

PEACE SOUGHT BY PETROGRAD

Copenhagen Hears City Soviet Has Authorized Plea to the Allies.

DEATHS NOW 800 DAILY

Bolshevik Robbers Loot State Bank for Third Time, Get \$1,000,000.

COPENHAGEN, via London, Sept. 20.—The city Soviet of Petrograd has empowered the People's Commissaries to begin peace negotiations with the Allies on the basis of conditions fixed by the allied powers...

WASHINGTON, Sept. 20.—No report offered to the Allies has been received from the Central Soviet Government at Moscow, and an offer by the Petrograd City Soviet would therefore appear to be in the nature of a separate peace proposal...

Swedish press reports from Petrograd by way of Helmingfors today say deaths from cholera and dysentery have been 800 a day since the military conditions are reported intolerable and many of the hospitals have closed for scarcity of food and medicine...

A band of Bolshevik robbers has sacked the Russian State Bank, taking more than \$1,000,000 in cash and many valuable securities.

According to another report from Helmingfors, Admiral Kolchak's headquarters have been moved from Omak to Novo Nikolajevsk.

According to the Stockholm press a manifesto by the Moscow Soviet calls upon the Red Guard and workmen to observe the utmost vigilance to protect the city. A state of siege was to be proclaimed. It was stated that 15,000 men from 15 to 17 years of age had been called to the colors by the Bolshevik Government.

A cable from Omak received at the Russian Embassy today said Admiral Kolchak's offensive against the Bolshevik forces in western Siberia was developing successfully, but that it was not prudent to give details. Many prisoners were reported taken by Kolchak's forces.

The Petrograd section is the most important region exposed to the threat of a considerable period through operations by the Estonians, Letts, Lithuanians and Finns. A Russian offensive was driven to within little more than fifty miles of the city on the east, and for a time there seemed a possibility that the campaign against the Bolsheviks might be terminated.

The decision by the British, however, to withdraw their forces from Russia appears to eliminate this latter possibility, although it was hinted in London that there might be a plan under way for the British to "withdraw" through Petrograd.

A London despatch summarizing a War Office statement which reported a successful operation by British, Serbian and Russian troops on Lake Onega, about 250 miles northeast of Petrograd, added that the allied activity was reported in some quarters as indicating a possible retreat by the Bolsheviks, possibly confirming the suggestion that it was the intention to evacuate the Archangel district by that route.

1,250 U. S. Troops Leave Siberia. The transport Logan, with 1,250 American troops, principally members of the twenty-seventh infantry, left for the United States by way of Manila and should arrive in San Francisco about October 27. Replacement troops arrived here on September 6.

GERMANS TO QUIT LETVIA

Eastern Prussian Frontier is Closed to Volunteers. The Lettish frontier of eastern Prussia has been closed to volunteers enlisted in Germany, according to the Vorwarts.

At Mitau, the German commanding the German troops called together the representatives of the Lithuanians and pointed out to them the difficulties which would arise if German troops remained in Letvina, contrary to the expressed wishes of the Lithuanians.

BERLIN TO ANNUL ARTICLE 61. Austria Will Have No Representative in Reichstag. Paris, Sept. 20.—Paul Dutaet, secretary of the League of Nations, has received a long note from the German delegation at Versailles advising the conference of the acceptance in the name of the German Government of the demand for a declaration annulling Article LXI of the German constitution, which would give Austria representation in the Reichstag.

MOTOR CARS HURT CHILDREN

Three children were injured yesterday afternoon in automobile accidents in Harlem. Milton Kehlmann, 4, of 19 East 119th street, was run down in front of his home by a car driven by Ivan Holmes, 2104 Seventh avenue, and injured internally. James Morris, 5, 1427 Amsterdam avenue, was cut about the face and body when he was knocked down by a car at Convent avenue and 130th street. He was taken to Knickerbocker Hospital. The driver was Alexander von West.

