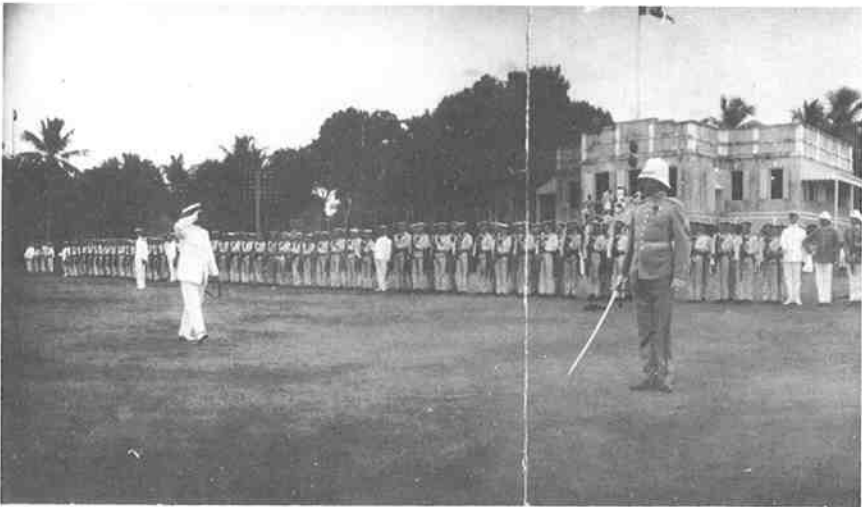
D. Hamilton Jackson, using his position as editor of the *Herald*, kept up a steady and inflammatory commentary on the local labor and social milieu. He even went so far as to cable a member of the Danish *Folketing*,¹⁶ Hans Nielsen, that ' . . . the white planters (were) irritating and ill-treating the labourers in order to make them revolt. . . ' (*St. Croix Avis*, 1 December, 1915). Jackson eventually came to focus on the Governor of the Danish West Indies, Lars Christian Helwig-Larsen,¹⁷ as the embodiment of what he considered the 'tyranny' of the upper class. Subjected to a constant torrent of verbal abuse from this quarter, Helwig-Larsen reacted firmly at an official welcome in Christiansted upon his return from Denmark in late 1915: 'Gentlemen, if any one tries to disturb the peace of this island, he will be met with the strong hand of Government' (*St. Croix Avis*, 11 December, 1915). Complete intransigence thus reigned on both sides, with an accompanying deterioration of public order.

As a result of the mounting unrest during this whole period, the Danish home government—fearing a repetition of 1878¹⁸—ordered the *Valkyrien* to sail to the

islands on short notice (Larsen 1928:350). The cruiser arrived at St. Thomas on 8 December, 1915, at 12:45 p.m. (*St. Croix Avis, Loc. cit.*). She was under the command of Captain Henry Konow,¹⁹ with Commander E. Jessen as second-in-command. Her other officers included *Premier Løjtnanterne* (1st Lieutenants) A.V. Jørgensen, E. Garde, Foss, and Westermann; Engineers Thorup and Munkeboe; Chief Physician Halberg, and Assistant Physician Martenson. The accompanying ship's band had seven men (*West End News*, 13 December, 1915).

The Danish West Indian Government used the occasion of Queen Alexandrine's birthday on 24 December, 1915 to stage a large military parade in Christiansed. The *St. Croix Avis* for 29 December, 1915 reported that the parade was 'an imposing spectacle' despite a heavy shower that prevented many from attending the review. With the band of the *Valkyrien* in the van, the Naval Brigade, detachments of Gendarmes and Militia, as well as three 'mitrailleuse'²⁰ followed. This large military parade actually served a dual purpose: to honor the Queen, and to provide a show of force at a time of considerable unrest.

