Centenario del Naufragio del Trasatlántico Mixto Valbanera.

Catálogo de la Exposición Conmemorativa. Colección de Fernando José García Echegoyen

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INTRODUCCION.-

La colección sobre el trasatlántico mixto Valbanera y su naufragio, de Fernando José García Echegoyen es una recopilación de piezas, documentos, fotografías, pinturas y publicaciones relacionadas con este histórico buque y con el trágico episodio que protagonizó al final del verano de 1919.

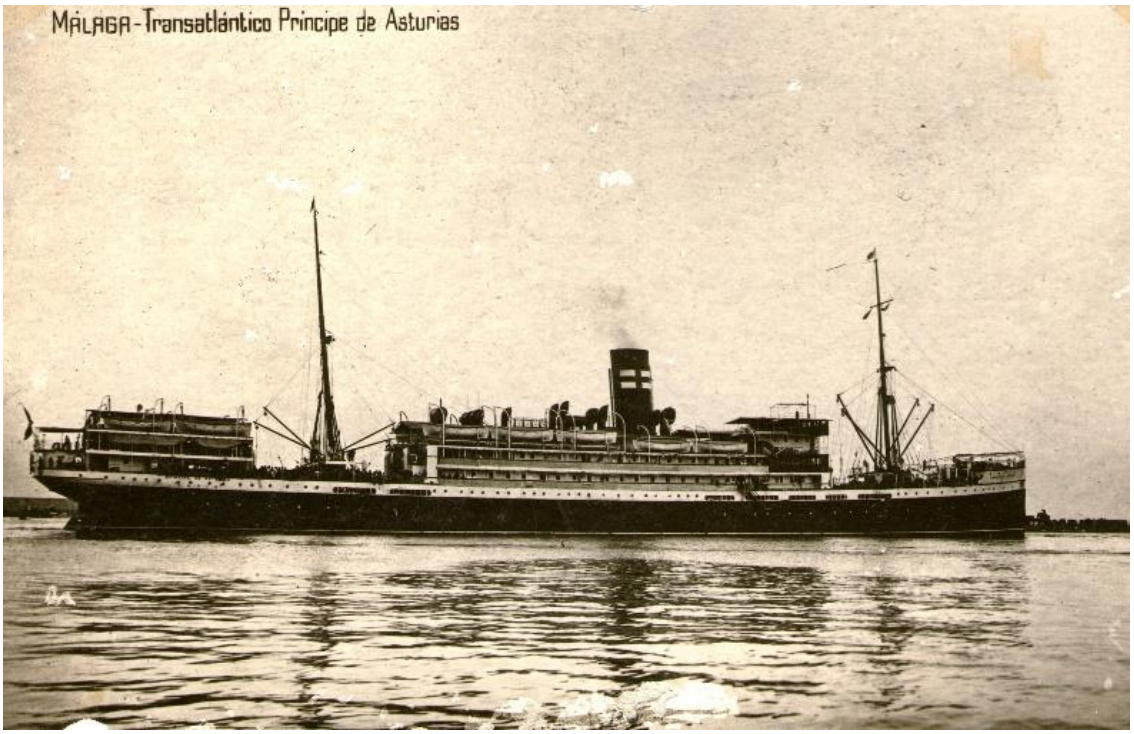
Ha sido recopilada durante más de 30 años y utilizada por su propietario como medio para difundir la cultura naval en exposiciones, libros, publicaciones, programas de televisión etcétera.

La naviera Pinillos, Izquierdo y Compañía, armadores del Valbanera, perdieron en poco más de tres años tres trasatlánticos con el saldo desolador de más de mil muertos. Aparte del Valbanera naufragaron en ese periodo de tiempo el pequeño *liner* Pio IX y el lujoso trasatlántico Príncipe de Asturias. Estos dos buques también tienen su espacio en esta colección que alberga piezas únicas en Europa y por supuesto en España.

Este es el historial de los tres buques en los que se especializa la colección:

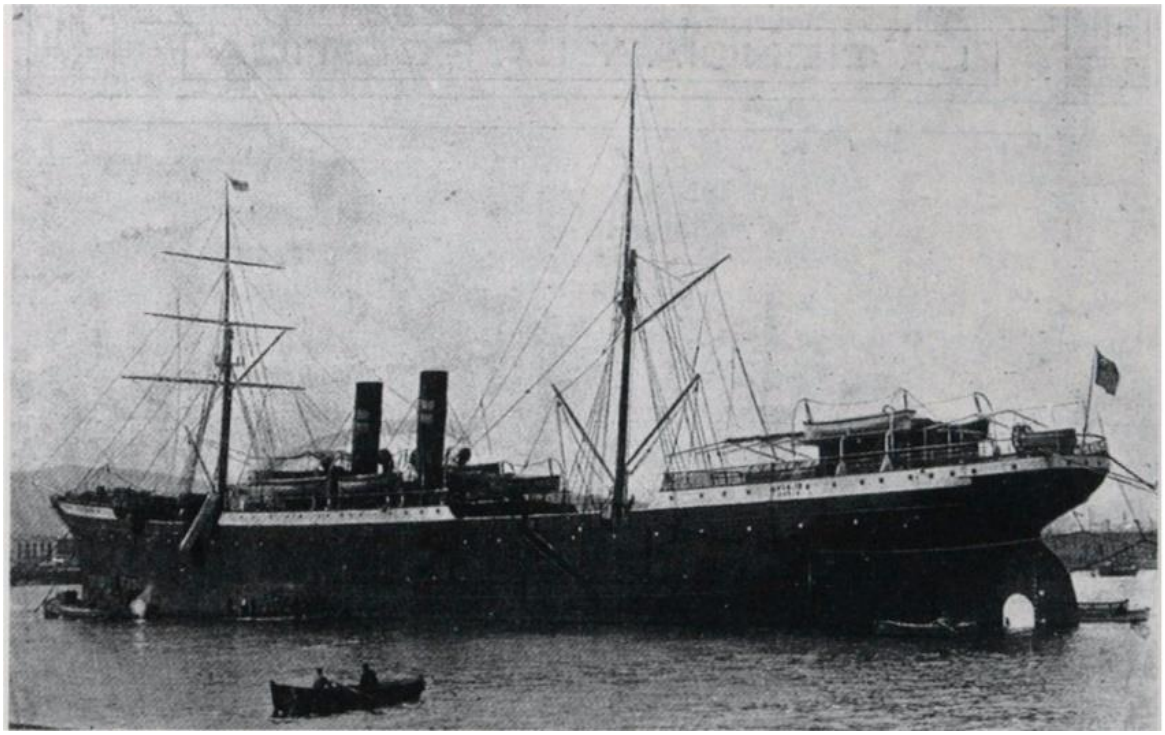
Valbanera. Trasatlántico de emigrantes español hundido en el Caribe en septiembre de 1919 tras encontrarse con un ciclón tropical. Perecieron todas las personas que a bordo viajaban, unas 500 entre pasaje y tripulación. La peor catástrofe en la historia de la navegación comercial española y la 9 de su clase (Trasatlánticos de línea regular hundidos durante su servicio) en el mundo. Las

piezas de este buque que alberga la colección son únicas en Europa y fueron recuperadas en diversas expediciones al Caribe por el propietario de la colección. Otras fueron donadas por descendiente de antiguos tripulantes del Valbanera o encontradas arrumbadas en almonedas. El Valbanera tuvo dos gemelos: los *liners* Barcelona y Cádiz de los cuales también hay piezas en la colección.



Príncipe de Asturias. Conocido como el Titanic español. De la misma compañía que el Valbanera, el Príncipe de Asturias era el más moderno trasatlántico de la Marina Mercante Española. Podía transportar a 1900 pasajeros, de los cuales 1.500 eran emigrantes. En primera se viajaba con gran lujo, de ahí su sobrenombre. Se hundió en Brasil en marzo de 1916 tras chocar contra un arrecife a poca profundidad. Perecieron 450 personas en el naufragio

Infanta Isabel. Gemelo del anterior. Fue vendido a Japón y hundido por un submarino americano cerca de Luzón en 1944.



Pio IX. Pequeño trasatlántico mixto de la misma compañía que los anteriores. Hundido en 1916 al norte de Tenerife durante un temporal.

EL NAUFRAGIO DEL VALBANERA.

Piezas del trasatlántico y de sus gemelos.

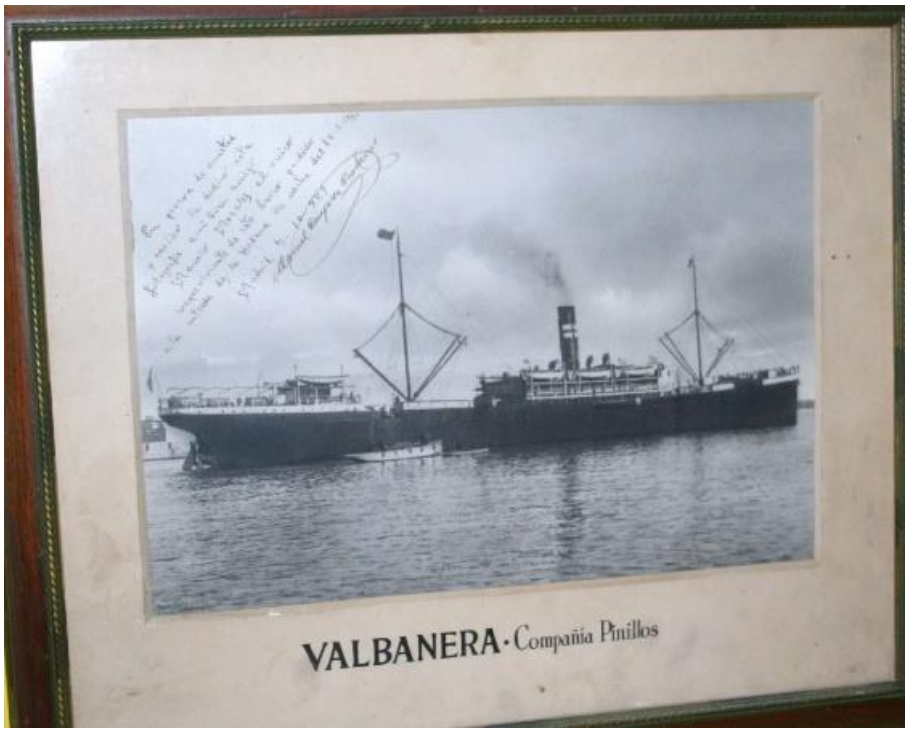
Pieza número 1: Plato de loza procedente de los restos del Vapor Valbanera. Recuperado en la tercera expedición para explorar los restos del buque.