Harold Brink, 5, 343 West 132nd street, was struck at Broadway and 132nd street and attended for scalp wounds. The car was driven by Louis Tietzen of 125 East 17th street. Loreta Flynn, 65, of 1225 Seventh avenue, was struck while crossing Seventh avenue at 114th street, and taken to Harlem Hospital suffering from shock. The car was driven by Abraham Chapoff, 503 West 174th street.

Kentucky Socialists File Ticket

FRANKFORD, Ky., Sept. 20.—The Socialist party filed today a list of candidates for all State offices in Kentucky at the November election except for Attorney-General and superintendent of public instruction.

\$15,334,546 SALE OF FURS SETS RECORD

Final Day at Auction Totals \$1,209,331.

WILL START TO-MORROW

Queen Will Accompany Ruler on Voyage to the George Washington.

By the Associated Press. BRUSSELS, Sept. 20.—King Albert received the correspondent of the Associated Press at the Laeken Palace today and talked with much interest of his trip to the United States, on which he and the Queen will start on Monday.

The King, wearing the field uniform of a Belgian General, recalled that he visited the United States twenty years ago and spent five months traveling from the Atlantic to the Pacific coast. At that time he was interested in all he saw, but he said that now he was going to return the visit of President Wilson, to thank the people for the wonderful help they gave the Belgians and to learn those things which will be useful to the Belgians in building up their country.

Many questions were asked by the King concerning the United States and the American people. He said he hoped that the United States would not be asked if he would rather go incognito, but he declared that the news service of the United States would be organized that soon would be found out.

"There is a happy medium," he added, "which, while allowing us to see many things in which we are interested and which we would like to see, will not be so onerous. Your industries are so vast and so well organized and the relations of capital and labor are so good that there is much for us to learn."

"Our country is very rich in natural resources, and many things are done in a small way, but we believe we will be able to apply many lessons from the United States which are always advanced and is always doing things."

"Our people greatly appreciate the help given by the American people during the war and the splendid service of the American army. Your soldiers are fine fighting men and their deeds will never be forgotten."

"Your educational system has always been most attractive to me and I want to know more about it. You not only bring the mental but the physical well-being of youth through your sports and games, and your system of instruction at Chaumont when fully 20,000 soldiers were present, all of them cheering at once. It gave evidence of great force and it was most inspiring."

"I am sure that your people did wonders in creating an army in a year and sending it to Europe. Surely there have been many changes in the United States since my last visit and I am prepared for surprises."

Asked if he would make an airplane flight while in the United States King Albert said, but did not commit himself. He said he would like to see the view from a New York skyscraper would be an inspiring sight.

King Albert and his party will start from Brussels on Monday morning for Ostend, where they will board an American destroyer, which is to convey them to the Naval Washington, lying three days' steaming from New York. Long, Naval Attache of the United States Embassy in Paris, will accompany the party, receiving it officially aboard the George Washington.

BEER SMUGGLERS HELD IN CHICAGO

Federal Judge Calls State Officials to Hear Proof. CHICAGO, Sept. 20.—Federal Judge Landis held sixteen men to the Grand Jury today on September 19, charged in smuggling cases which arose from the alleged transportation of beer across the Wisconsin and Illinois line. The case is the latest in a series of cases of alleged alcoholic drink in Chicago.

Included in the list of men held was "Jim" O'Leary, famous Chicago saloonkeeper, and several other men who are drivers of trucks in which beer was transported and saloonkeepers and bartenders implicated in the seizure of thousands of bottles of beer at Zion City.

The court issued a subpoena for Patrick J. Carroll, a former State Senator, arrested at Zion City last week when it is charged, he was found in a motor car. Subpoenas also were issued for more than fifty saloonkeepers, who were alleged to have bought beer from State saloonkeepers.