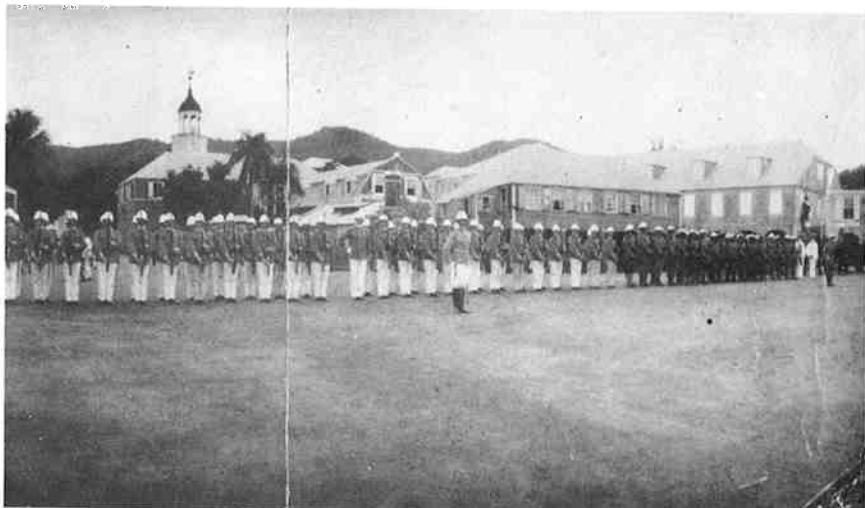
In spite of an address given by Helwig-Larsen at the Governor's traditional New Years Day levee, to the effect that the Government had the interests of both employer and employee equally at heart (*St. Croix Avis*, 5 January, 1916), labor union agitation had reached such a pitch that the *West End News* (13 January, 1916) anticipated the landing of 1st Lieutenant A. V. Jørgensen and thirty marines in Frederiksted. This detachment was quartered in the barracks at Fort Frederik.



Combined military and naval parade on the Christiansted wharf, 24 December, 1916. In the background, from left to right: the band and Naval Brigade of the *Valkyrien*, the *Gendamerikorps* (light blue tunics and white

At last, Hamilton Jackson formally requested a raise in pay from the planters on behalf of the field and factory workers. As was expected, this was flatly turned down. A general strike was therefore called in mid-January, 1916.²¹ Many estate owners retaliated by evicting the strikers from their properties. As a consequence, whole families began an exodus to one of the two towns (if they had relatives living there), or camped along the roadsides with all their possessions and livestock for the duration of the strike (Fleming *Ms.* 1980). While Christiansted remained relatively calm (*St. Croix Avis*, 29 January, 1916), the same was not necessarily true in the country, where incendiarism in the cane fields was the greatest concern (e.g., *West End News*, 22 February, 1916).

The *Ordenskorps*²² (Militia) was called up for continuous duty, supplementing the foot and cavalry patrols, of the *Gendarmerikorps*²³ in the rural districts. The Naval Brigade of the *Valkyrien* provided additional security forces, patrolling the streets of Christiansted and Frederiksted. Security arrangements in the former town included the stationing of a detachment of 20 marines with two machine guns at the Customs House (thereby controlling King Street west of the Wharf for several blocks) and an officer with 10 marines posted at the Government House with a 'magazine rifle'²⁴ in order to preclude any disruption of governmental functions at that building (Larsen 1928:351; *West End News*, 27 January, 1916). The marines also strengthened the garrison at King's Hill, and a special guard was posted at the Central (sugar) Factory at Estate Bethlehem (*West End News*, 24 January, 1916).

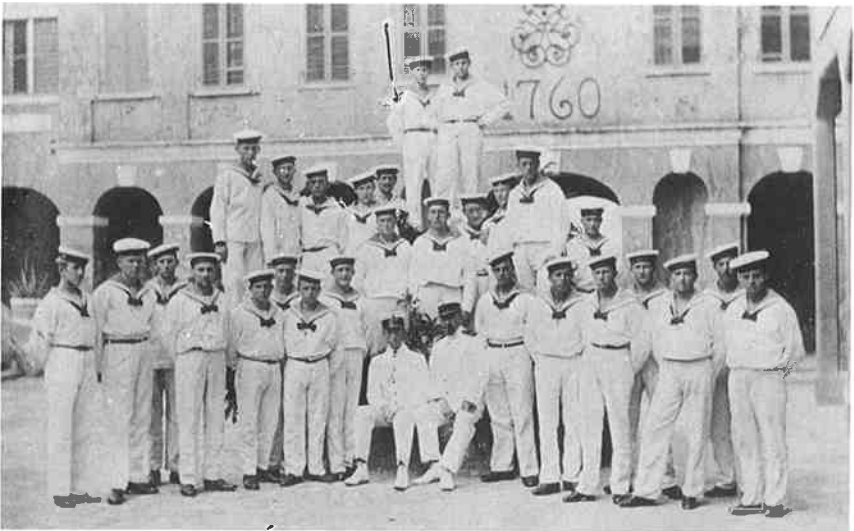


trousers), and the *Ordenskorps* (khaki uniforms). The field artillery is barely visible at the extreme right. In the foreground, taking the salute, is Captain Konow; in the center, Captain N.C.F. Fuglede of the Gendarmes.