Pieza número 2. Metopa hecha con una rara postal de época del Valbanera y un pequeño trozo de madera de la cubierta de proa del barco.

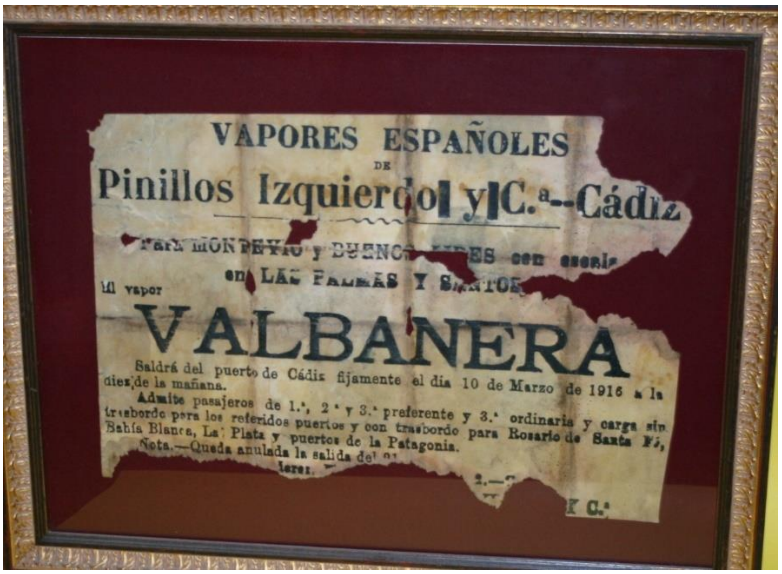
Pieza número 3. Portillo de bronce del trasatlántico Valbanera. Recuperado en la expedición de 1995 (segunda expedición) para explorar los restos del Valbanera.

Pieza número 4. Fuente de loza del ajuar de segunda clase y tripulación del Valbanera.

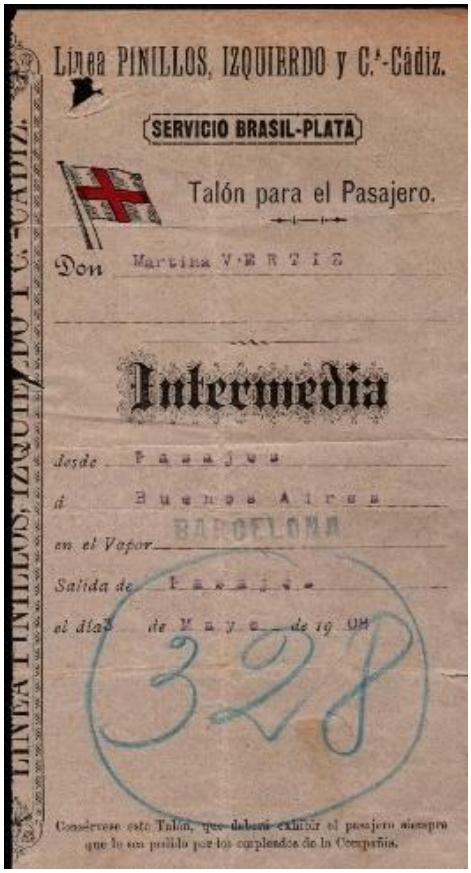
Piezas 5,6 y 7. Tres tenedores de postre de plata del ajuar de primera clase del Valbanera.



Pieza número 8. Pequeño cartel de consignataria con una foto del Valbanera. Lleva una dedicatoria a un presunto pasajero del último viaje del Valbanera de los que desembarcaron en Santiago de Cuba.

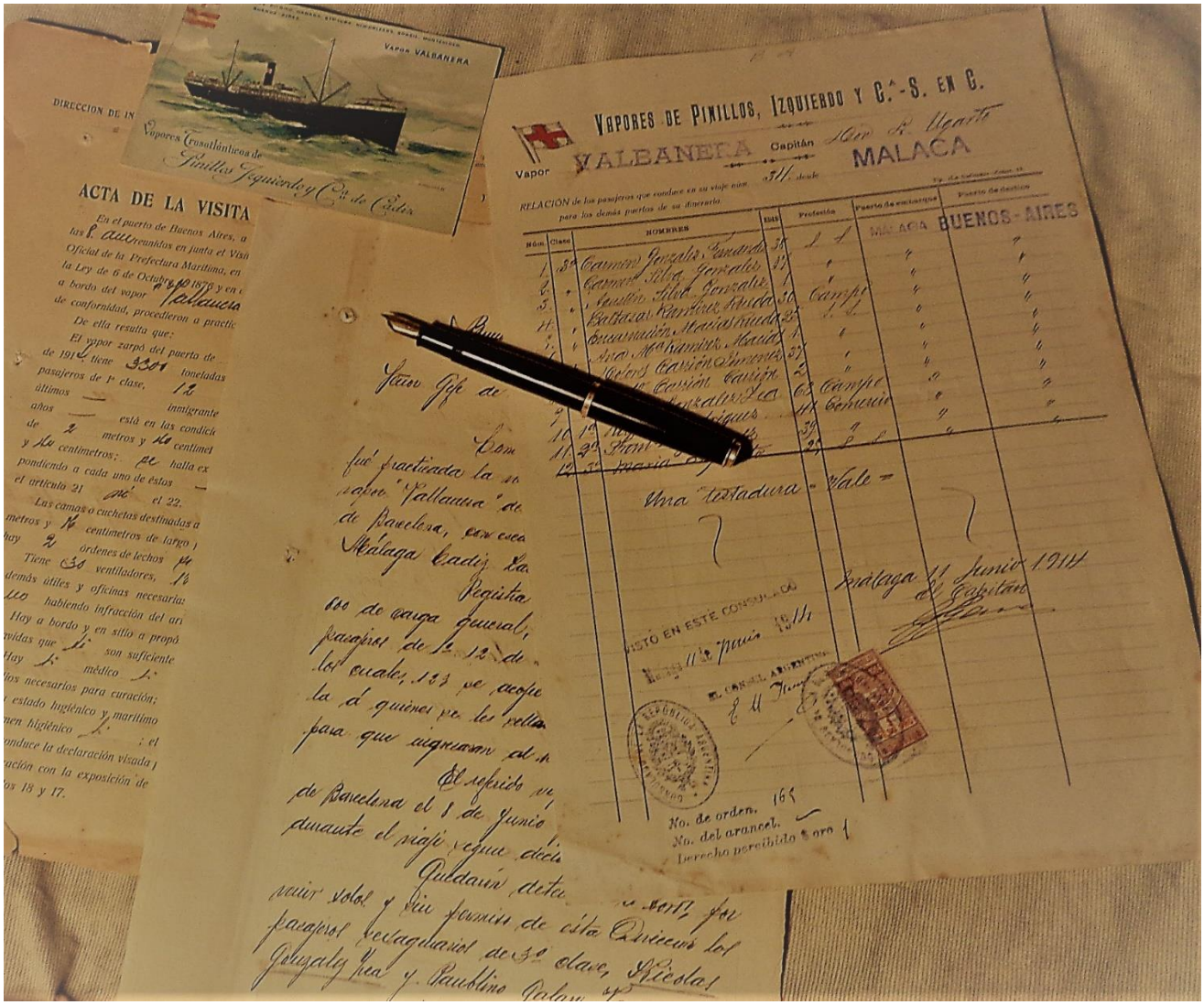


Pieza número 9. Pasquín de consignataria anunciando un viaje del Valbanera



Pieza número 10. Billete de pasaje de segunda clase de Pinillos, Izquierdo y Compañía de Cádiz a La Habana a bordo del vapor Cádiz (gemelo del Valbanera)

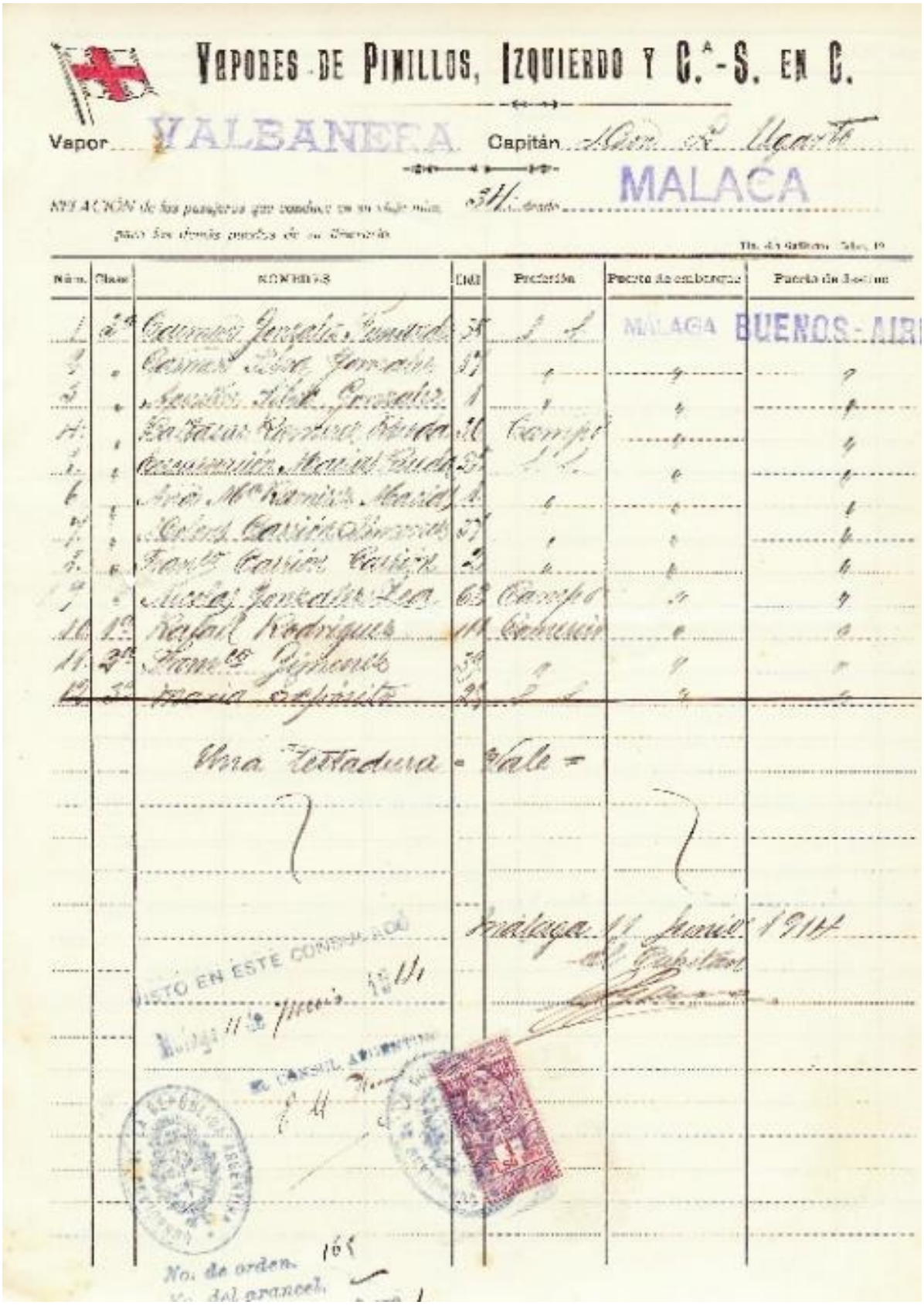
Pieza número 11. Etiqueta de una botella de vino de mesa envasado especialmente para Pinillos, Izquierdo y Compañía. Esta etiqueta en concreto pertenecía al vapor Cádiz, uno de los gemelos del Valbanera.