Judge Landis summoned Chief of Police Garrity and States Attorney Hoyle into court and when Garrity appeared Judge Landis said: "I have just stumbled onto something very interesting, Chief, and I think you ought to know about it. That is, the transportation of beer in Chicago."

"You see here today in the court what made this country dry. This utter disregard for the law is what put the brewers out of business."

Jacob Frank, one of the saloonkeepers held, admitted he had sold beer, whereupon the judge addressed Chief Garrity: "Stand up, Chief."

Then the saloonkeeper: "I have just stumbled onto something very interesting, Chief, and I think you ought to know about it. That is, the transportation of beer in Chicago."

DRY U. S. BIG FACTOR IN SHRINKING FRANC

Wine and Brandy Figure Largely in American Imports. Special Cable Despatch to THE SUN from the London Times Service. Copyright, 1918, all rights reserved. LONDON, Sept. 20.—The United States going dry is an important new factor in the recent heavy depreciation of francs. French wine and brandy are always normally a very substantial item of French produce for export, and the fact that the American purchases, which used to be very considerable, direct or indirect, have received this serious check is a peculiarly embarrassing matter for the French balance of trade.

It has been noticed lately that the monthly totals of French exports to the United States have fallen below even what they had been a year or so previously, when the war was raging, and now that the war is over it is peculiarly in France that one of its staple industries for export should have met with this additional blow. The possibility of the franc in New York is undoubtedly a very serious blow to French trade.

KING BETTER OFF FOR HIS U. S.

Believes Much to Aid Belgium Can Be Learned on Second Visit Here.

WILL START TO-MORROW

Queen Will Accompany Ruler on Voyage to the George Washington.

By the Associated Press. BRUSSELS, Sept. 20.—King Albert received the correspondent of the Associated Press at the Laeken Palace today and talked with much interest of his trip to the United States, on which he and the Queen will start on Monday.

The King, wearing the field uniform of a Belgian General, recalled that he visited the United States twenty years ago and spent five months traveling from the Atlantic to the Pacific coast. At that time he was interested in all he saw, but he said that now he was going to return the visit of President Wilson, to thank the people for the wonderful help they gave the Belgians and to learn those things which will be useful to the Belgians in building up their country.

Many questions were asked by the King concerning the United States and the American people. He said he hoped that the United States would not be asked if he would rather go incognito, but he declared that the news service of the United States would be organized that soon would be found out.

"There is a happy medium," he added, "which, while allowing us to see many things in which we are interested and which we would like to see, will not be so onerous. Your industries are so vast and so well organized and the relations of capital and labor are so good that there is much for us to learn."

"Our country is very rich in natural resources, and many things are done in a small way, but we believe we will be able to apply many lessons from the United States which are always advanced and is always doing things."

"Our people greatly appreciate the help given by the American people during the war and the splendid service of the American army. Your soldiers are fine fighting men and their deeds will never be forgotten."

"Your educational system has always been most attractive to me and I want to know more about it. You not only bring the mental but the physical well-being of youth through your sports and games, and your system of instruction at Chaumont when fully 20,000 soldiers were present, all of them cheering at once. It gave evidence of great force and it was most inspiring."

"I am sure that your people did wonders in creating an army in a year and sending it to Europe. Surely there have been many changes in the United States since my last visit and I am prepared for surprises."

Asked if he would make an airplane flight while in the United States King Albert said, but did not commit himself. He said he would like to see the view from a New York skyscraper would be an inspiring sight.

King Albert and his party will start from Brussels on Monday morning for Ostend, where they will board an American destroyer, which is to convey them to the Naval Washington, lying three days' steaming from New York. Long, Naval Attache of the United States Embassy in Paris, will accompany the party, receiving it officially aboard the George Washington.

HEALTH CONSIDERED FIRST

Mr. Shonts declared that "to make the dirt fly" under such conditions would be criminal. He said he wanted to see the health of the workers before beginning to dig rather than bring workers there to die.