For many of the middle- and upper-class inhabitants of St. Croix (especially the Whites), the presence of the *Valkyrien* was a great source of relief, because of the racial overtones that had surfaced just prior to and during the strike (Fleming *op. cit*). Finally, through government mediation, the strike was settled by an agreement reached between the negotiators,²⁵ in the presence of the Governor, on 25 February, 1916 (*St. Croix Avis*, 29 February, 1916).

By this time, the third and ultimately successful bid on the part of the United States to purchase the Danish West Indies²⁶ was well under way, so the *Valkyrien* was ordered to stay on in tropical waters. Her Captain, Konow, was promoted to commodore and appointed Governor *ad interim* on 20 September, 1916, following the resignation of Helwig-Larsen. By order of the Danish War Ministry, Konow at the same time retained command of the *Valkyrien* (Larsen 1940:82-3).

During the night of 9-10 September, 1916, a very severe hurricane struck the Danish islands. The *Valkyrien*, underway to St. Croix in the early evening, noted the very stormy sea conditions and returned to St. Thomas. By midnight, alarm-guns had been fired from all the forts.²⁷ Battened down and with all anchors set, the cruiser rode out the storm in good fashion (Larsen 1928:362). At first light, her crew began to assist the other vessels in St. Thomas harbor, most of which had suffered very badly. Among those whom the *Valkyrien* rescued was the crew of the Danish schooner *Thor*, which had run on a reef and capsized (*St. Thomas Bulletin*, 11 October, 1916).

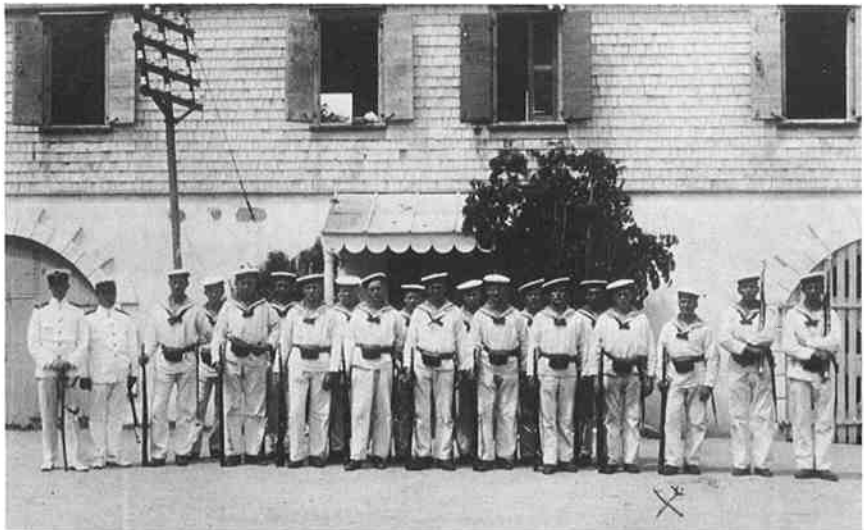


Marines from the *Valkyrien* in the courtyard of Fort Frederik, Frederiksted, ca. January - February, 1916. This detachment reinforced the Gendarmery garrison and performed security duty in the town during the General Strike. Seated in the center are their commander, Premier *Løjtnant* A.V. Jørgensen (left) and Captain Henry Konow (right).

Courtesy of *Orlogsmuseet*, Copenhagen.