DOCUMENTOS DEL VALBANERA.

Pieza número 12. Postal enviada por un emigrante desde el Valbanera en la que se describen las penosas condiciones en las que viajaban los emigrantes. El texto dice así ***" He llegado a esta con vida pues si aquí no se desarrolla una epidemia es porque aún queda oxígeno en la atmósfera; pienso hacer una reclamación al cónsul en B.A. pues ni los cerdos tienen nada que envidarnos; ya merecía la pena que las juntas locales de emigración inspeccionaran algo más"·***

Pieza número 14. Contraportada del Corriere de la Sera mostrando un grabado en color con el descubrimiento de los restos del Valbanera tras el naufragio.



VAPORES DE PINILLOS, IZQUIERDO Y C.ª-S. EN C.

Vapor VALBANERA Capitán Don L. Ugarte

RELACIÓN de los pasajeros que conduce en su viaje núm. 341 desde MALAGA

para los demás puertos de su itinerario

Núm.	Clase	NOMBRES	Edad	Profesión	Puerto de embarque	Puerto de destino
1	2ª	Carmen González Fernández	35	S. S.	MÁLAGA	BUENOS-AIRES
2	"	Carmen Silva González	17	"	"	"
3	"	Agustín Silva González	1	"	"	"
4	"	Baltasar Ramírez Rueda	30	Campo	"	"
5	"	Encarnación María Rueda	25	S. S.	"	"
6	"	Ana Mª Ramírez Macías	1	"	"	"
7	"	Dolores Carrión Jiménez	37	"	"	"
8	"	Franco Carrión Carrión	2	"	"	"
9	"	Nicolás González Lea	63	Campo	"	"
10	1ª	Rafael Rodríguez	14	Comercio	"	"
11	2ª	Franco Jiménez	39	"	"	"
12	3ª	María Espósito	25	S. S.	"	"

Una Testadura - Vale -

Málaga 11 Junio 1914

El Capitán

VISTO EN ESTE CONSULADO

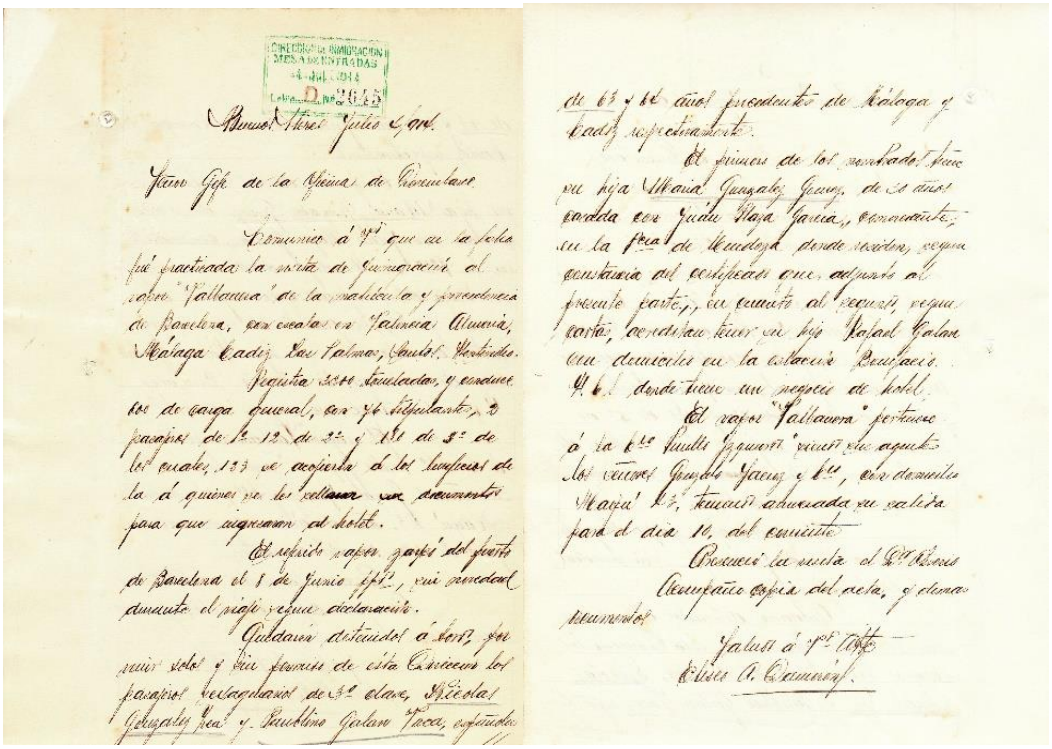
Málaga 11 de Junio 1914

EL CÓNSUL ARGENTINO

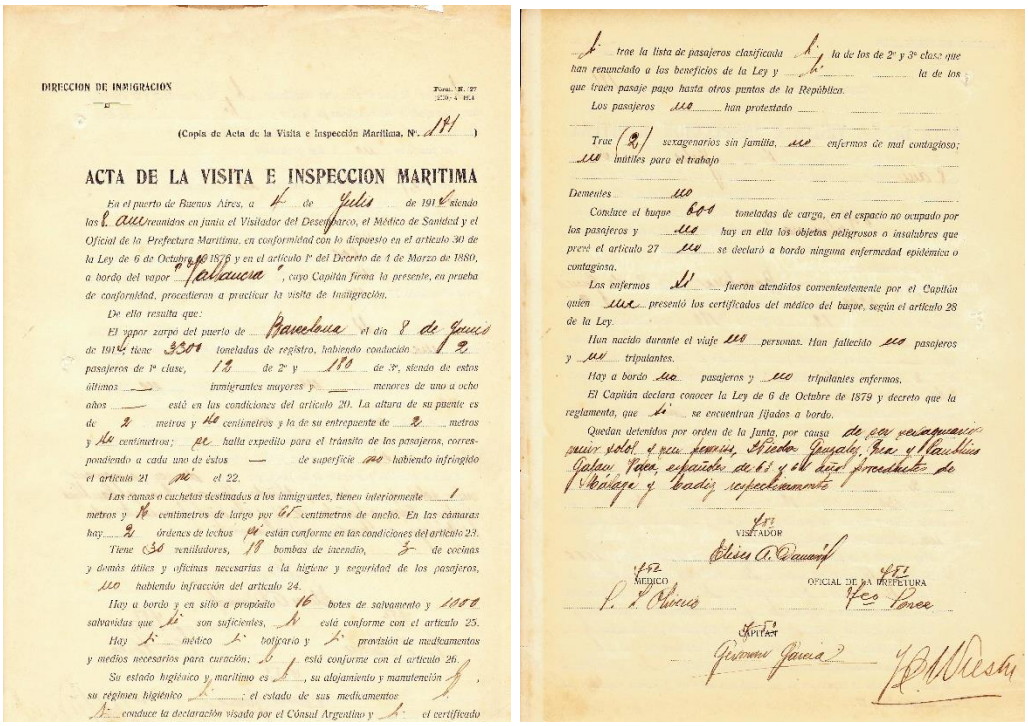
No. de orden. 165

No. del arancel.