The men who are under the direction of Col. Gorgas the work of cleaning up the Isthmian Canal zone, Panama, Colon and the towns, villages and labor camps in the Canal zone were fumigated and over again. They were fumigated by house and later villages and towns at a time. Thirty-five hundred men worked unceasingly at this task, and as a result of the work, many of them are less than four months, after which it never returns.

The success of this sanitary accomplishment is shown by a comparison of the death rate under French regime and later under the commission headed by Mr. Shonts. In August, 1912, the second year of French occupancy, the death rate was 112 a thousand. In August, 1915, with a force of 12,000 men, there were only eight deaths, or two-thirds of one a thousand.

The establishment of a hospital system, including large hospitals at Colon and Panama and a number of smaller hospitals along the line of the Canal was another of Mr. Shonts' accomplishments.

President Roosevelt in a special message to Congress lauded this work and said of the accomplishments of the Shonts: "The work is of a high and astounding. The conditions as regards sickness and the death rate compare favorably with reasonably healthy localities in the United States."

Another feature of his canal work was the conversion of the City of Panama, which had been without pavement, sewers or water supply, into the best paved, watered and lighted city in the world in Central America.

This was accomplished largely by the construction of a great reservoir and the installation of sewer to date. The French regime and later under the commission headed by Mr. Shonts. In August, 1912, the second year of French occupancy, the death rate was 112 a thousand. In August, 1915, with a force of 12,000 men, there were only eight deaths, or two-thirds of one a thousand.

TRACTION SNAILS SOLVED.

It was his remarkable success with the problem on the Isthmus that caused Mr. Shonts to be picked by Thomas F. Ryan and other traction heads in New York for the task of unraveling the snails in the traction system by developing the present elaborate system of interborough subways.

Again Paul Morton played an important part in the traction system. Mr. Morton was then president of the Equitable Life Assurance Society, and after a conference with the traction heads he went to Washington to see the chief of the Canal Commission. "They want you up in New York," he said.

THAT P. SHONTS DIES HAS LONG BEEN WILL

idea that when you learn the conditions under which I am willing to become chairman of the Isthmian Canal Commission you may withdraw your offer. With but few exceptions of many different members with diversified duties, there is bound to be friction so long as responsibility is divided.

STUDIES PROBLEMS FIRST.

Mr. Shonts set out at first to study his new job. He went down into the Canal zone, took 100 positions, and explored the underground lines, after which he travelled all over the routes of the elevated and surface lines. He also put a corps of his own investigators to work to look the proposition over and report to him on the immediate and future needs of the system.

Mr. Shonts was able to see the "Railroad Men's Commission." One of the greatest results of the Shonts rule at Panama was the elimination of yellow fever and the cutting of the death rate. Col. Gorgas, later Surgeon-General of the United States Army, although throughout the length and breadth of the United States the cry was that the Shonts rule was a disaster, Shonts firmly believed that before setting the dirt flying he should make the Isthmian habitable to the persons who were to work there.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

HE ALSO BOONED THE LIBERTY AND VICTORY BONDS

Called Greatest Deed. Asked what he thought of Mr. Shonts' accomplishment with the New York Railway system, Mr. Popperman said: "I believe that his greatest accomplishment here was the bringing about of partnership between the municipal government and private capital. There are great future possibilities in this plan."

Mr. Shonts was born in Crawford county, Pennsylvania, on May 8, 1854. His father, Henry Danila, and Margaret News Shonts. Both parents traced their American ancestry back to the early colonial days. His mother was of Scotch descent with a city lawyer system in any capacity whatever. The traction heads took him on his demonstrated ability as an executive, financier and engineer.

Mr. Shonts set out at first to study his new job. He went down into the Canal zone, took 100 positions, and explored the underground lines, after which he travelled all over the routes of the elevated and surface lines. He also put a corps of his own investigators to work to look the proposition over and report to him on the immediate and future needs of the system.