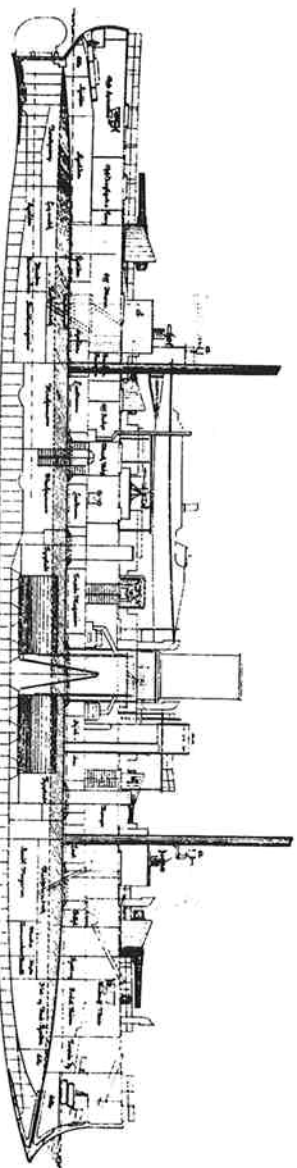
Although the agreement to sell the Danish West Indies was ratified on 17 January, 1917 (see Note 26), the formal transfer of the islands did not occur until 31 March. On 18 February, the Dutch Reformed Church in Charlotte Amalie, St. Thomas, was the scene of a moving 'farewell' service. The pulpit was draped with the *Dannebrog* (the Danish national flag). The Governor and various administrative officials, members of the Colonial Council (legislative assembly), officers from the *Valkyrien* and the Gendarmery, consuls, clergy from the other churches, and many of the island's influential planters and merchants were in attendance. After the sermon, which summarized Danish achievements in the West Indies over the last 245 years, the Danish Royal Anthem, *Kong Christian*, was sung before the service concluded with the benediction (Zabriskie 1918:274-283).

The transfer of the three islands was celebrated, as previously noted, on 31 March. St. Thomas, being the capital, was the site of the most impressive ceremony. Commodore Konow and Commander Edwin Pollock, U.S.N., signed the instruments of transfer at Fort Christian. At the same time, a Danish honor-company of marines from the *Valkyrien*, under 1st Lieutenant Jørgensen, formed a line facing the U.S. naval detachment (under the command of Lt. Leach) on the square fronting the fort. Promptly at 4:00 p.m., Konow and Pollock positioned themselves at the head of their respective honor-companies. Commodore Konow, after reading a message from His Majesty

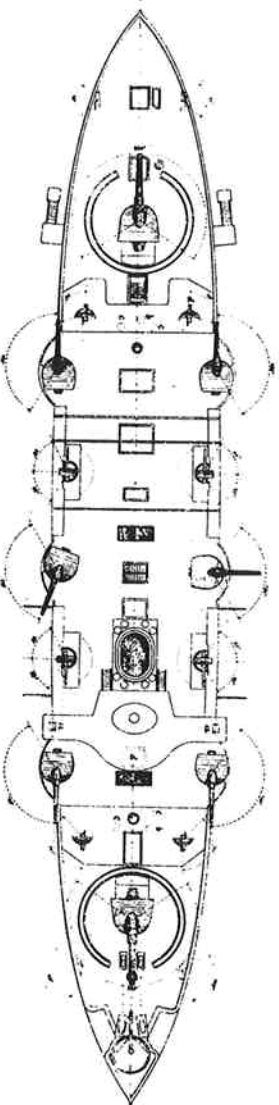


The detachment of Danish Marines assigned to guard the wharf area of Christiansted. In the background, the Scale (weighing) House. The two Marines at the right demonstrate the proper Danish form of shouldering arms while standing watch.

Courtesy of *Orlogsmuseet*, Copenhagen.



Decksplan



Længdesnit og decksplan af krydserkorvetten VALKYRIEN med ombordbasering af torpedobådene af 2. klasse Nr. 10 og 11. Man bemærker revolverkanonens placering i underofficersmessen og chefens spisesalon samt opstillingen af de 57 mm HK på jernkonsoller mellem de 15 cm BK. (a: projekter, b: opbejlsning til 21 cm, c: opbejlsning til 15 cm, d: opbejlsning til 57 mm HK og Rv.K.)

King Christian X, gave the order to lower the *Dannebrog*. This was done to the accompaniment of strains of *Kong Christian* played by the band from the *Valkyrien*, and 21-gun salutes from the fort's water battery and the warships in the harbor. Commander Pollock then declared the islands to be the property of the United States, whereupon the Stars and Stripes was raised to *Hail, Columbia*, played by the band from the U.S.S. *Olympia*,²⁸ and accompanied by the requisite salutes. The Danish honor guard then reboarded the *Valkyrien* (Larsen 1928:365-6).