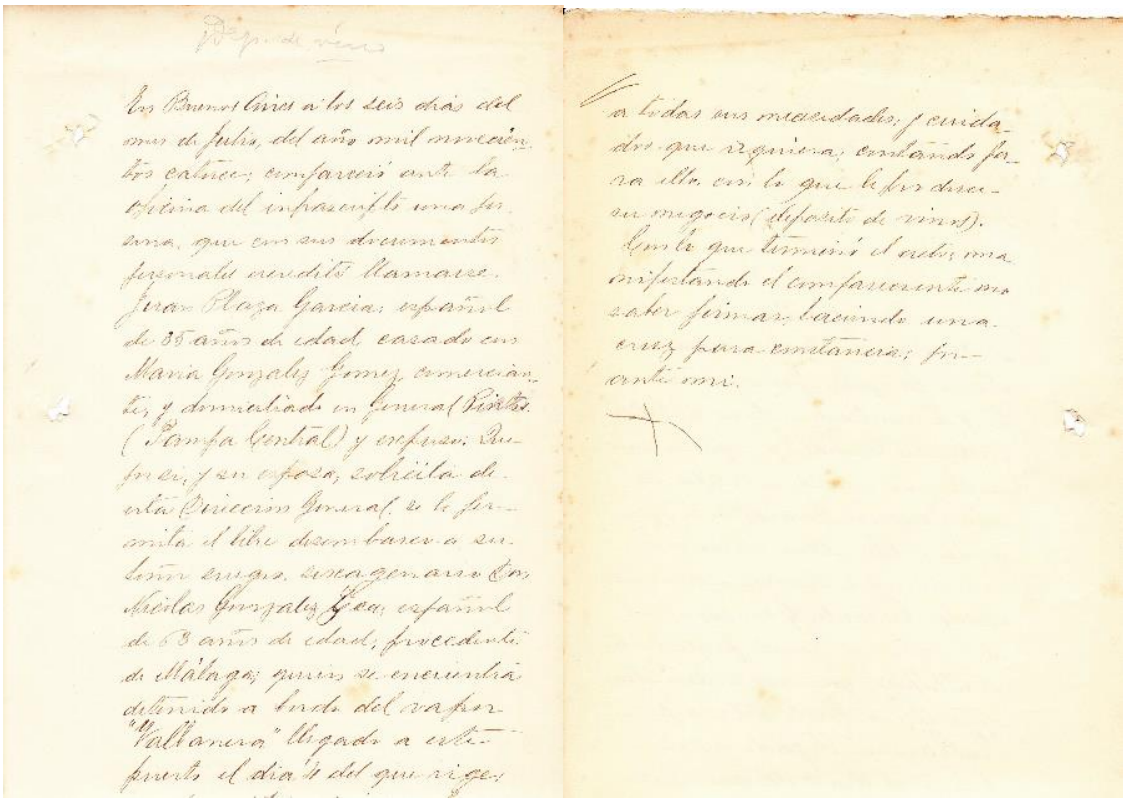
Pieza número 15. Lista de pasajeros del Valbanera en un embarque en Málaga.



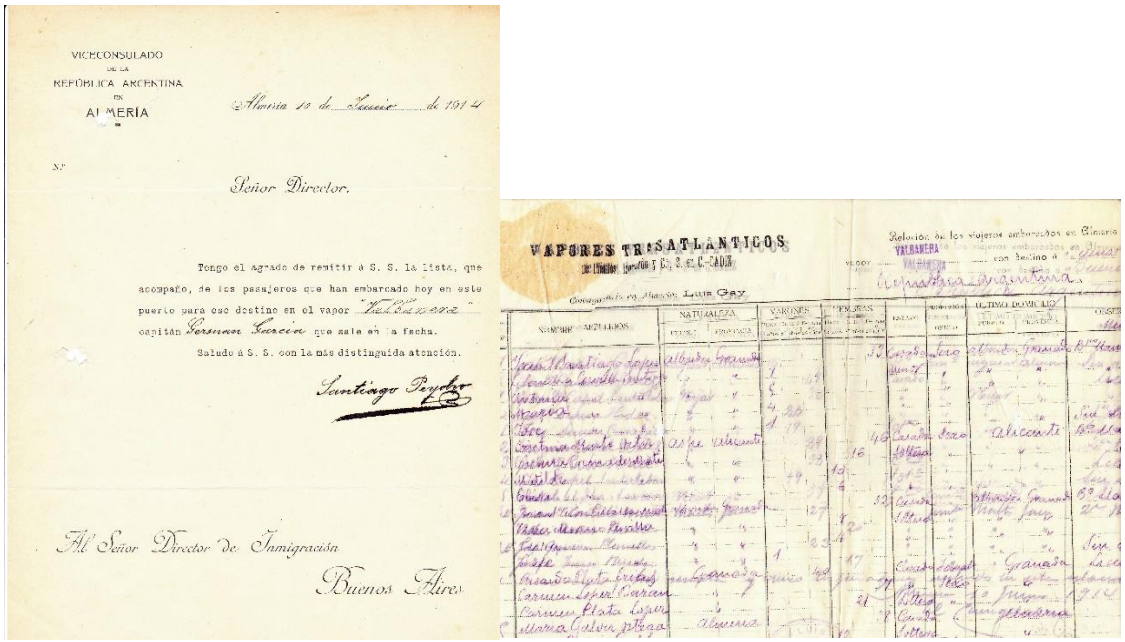
Piezas número 16. Carta notificando la detención de varios emigrantes a bordo del Valbanera por ser mayores de 60 años. En aquella época lo mayores de 60 años no podían emigrar a Argentina a no ser que tuvieran allí familiares.



Pieza número 17. Acta de la Dirección de Emigración argentina.



Pieza número 18. Carta liberando de la detención a un emigrante al hacerse cargo del mismo su familia.



VICECONSULADO DE LA REPÚBLICA ARGENTINA EN ALMERÍA

Almería 10 de Junio de 1914

Señor Director.

Tengo el agrado de remitir á S. S. la lista, que acompaño, de los pasajeros que han embarcado hoy en este puerto para ese destino en el vapor "Valbanera" capitán Gersnan García que sale en la fecha.

Saludo á S. S. con la más distinguida atención.

Santiago Peydro

Al Señor Director de Inmigración

Buenos Aires

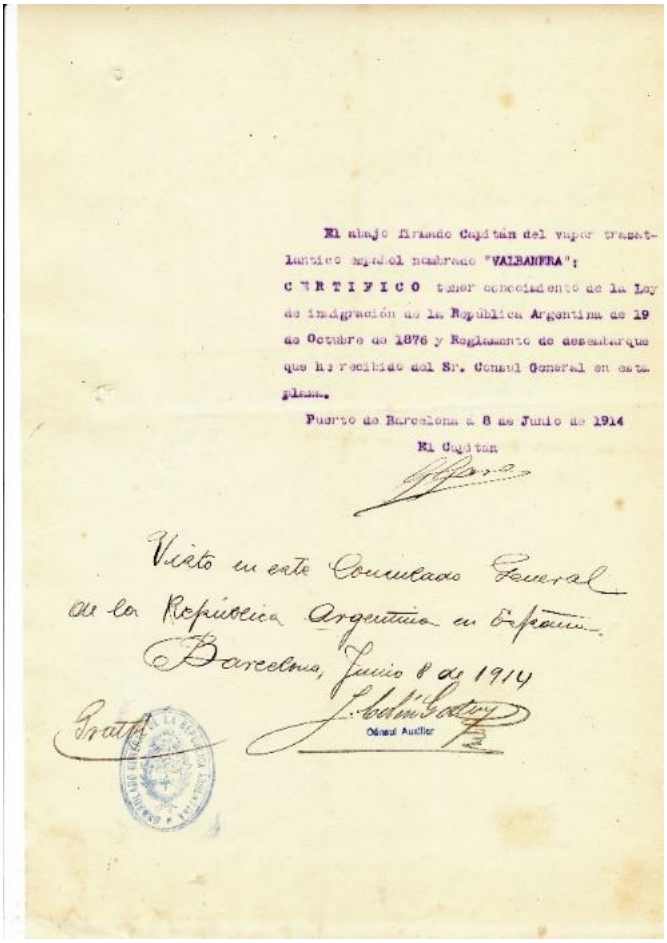
VAPORES TRASATLANTICOS

Relación de los viajeros embarcados en Almería

VALBANERA

Consignado en Almería: Luis Gay

Pieza número 19. Pasajeros embarcados en el Valbanera en un embarque en Almería.



El abajo firmado Capitán del vapor trasatlantico español nombrado "VALBANERA";

C E R T I F I C O tener conocimiento de la Ley de inmigración de la República Argentina de 19 de Octubre de 1876 y Reglamento de desembarque que he recibido del Sr. Consul General en esta plaza.

Puerto de Barcelona a 8 de Junio de 1914

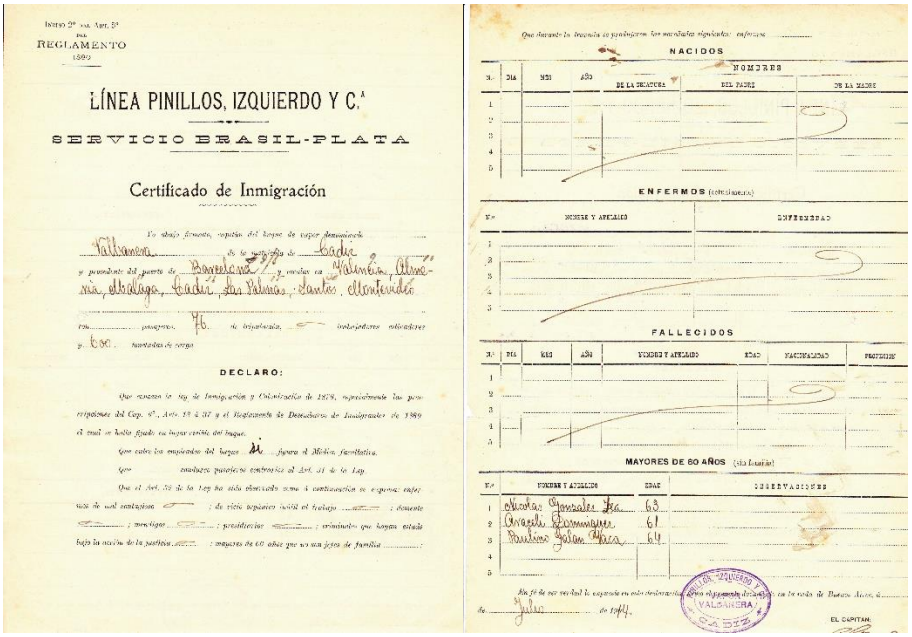
El Capitan

Visto en este Consulado General de la República Argentina en España.

Barcelona, Junio 8 de 1914

Cónsul Auxiliar

Pieza número 20. Diligencia firmada por el capitán del Valbanera.



Inciso 2º Art. 5º del REGLAMENTO 1880

LÍNEA PINILLOS, IZQUIERDO Y C.ª

SERVICIO BRASIL-PLATA

Certificado de Inmigración

Yo abajo firmado, capitán del buque de vapor denominado Valbanera de la matrícula de Cadiz y procedente del puerto de Barcelona y escalas en Valencia, Almería, Málaga, Cadiz, Las Palmas, Santos, Montevideo con pasajeros 76 de tripulación, trabajadores colocadores y 600 toneladas de carga

DECLARO:

Que conozco la Ley de Inmigración y Colonización de 1876, especialmente las prescripciones del Cap. 4º, Arts. 19 á 37 y el Reglamento de Desembarco de Inmigrantes de 1880 el cual se halla fijado en lugar visible del buque.