Mr. Shonts was able to see the "Railroad Men's Commission." One of the greatest results of the Shonts rule at Panama was the elimination of yellow fever and the cutting of the death rate. Col. Gorgas, later Surgeon-General of the United States Army, although throughout the length and breadth of the United States the cry was that the Shonts rule was a disaster, Shonts firmly believed that before setting the dirt flying he should make the Isthmian habitable to the persons who were to work there.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

HE ALSO BOONED THE LIBERTY AND VICTORY BONDS

Called Greatest Deed. Asked what he thought of Mr. Shonts' accomplishment with the New York Railway system, Mr. Popperman said: "I believe that his greatest accomplishment here was the bringing about of partnership between the municipal government and private capital. There are great future possibilities in this plan."

Mr. Shonts was born in Crawford county, Pennsylvania, on May 8, 1854. His father, Henry Danila, and Margaret News Shonts. Both parents traced their American ancestry back to the early colonial days. His mother was of Scotch descent with a city lawyer system in any capacity whatever. The traction heads took him on his demonstrated ability as an executive, financier and engineer.

Mr. Shonts set out at first to study his new job. He went down into the Canal zone, took 100 positions, and explored the underground lines, after which he travelled all over the routes of the elevated and surface lines. He also put a corps of his own investigators to work to look the proposition over and report to him on the immediate and future needs of the system.

Mr. Shonts was able to see the "Railroad Men's Commission." One of the greatest results of the Shonts rule at Panama was the elimination of yellow fever and the cutting of the death rate. Col. Gorgas, later Surgeon-General of the United States Army, although throughout the length and breadth of the United States the cry was that the Shonts rule was a disaster, Shonts firmly believed that before setting the dirt flying he should make the Isthmian habitable to the persons who were to work there.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

He was opposed by certain directors who followed these directors resigned and Mr. Shonts remained supreme ruler of the traction lines. From that time he had welded undivided authority.

VALBANERA IS SUNK; 488 BELIEVED LOST

No Trace Is Discovered of Passengers and Crew of Spanish Liner.

Key West, Fla., Sept. 20.—Inspection of the vessel lost in this port and Havana in the recent hurricane today convinced Read Admiral Decker, commanding this naval district, that she is the Spanish steamer Valbanera, which carried 400 passengers and a crew of eighty-eight. No survivors have been found.

Confirmation of the sinking of the steamer Valbanera, apparently with the loss of every passenger and member of her crew, 450 souls in all, reached yesterday the firm of Pinillos, Izquierdo & Co. of 30 Wall street, owners of the vessel.

A message from their agents at Havana was received, reading as follows: "Steamship Valbanera sunk near Key-Becca Shoals, thirty miles west of Key West. No trace of passengers or crew."

Despite this news members of the firm refused to give up hope for the boat, missing since the Gulf storm of last Sunday. They pointed out that a year and a half ago the vessel disappeared for two weeks during a tremendous storm, but was not successfully way. The ship, of 5,099 tons, was built in Glasgow in 1906, was 399 feet long and was bound from Barcelona, Spain, to Havana, Galveston and New Orleans.

Madrid, Sept. 20.—Despatches received here from Havana confirm the loss of the Spanish steamer Valbanera in the tropical storm which raged over the Gulf of Mexico and adjacent waters last week. She carried four first class passengers, Anastasio Sierra, a Havana merchant, who was accompanied by his children, Maria, Terese and Jesus. There were five second class passengers and sixty-four third class.

The captain of the Valbanera was Ramon Martin, and the ship's complement included three officers, a chaplain, six under officers, four doctors, five engineers, two electricians, one chief steward, eight cooks, twenty seamen and two maids.

The majority of the passengers were from Malaga, Spain, on their way to Havana. The ship belonged to Pinillos, Izquierdo & Co. of Cadiz.

ENTIRE NATION AIDS GULF GALE VICTIMS