After embarking the Gendarmes and such military and administrative stores as the Danes had chosen to retain under the terms of the Treaty of Cession, the *Valkyrien* sailed from St. Thomas on 5 April, 1917 with the U.S. flag flying from her mizzenmast and her cannon firing a 21-gun salute. She then set a course for Copenhagen by way of Bermuda and the Farøe Islands. Since the *Valkyrien* had to sail through both the British and German war zones, and especially the latter with its unrestricted submarine warfare, Commodore Konow ordered floodlights to illuminate the oversize Danish battle ensign at night so as to identify her as a neutral vessel. After a tense voyage, the *Valkyrien* arrived safely at her home port on 9 May.

During the war, the *Valkyrien* served with Danish Naval Security Forces. Thereafter, she sailed on several more training cruises until 1923, when the ship was decommissioned and scrapped.

The cruiser *Valkyrien's* role in shaping West Indian—and especially Virgin Islands—history over the relatively short time-span of 25 months mirrored the best qualities of Danish naval tradition. Unlike her namesakes in Norse mythology, who bore fallen warriors to Valhalla, the *Valkyrien's* contributions fell within the realm of humanitarian and peace-keeping duties. Perhaps the achievements of the *Valkyrien* and her crews, as briefly presented here, may begin to correct a long-standing imbalance in local history through a new awareness of the influence and contributions of the military and navy in the colonial period.

Notes

¹On 2 April, 1801, the British attempted to force the Danes to abandon their position of neutrality to one opposing Napoleon. Admiral Horatio Nelson, leading a British battle squadron against the Danish fleet in the Copenhagen Roads, succeeded in bottling up and destroying the latter after a day of heavy fighting. The Danes suffered almost 6,000 casualties. Consequently, the Danish Crown Prince openly embraced the French. In retaliation, Great Britain militarily occupied the inadequately-defended Danish West Indies for seven months from 1801 to 1802. The islands were restored by the Peace of Amien. In 1807, the Danes once again resisted British naval force (attempting to stop and search neutral vessels). The Danish West Indies were again promptly occupied, this time for seven years. The islands were returned to Denmark by the Treaty of Kiel (1814).

²The *Ingolf* was completed in 1876. She had a displacement of 1012 tons, and carried 11 cannon (see Note 5). Her normal complement was 117 men. The *Ingolf*, under steam, could produce 600 horsepower (Larsen 1923 Ms.: *Ingolf*).

³A form of measurement used to determine the barrel length (from muzzle to breech) of cannon. The diameter of the bore, in this case 8.2 inches, constituted one 'caliber'.

⁴On warships, an armored projection (in this case, semi-circular) in the upper hull encasing naval guns.

⁵These could be either the five-barrelled Hotchkiss revolving cannon, adopted by the Danish Navy in 1880 (which had a cyclic rate of fire of 40 rounds per minute), or the 37 mm quick-firing steel cannon (37 mm *b.S.K.M.*), M. 1896, manufactured by the Maxim-Nordenfeldt Gun and Ammunition Company located at Erith, near London, which had a belt-fed cyclic rate of fire of 250 rounds per minute (Personal correspondence, Arne Hoff, Ph.D., Director, *Tøjhusmuseet*, Copenhagen, to William F. Cissel, 2 May, 1977).

⁶In all probability Whitehead steam-driven torpedoes at this date.

⁷C.E. Hedemann, R.D., was born 17 February, 1852 in Aarhus, Denmark. His military career was as follows: made Second Lieutenant in the Army Infantry (13th Battalion), 30 July, 1872; First Lieutenant in the Engineer Corps, 16 June, 1875; Captain and Instructor of Military Science at the Officer Training School, 23 November, 1885; appointed Judge Advocate (gazetted to the War Ministry) in 1883; made commander (Colonel) of the Engineer Regiment, 25 April, 1891. Hedemann was appointed Governor of the Danish West Indies and Chief of the *Haerstyrke* (Military Force) on 25 October, 1893. He served in that capacity until 17 April, 1903. He retired from the Army on 6 August, 1902. Hedemann died in Copenhagen on 16 June, 1929 (Larsen 1940:72-3).

⁸The S.S. *Roraima* belonged to the Quebec Steamship Company.

⁹More correctly identified as a cruiser.

¹⁰Although several dozen persons survived the initial blast, they all died from burns within a short time. The final tally was corrected to read one survivor, prisoner, who was dug out of his cell in the depths of the jail at St. Pierre (*St. Croix Avis*, 17 May, 1902).