Que cuenta los empleados del buque si figura el Médico facultativo.

Que conduzco pasajeros contratados al Art. 31 de la Ley.

Que el Art. 32 de la Ley ha sido observado como á continuación se expresa: enfermos de mal contagioso ; de vicio orgánico inútil al trabajo ; demente ; mendigos ; presidiarios ; criminales que hayan estado bajo la acción de la justicia ; mayores de 60 años que no son jefes de familia ;

Que durante la travesía se produjeron los novedades siguientes: enfermos

NACIDOS

N.º	DIA	MES	AÑO	NOMBRES DE LA CRIATURA	DEL PADRE	DE LA MADRE
1						
2						
3						
4						
5						

ENFERMOS (contagiosos)

N.º	NOMBRE Y APELLIDO	ENFERMEDAD
1		
2		
3		
4		
5		

FALLECIDOS

N.º	DIA	MES	AÑO	NOMBRE Y APELLIDO	EDAD	NACIONALIDAD	PROFESION
1							
2							
3							
4							
5							

MAYORES DE 60 AÑOS (sin familia)

N.º	NOMBRE Y APELLIDO	EDAD	OBSERVACIONES
1	Nicolas Gonzalez Lea	63	
2	Araceli Dominguez	61	
3	Paulino Galan Vaca	64	
4			
5			

En fé de ser verdad lo expuesto en esta declaración firmo el presente documento en la rada de Buenos Aires, á de Julio de 1914.

EL CAPITAN

Pieza número 21. Certificado de emigración argentino para el Valbanera.

Consulado General de la República Argentina
en España

Barcelona 8 de Junio de 1914

Nº 55

Señor Director:

Tengo el agrado de acompañar á V. S. la lista de los pasajeros que embarcó en este puerto el vapor español "Valbanera"

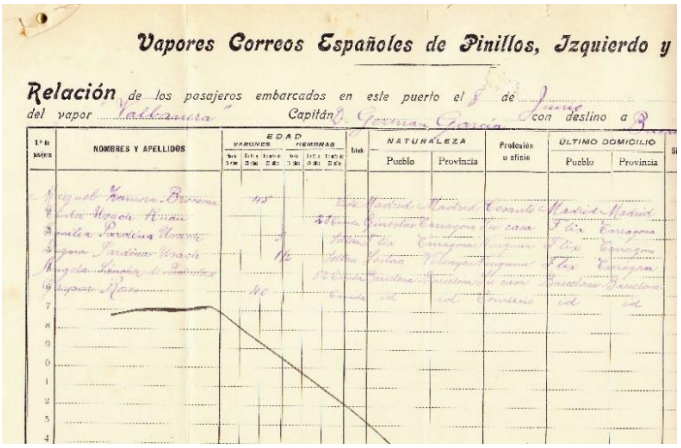
Saludo á V. S. con la mayor consideración.

El Cónsul General

Cónsul Actual

Al Señor Director de Inmigración

Buenos Aires

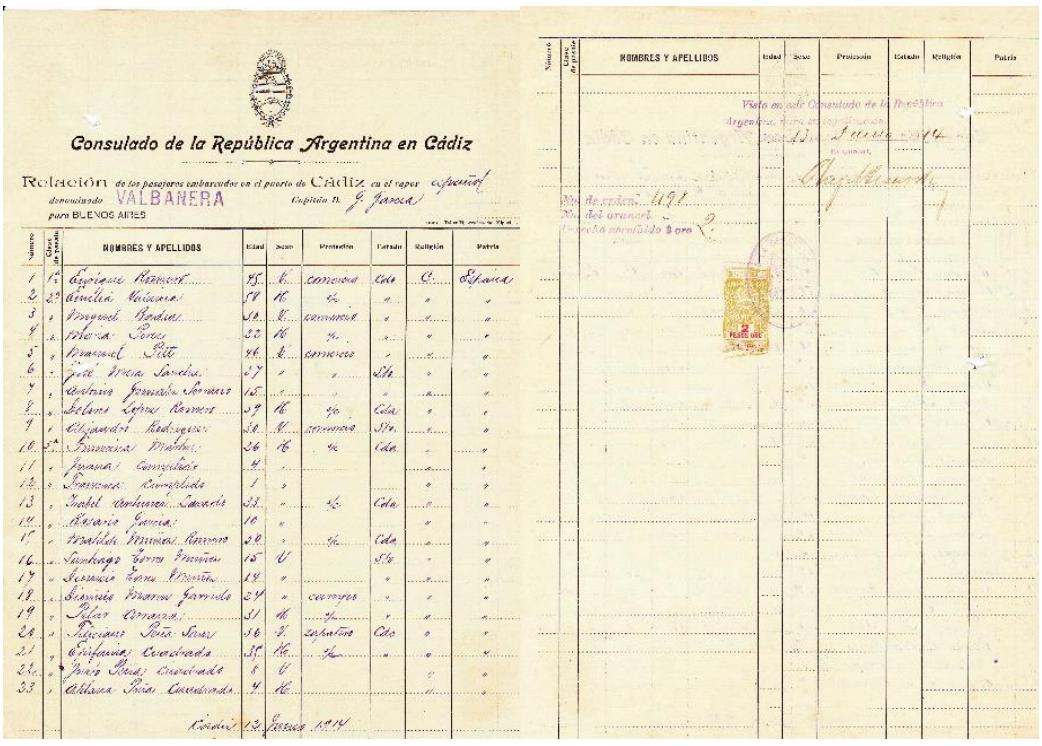


Vapores Correos Españoles de Pinillos, Izquierdo y

Relación de los pasajeros embarcados en este puerto el 8 de Junio del vapor "Valbanera" Capitán D. Germán García con destino a B

1º de pasaje	NOMBRES Y APELLIDOS	EDAD Varones	EDAD Hembras	Edad	NATURALEZA Pueblo	NATURALEZA Provincia	Profesión u oficio	ÚLTIMO DOMICILIO Pueblo	ÚLTIMO DOMICILIO Provincia
1	Miguel Zamora Briones	45			Madrid	Madrid	Cesante	Madrid	Madrid
2	Luisa Mesa Arias			28	Ginestas	Tarragona	Su casa	Flix	Tarragona
3	Emilia Pardina Usach				Flix	Tarragona	Ninguna	Flix	Tarragona
4	Agna Pardina Usach		1½		Flix	Tarragona	Ninguna	Flix	Tarragona
5	Angela Sánchez de Palomares			52	Barcelona	Barcelona	Su casa	Barcelona	Barcelona
6	Vapor Rosa	40			id	id	Comercio	id	id
7									
8									
9									
0									
1									
2									
3									
4									

Pieza número 22 . Pasajeros embarcados en el Valbanera en un embarque en Barcelona.



Consulado de la República Argentina en Cádiz

Relación de los pasajeros embarcados en el puerto de Cádiz en el vapor español denominado VALBANERA Capitán D. G. García para BUENOS AIRES

Número	Clase de pasaje	NOMBRES Y APELLIDOS	Edad	Sexo	Profesión	Estado	Religión	Patria
1	1ª	Enrique Romero	45	V.	comercio	Cdo	C.	España
2	2ª	Emilia Valencia	58	H.	id	"	"	"
3	"	Miguel Badia	50	V.	comercio	"	"	"
4	"	María Pérez	22	H.	id	"	"	"
5	"	Manuel Pitt	46	V.	comercio	"	"	"
6	"	José Mesa Sánchez	27	"	"	Sto	"	"
7	"	Antonio González Serrano	15	"	"	"	"	"
8	"	Dolores López Romero	59	H.	id	Cda	"	"
9	"	Alejandro Rodríguez	30	V.	comercio	Sto	"	"
10	3ª	Francisca Martín	26	H.	id	Cda	"	"
11	"	Juana Cumplido	4	"			"	"
12	"	Francisca Cumplido	1	"			"	"
13	"	Isabel Antunez Lavado	33	"	id	Cda	"	"
14	"	Rosario García	10	"			"	"
15	"	Matilde Muñoz Romero	20	"	id	Cda	"	"
16	"	Santiago Torres Muñoz	15	V.		Sto	"	"
17	"	Dionisio Torres Muñoz	14	"		"	"	"
18	"	Dionisio Marín Garrido	24	"	campo	"	"	"
19	"	Pilar Arranza	31	H.	id	"	"	"
20	"	Feliciano Peña Sosa	36	V.	zapatero	Cdo	"	"
21	"	Epifania Cuadrado	35	H.	id	"	"	"
22	"	Justo Peña Cuadrado	8	V.			"	"
23	"	Atilana Peña Cuadrado	4	H.			"	"

Cádiz 12 Junio 1914

Visto en este Consulado de la República Argentina para su legalización

Cádiz 13 Junio 1914

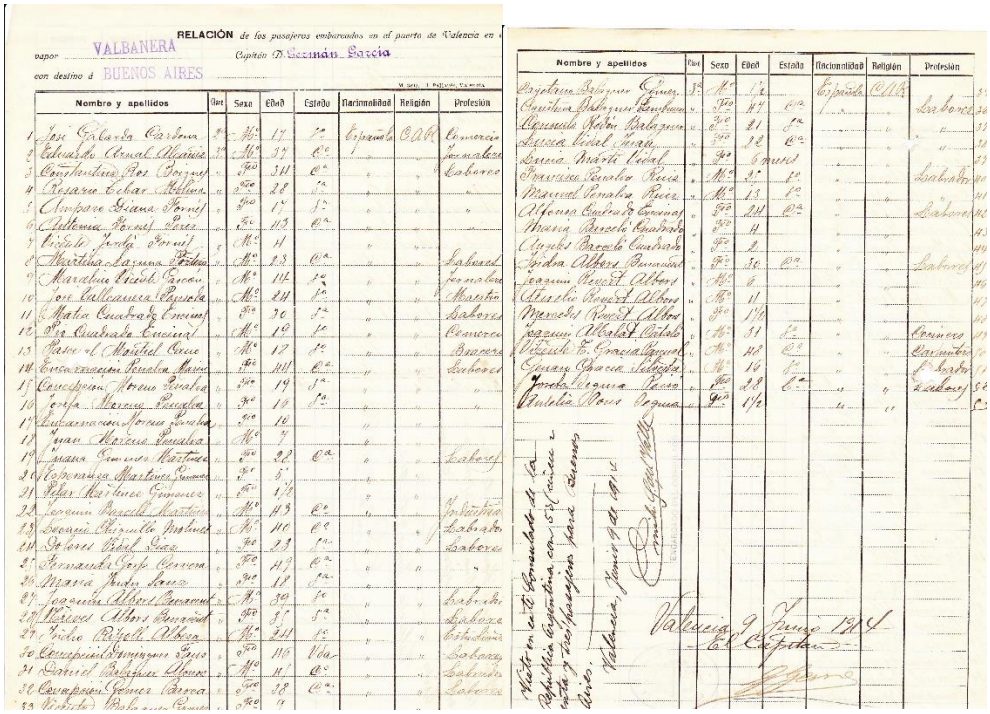
El Cónsul,

Nº de orden 1191

Nº del arancel

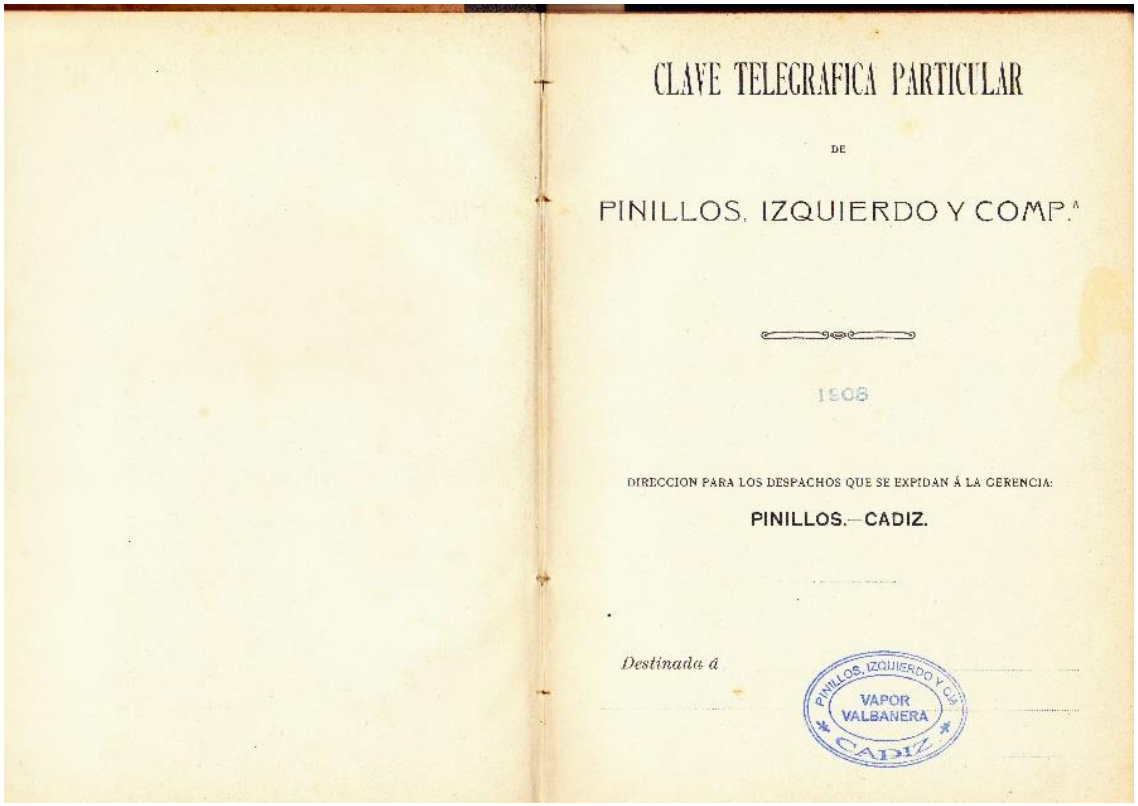
Derecho percibido $ oro 2

Pieza número 23. Pasajeros embarcados en el Valbanera en un embarque en Cádiz.



Pieza número 24 Pasajeros embarcados en el Valbanera en un embarque en Valencia.

Pieza número 25. Pasajeros embarcados en el Valbanera en un embarque en Las Palmas.



CLAVE TELEGRAFICA PARTICULAR

DE

PINILLOS, IZQUIERDO Y COMP.ª

1908

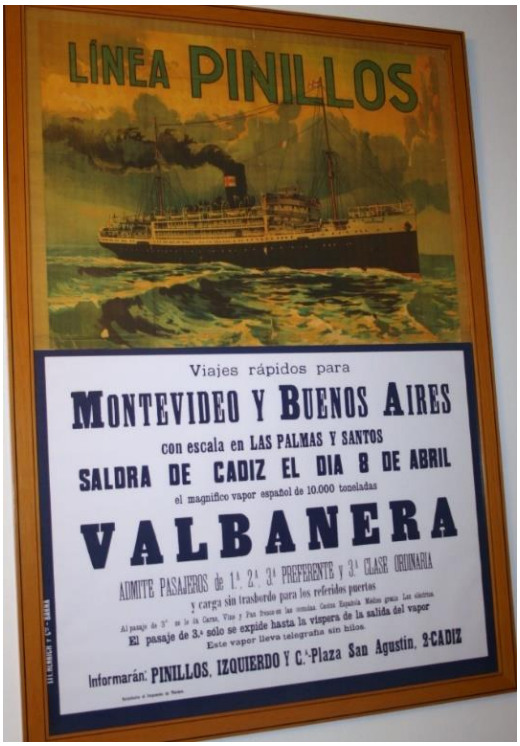
DIRECCION PARA LOS DESPACHOS QUE SE EXPIDAN Á LA GERENCIA:

PINILLOS.—CADIZ.

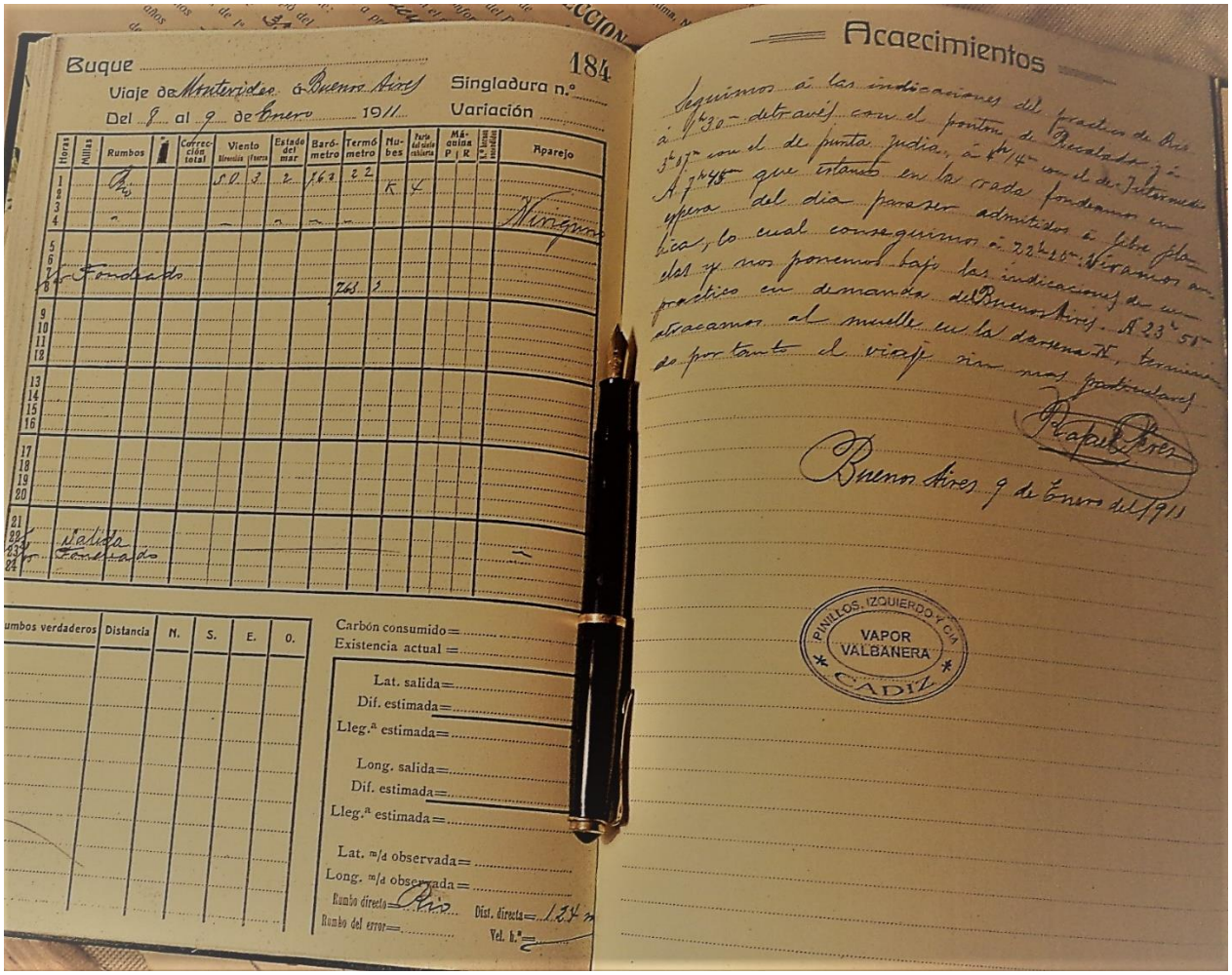
Destinada á

PINILLOS, IZQUIERDO Y C.ª
VAPOR
VALBANERA
CADIZ

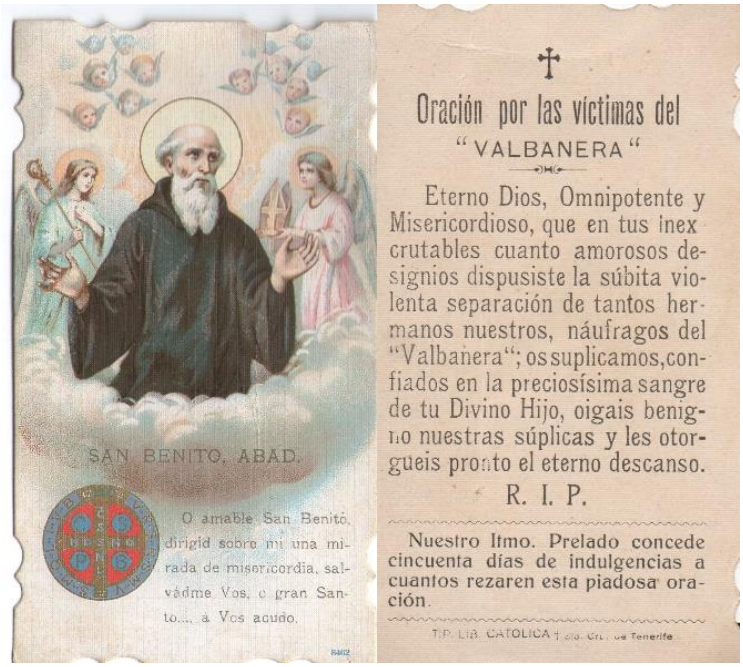
Pieza número 26. Clave telegráfica de los barcos de Pinillos usada a bordo del Valbanera.