¹¹The Governor, who had taken up residence in St. Pierre to allay the fears of the populace of a pending eruption, was then missing and later counted among dead (*Ibid.*).

¹²The *Falke* was described by another source (the *St. Thomas Bulletin*, 15 May, 1902) as reaching Martinique via Trinidad.

¹³The U.S. *Potomac* was described in the same source as a 'tug'.

¹⁴Loubet, born 31, December, 1838 in Marsanne, France, was the seventh President of the French Republic, and served from 1899 to 1905. His administration was notable for the commutation of the sentence imposed in the retrial of Captain Alfred Dreyfuss of the French Army, as well as breaking the close ties between the Vatican and France. He died in Montelimar, France, on 20 December, 1929.

¹⁵David Hamilton Jackson was born at the public school at Estate East Hill, St. Croix (where his father was principal) on 28 September, 1884. After studying Law at Howard University, Washington, D.C., he returned to St. Croix, where he taught briefly in the public school system before being dismissed by Governor Helwig-Larsen in 1912. His activities as founder of the St. Croix Labor Union and the *Herald* are recounted in the text. Hamilton Jackson was elected to the St. Croix Colonial Council in 1926, and in the Municipal Council from 1941-1946. He was also first Chairman of the St. Croix School Board, a post which he subsequently held for fifteen years. From 1931-1941, Hamilton Jackson served as Judge of the Police Court for the Christiansted Jurisdiction. David Hamilton Jackson died on St. Croix on 30 May, 1946.

¹⁶The lower house of the Danish Parliament.

¹⁷L.C. Helwig-Larsen was born on 30 October, 1860, in Copenhagen. He came to the Danish West Indies in 1888, and served with the administration on St. Croix until 1895. He was appointed Policemaster for St. Thomas

in that year, and held that post until 1898, when he returned to St. Croix to serve as the Assistant Judge for the Frederiksted Jurisdiction. This he did until 1900. He was Government Secretary, and finally appointed as Governor of the Danish West Indies on 5 March, 1912. He resigned his post on 3 October, 1916, over criticisms in certain Danish political circles on his handling of the labor union and strike issues. Helwig-Larsen was invested with the Prussian Order of the Red Eagle, as well as being made *Ridder* (Knight) *af Dannebrog*, *Dannebrogmand*, and *Kommandør* (Commander) *af Dannebrog*. He died on 27 November, 1934 (Larsen 1940:74).

¹⁸The Labor Riot (the so-called *Fireburn*) which originated among the agricultural laborers on 1 October, 1878, on St. Croix. Over 50 plantations, schools, and other buildings were destroyed in a five day period before order was essentially restored. The official death toll stood at 84 Blacks and 3 Whites.

¹⁹Henri Konow was born in Copenhagen on 7 February, 1862. He was made Second Lieutenant in the Danish Navy on 30 August, 1883. He was third in command of the *Valkyrien* on her West Indian cruise of 1901-02, and took part in the Martinique rescue operation. Konow was captain of the *Ingolf* on her West Indian cruise of 1909-10, and similarly of the *Valkyrien* from 1915-17. Up to that time, he had served as Instructor in Maritime Science to King Haakon VII of Norway, Chief of the Torpedo Boat Commission, and the first Chief of the Naval Barracks at the Royal Dockyard (Holmen) in Copenhagen. He had also served four years in the French Navy. Konow was appointed Governor *ad interim* of the Danish West Indies on 20 September, 1916, replacing L.C. Helwig-Larsen. After the transfer of the Danish West Indies to the United States on 31 March, 1917, he was appointed Squadron Chief of Danish Naval Security Forces (from 1 September, 1917 to 27 November, 1918). He was promoted to Rear Admiral in 1920, and to Vice Admiral on 1 April, 1923. Admiral Konow died on 18 January, 1939 (Larsen 1940:82-3; *West End News*, 13 December, 1915).

²⁰In reality, the Hotchkiss revolving cannon, 37 mm, on field artillery mounts. See Note 5.

²¹The first notice of strike activity in the Christiansted Jurisdiction was noted in the *St. Croix Avis* for 26 January, 1916. From all appearances, however, the estates in the western part of the island could have been affected earlier, since they were the scene of the greatest union activity.

²²The Militia, consisting of colored citizen-volunteers under Danish officers and non-commissioned officers, was instituted for St. Croix on 12 February, 1907. Manpower allocations were: 30 men for Christiansted, 40 for Frederiksted, and 50 (including cavalry) at Kingshill in the center of the island.

²³The Gendamerikorps was a security force specifically raised for service in the Danish West Indies on 6 April, 1906. It replaced the *vestindiske Haerstyrke* (the West Indian Military Force), which had served in the Danish islands from 1852-1906, as part of an economy-oriented reorganization. Gendarmes were recruited from those serving in regular Army battalions in Denmark. Their tour of duty was three years. This Corps, although performing essentially police and internal-security duties, was nevertheless a military in the organizational and legal sense. They were armed from 1907 to 1916 with Danish contract single-shot Remington Rolling Block rifles and carbines (designated M. 1867/97) in caliber 11.43 mm centerfire (Personal correspondence, Bjørn Nielsen, Curator, *Tøjhusmuseet*, Copenhagen, to William F. Cissel, 26 February, 1980). Officers and cavalrymen were armed with a single-action, six-shot revolver (m. 1865/97) in caliber 11.45 mm centerfire (Personal correspondence, Arne Hoff, Ph.D., Director, *Tøjhusmuseet*, Copenhagen, to William F. Cissel, 2 May, 1977). The Corps on St. Croix (approximately 90 men), which was divided into infantry and cavalry detachments stationed in Christiansted, Kingshill, and Frederiksted, were also supplied with 3 Hotchkiss 37 mm revolving cannon (Hoff to Cissel, *op. cit.*).

The *St. Croix Avis* (9 February, 1916), quoting a Copenhagen correspondent at the height of the general strike by agricultural laborers, noted that 'a great number of modern rifles with ammunition have been shipped to the West Indies, in order to rearm the Gendarmes.' Although this writer made the supposition that these weapons were in all probability the bolt-action Krag-Jørgensen rifle (M. 1889), caliber 8 mm, then in service in the Danish Army, no further references to this issue was found in available sources. Recently, however, a photograph showing the Gendarmery detachment in Christiansted (under the command of Captain N.C.F. Fuglede) at the time of the transfer ceremonies has come to light. The Gendarmes are shown with the abovementioned weapon. To what extent the M. 1889 replaced the M 1867/97 is not known.

²⁴This is a question of interpreting inexact terminology. Larsen (1928:351) refers to the weapon(s) as *magasin gevaer* (literally, "magazine rifle"). This could describe the Krag-Jørgensen M. 1889 described in Note 23. However, this does not necessarily coincide with the standard rifle issued in the Danish Navy: a modification of the Remington Rolling Block M 1867, with conversion to an 8 mm centerfire cartridge, shorter barrel length, and a wood (upper) hand-guard cover. The other possibility is a wood shoulder-stocked, bipod mounted squad machine gun (M. 1910). 'Machine gun' in Danish is *maskin gevaer*. Since this weapon was fed by a top-mounted curved magazine, it may be possible to refer to it as a 'magazine rifle'.

²⁵The principal negotiators during the strike were, for the Planters Association, George B. Fleming, C.J.G. Sørensen, and Karl Lachmann; representing the St. Croix Labor Union were Ralph J. Bough, Charles C. Reubel, and C.R.T. Brow (*St. Croix Avis*, 29 February, 1916).

²⁶Two prior conventions for the purchase of the Danish West Indies (24 October, 1867 and 24 January, 1902) had fallen through. Finally, a third convention was signed at New York on 4 August, 1916, and ratified by the U.S. Senate on 7 September of that year. The Treaty was ratified by both houses of the Danish Diet (Parliament) on 22 December, 1916. 1917 saw the Treaty's ratification by President Wilson on 16 January, followed by a formal exchange between Denmark and the United States the next day. The Treaty for the Cession of the Danish West Indies was officially proclaimed on 25 January, 1917, and formally consummated at 4:00 p.m., 31 March, with the exchange of a Treasury cheque for \$25 million in gold in New York (Tansill 1968:517-37).

²⁷The procedure for signals to be given by all the forts and military garrisons at the approach of hurricanes were as follows: at night and in the daytime, two cannons fired consecutively, followed by another two after the interval of one half-minute. The traditional hurricane flags (red with a black square center) were to be flown simultaneously from the forts' flagstaffs (*St. Croix Avis*, 20 July, 1912).

²⁸This same cruiser was Admiral Dewey's flagship at the Battle of Manila Bay during the Spanish-American War (1898).

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