Pieza número 27. Reproducción facsímil de un cartel de Pinillos anunciando la salida del Valbanera (para colgar)

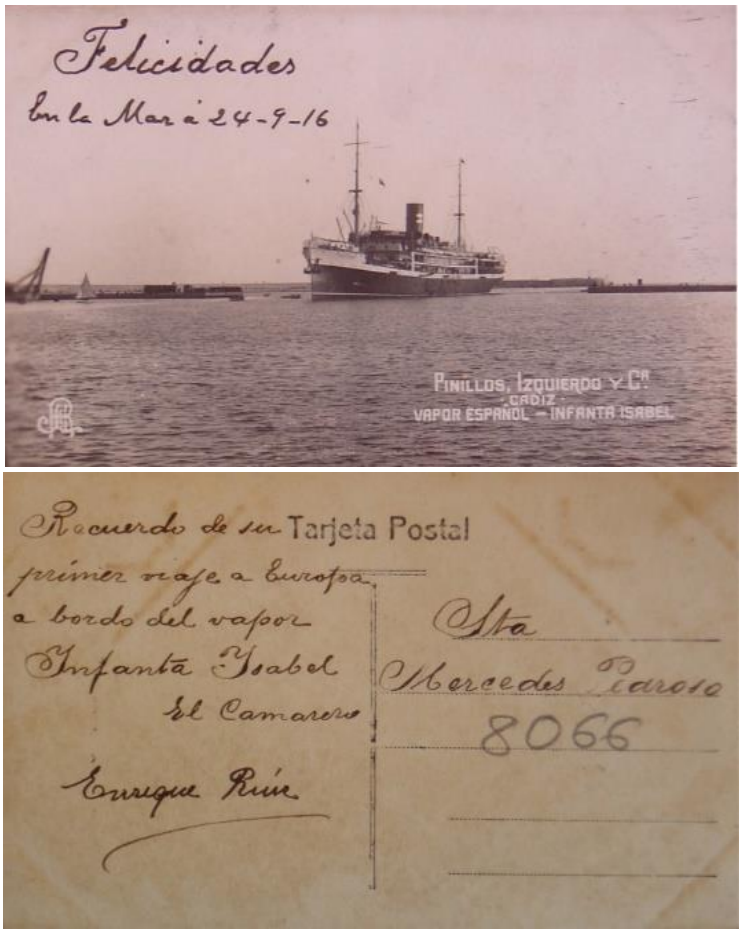


Pieza número 28. Reproducción facsímil de un diario de navegación del Valbanera.



Pieza 29 Estampita con oración por los difuntos del Valbanera.

Pieza 30 Carta comercial de Pinillos, Izquierdo y Compañía sobre un embarque en el Valbanera.



Pieza número 31. Postal original del trasatlántico Infanta Isabel entrando en el Puerto de Cádiz. La particularidad de esta postal es que fue un obsequio de un camarero del buque a una pasajera. Dicho camarero, Enrique Ruiz, perdería la vida en el naufragio del Valbanera tres años después de haber escrito esta postal.

Bilbao, 13 de agosto de 2003

Estimado Sr. Fernando García Echegoyen

Para ganar tiempo le envío este CD con tres fotografías de mi abuelo Pedro Arrieta. Existen algunas más en manos de otros miembros de mi familia, pero no he logrado que las digitalicen y me las envíen. Seguiré insistiendo y si las obtengo se los haré llegar.

Me parece interesante lo que me comenta en relación a publicar en su página Web las historias de las familias de los descendientes de las víctimas del naufragio del Valbanera. Esto me sirve de acicate para intentar escribir un relato más coherente con los datos que ya le envié. Espero poder ponerme a ello en los próximos días.

Los datos de las fotografías que ahora le envío son:

Foto 1: Pedro Arrieta y su esposa Elena Olaguibel. (Foto manchada). Es una foto de ambos muy jóvenes, quizás al poco tiempo de casarse. Foto realizada por A. Capmany, fotógrafo. C/ Fernando VII, 16 y 18 Barcelona.

Foto 2: Pedro Arrieta y su hijo Domingo. Posiblemente realizada un par de años antes de su desaparición. Foto realizada por José Alonso (fotógrafo). Ronda de San Pedro, 47 Principal. Barcelona.

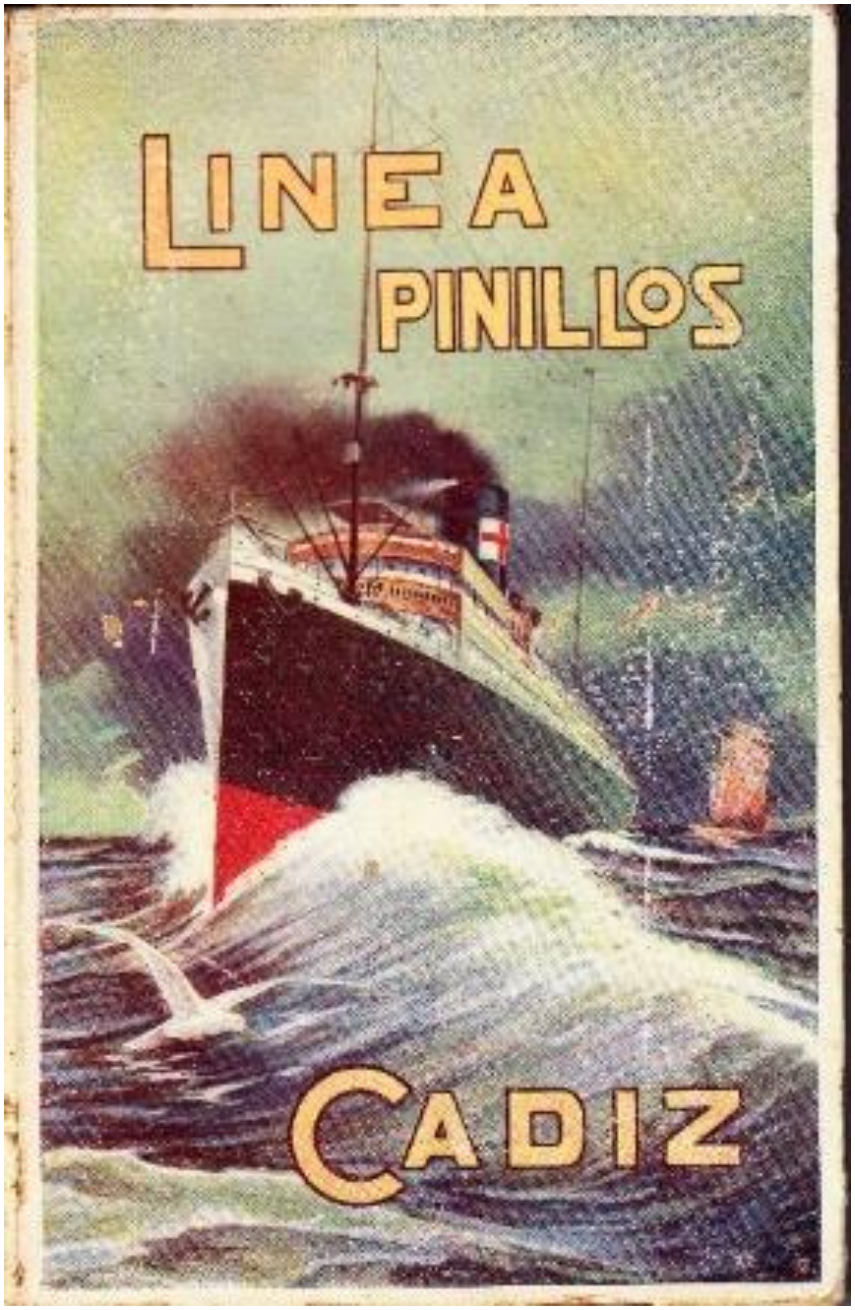
Foto 4: Pedro Arrieta con su mujer Elena Olaguibel. Pensamos que es la última foto que se hicieron antes que mi abuela muriera. Foto hecha por Nieptc. Fontanella, 22 esquina Bilbao. (Supuestamente en Barcelona)

Por favor acuse recibo de este envío que espero le será de utilidad. Demás está decir que autorizamos cualquier uso que Ud. desee hacer de este material.

Reciba un cordial saludo y mi agradecimiento por su labor para conocer más la historia trágica y, a la vez, fascinante del Valbanera.

José María Arrieta Gurruchaga

Piezas 32- 51 . Correspondencia con los descendientes de las víctimas. Colección de 20 cartas con algunas fotografías para exponer junto a las mismas.



Pieza número 52. Libro de pasajeros de Pinillos, Izquierdo y Compañía. Este libro se repartía en las agencias de la compañía y en los buques. En este ejemplar se reseña el hundimiento del Príncipe de Asturias y la suspensión de los servicios de Brasil- Plata.

DIARIO DE LA MARINA

20 PAGINAS — EDICION DE LA MAÑANA — 3 CENTAVOS

ACOGIDO A LA FRANQUICIA POSTAL E INSCRIPTO COMO CORRESPONDENCIA DE SEGUNDA CLASE EN LA OFICINA DE CORREOS DE LA HABANA

AÑO LXXXVII — HABANA, SABADO, 20 DE SEPTIEMBRE DE 1919.—SAN EUSTAQUIO, MARTIR — NUMERO 263.

Buzos empleados por el Cónsul de Cuba en Key West distinguen claramente el rótulo VALBANERA en un casco a 40 piés de agua frente al faro de los Bajos de Rebeca

No se ha hallado el menor indicio de las 450 personas que iban en el malogrado barco

NITTI Y LOS INCIDENTES DE FIUME.—EN MEMORIA DE ROOSEVELT.—SE DESCUBRE UN PARRICIDIO.—CINCO MIL INGLESAS LLEGARAN A LOS ESTADOS UNIDOS A CAZA DE MARIDO.—LA CUESTION DEL PETROLEO MEJICANO.—EL SENADO AMERICANO Y EL PACTO DE LA LIGA.—OTRA TEMPESTAD ANUNCIADA.—EL AVISO DE D'ANNUZIO A LOS ALIADOS.—LA FORMIDABLE HUELGA DEL ACERO.—DISCURSO DE WILSON EN SAN DIEGO. — IMPORTANTES DECLARACIONES DE MISTER MORGENTHAN.—NOVENTA Y OCHO CADAVERES EN LA BAHIA DE NUECES.—BARCO INUTILIZADO. —NOTICIAS DE LIMA.—EL EX-MINISTRO ALEMAN EN LA ARGENTINA.—LAS ELECCIONES FRANCESAS

EL DESFALCO EN LA ZONA FISCAL DEL DISTRITO DE ORIENTE

EL MONUMENTO AL GENERAL ALEJANDRO RODRIGUEZ

LOS CAMINOS DEL MUNDO

WILSON VS. WILSON

HALLAZGO DEL "VALBANERA"

KEY WEST, Florida, Septiembre 19.

El Naufragio del "Valbanera"

Cablegramas de España

LA JORNADA DE OCHO HORAS

REGRESO DEL REY Y DE DOS MINISTROS A MADRID

DECLARACIONES DEL SR. CONDE DE ROMANONES

LOS DIRECTORES SINDICALISTAS Y LOS CRIMENES SOCIALES

PARA PREMIAR ACTOS HEROICOS

LOS EXAMENES DE ASPIRANTES A JUECES MUNICIPALES

REUNION DEL COMITE DE CAUDAD

DONATIVOS PARA LAS VICTIMAS

El Comité de Caridad y el reparto de socorros

ANSIEDAD EN CADIZ

LA MARINA MERCANTE ESPAÑOLA ESTA DE DUELO

OTRA HUELGA

CONFLICTO SOLUCIONADO

HUELGA DE ALBAÑILES

VARIOS HERIDOS

ENTREVISTAS DEL REY CON LOS APSORES DATO Y CONDE DE ROMANONES

EL DUERO DE UNA CANTINA FUE MUERTO POR EL BANDOLERO VALERA

Las oficinas de Comunicaciones de Camagüey

SERAN INAUGURADAS MAÑANA A LAS TRES

ULTIMOS CABLES RECIBIDOS POR LA CASA CONSIGNATARIA

Véase nuestra información cablegráfica en la página ocho.

SOBRE EL DECRETO 1089

MERCANCIAS PURTADAS

Del Centro Asturiano

SOLEMNE FIESTA

Pieza número 53. Reproducción a gran tamaño de la primera página del Diario de la Marina (Cuba) anunciando el naufragio del Valbanera.

ONLY FULL ASSOCIATED PRESS LEASED WIRE SERVICE ON THE LOWER EAST COAST

THE MIAMI HERALD

EVERYBODY BUYING OR SELLING SHOULD USE THE HERALD WANT ADS.

VOL. 9; NO. 290. MIAMI, FLORIDA, SATURDAY MORNING, SEPTEMBER 20, 1919. PRICE FIVE CENTS

STEAMER VALBANERA SINKS WITH POSSIBLE LOSS OF 450 LIVES

NINETY-EIGHT ADDITIONAL BODIES ARE FOUND ALONG NORTH SHORE OF NUECES BAY

DIVERS FIND VESSEL IN FORTY FEET OF WATER WITH ONLY THE MAST PROTRUDING; NAME "VALBANERA" IS DECIPHERED

Steamer Arrived Off Morro Castle September 9, but Owing to the Terrific Hurricane, was Unable to Enter Port and was Forced to Put About; No Bodies Are Found and Nothing Has Been Heard of Passengers and Crew.

Key West, Fla., Sept. 19.—A sunken steamer on which divers reported they could plainly make out the name "Valbanera," was found today near Rebecca shoals lighthouse, forty miles from here. The Spanish steamer Valbanera with about 300 passengers on board has been missing since the hurricane ten days ago.

In addition to the passengers the steamer Valbanera carried a crew of 150, it was said here. No trace of either passengers or crew has been found.

The Valbanera arrived off Morro Castle, Havana, September 9, but due to the tropical hurricane which swept these waters at that time was unable to enter port. She put to sea and although wireless calls supposed to have come from the Valbanera have been reported, she had not been located. Cuban gunboats have been sent to search for her and it was suggested seaplanes might go out from Key West on the same mission.

The steamer was found today, sunk in 40 feet of water in the quicksands, by a United States coast guard vessel. They reported the vessel appeared to be about 6,000 tons. The missing steamship was of 3,291 tons net, considerably smaller than the estimate made by the coast guard men of the sunken ship. The Cuban consul on being informed of the find, however, employed divers to make an examination on the theory that it might be the Valbanera. Divers said the name was clearly visible. Further investigations are expected to clear beyond all doubt the identity of the ship and possibly throw some light on the fate of the 450 persons aboard.

Ship and land wireless stations have reported faint calls for help from the Valbanera's crew during the past few days. The signals were so weak their location could not be determined. Whether they were sent from the ship or with an improvised apparatus set up on land remains a mystery. The faintness of the calls would indicate either damaged or improvised instruments.

The fact that faint calls by wireless apparently from the Valbanera have been picked up during the past few days would indicate that the nearly four hundred members of the Valbanera's company, or part of the number, succeeded in reaching land and set up an improvised wireless outfit. There is a number of small islands in the vicinity of where the wreck was discovered, and an almost countless number to the northward nearer the mainland. Many of these islands are uninhabited, some of them are of small area and others of considerable size. Even though the boats were poorly provisioned there is an abundance of seafood to be obtained which would support life for some time.

Small craft have been searching the keys for several days, looking for possible survivors of several wrecks and small boats that were lost in the hurricane, among them several naval patrol boats, some of which have been recovered.

One of the naval boats for which search is still maintained is the Sea Hawk, a small submarine patrol boat, which tore loose from its anchorage in this harbor the night of September 9 and drifted out to sea with one man on board, George Otto Hansen, whose home is at Tampa.

CAPITAL AND LABOR PREPARE FOR A SHOWDOWN IN THE STEEL SITUATION

Both Sides Are Confident; Pittsburg Companies to Operate Plants; Labor Leaders Say There Will Be Big Response to the Call.

Pittsburg, Sept. 19.—Preparations for the test of strength between organized labor and capital in the steel industry throughout the United States to begin Monday went forward today with both sides apparently confident of the outcome. There were no official statements forthcoming from either side, but informal talks indicated that they were ready for the contest.

Representatives of steel companies in the Pittsburg district let it be known that they intend to operate their plants Monday and also let the impression go out that they do not look for as large a walkout as the union leaders assert will take place. Organized labor expects a big turnout of men and predicted that the employers will receive a surprise.

All the national leaders of unions involved in the strike had left the city tonight for their respective headquarters to make final plans for the strike, and much of the activity about the offices of the steel workers national committee had to do with the preparations in the Pittsburg district. While national headquarters are in this city, in charge of William Z. Foster, secretary of the national committee, it was learned that much of the work will be conducted by districts. These districts and the men in charge, Mr. Foster said, are as follows:

Chicago, E. J. Evans; Cleveland, H. W. Raisse; Youngstown, J. E. McCadden; Inner Pittsburg, J. L. Beaghan; Outer Pittsburg, J. McCaig; Bethlehem, David Williams; Buffalo, H. C. Thompson; Birmingham, Ala., E. S. Ingram; Pueblo, Colo., W. H. Young.

Reports of strike developments will be made to these districts and if important enough will be forwarded to national headquarters.

No Developments in Birmingham.

Birmingham, Ala., Sept. 19.—A meeting of union steel workers and their sympathizers was held in Ensley tonight, but there were no important developments.

Comparatively little interest has been shown in the strike here, although two subsidiaries of the United States Steel corporation have extensive operations in this district. The union men claim a number of their members have been recently discharged by the companies. They admit their organization work has not made satisfactory progress in the Alabama field.

GOVERNMENT PLAN OPPOSED

Cedar Keys Bitterly Objects to Federal Scheme for Colonizing Lepers There.

Cedar Key, Fla., Sept. 19.—The people of this city and section are bitterly opposed to the proposal of the United States public health service that a leper colony be located near here.

They have sent protests to Senator Fletcher and other members of the Florida delegation in congress. The government has an appropriation of $250,000 for a site and buildings and equipping a leper colony plant, and it is stated from Washington that an island in the Gulf some 8 miles from Cedar Key, which also is located on an island, is the choice of the public health service.

Word from Senator Fletcher is to the effect that the colony would not be a threat to this city, but that if the people here are determined in their objections to it the colony will be located elsewhere.

UNION FINES FLEMING AND GIVES AWAY CASH

By a mutual agreement between the labor unions and J. F. Fleming, superintendent of the Tamiami hotel construction work, the latter was fined $500 to be placed back on the fair list, and the money was paid over to the Day Nursery, a worthy eleemosynary institution. There was no trouble in this respect.

Shortly after the money had been paid over to the Day Nursery, the carpenters' hall was called up and informed that an addition was going to be necessary, or some work was going to be done at the Day Nursery, and the request for a union carpenter was sent in. It was proof positive that "the good that you do comes back to you," according to members of the carpenters' union.

Work will now proceed on the new Tamiami hotel.

Aluminum kitchen ware.—Bailey-Milam Hdw. Co.—adv.

PRAEGER PROMISES AERIAL MAIL TO THE WEST INDIES SOON

New York, Sept. 19.—Inauguration of aerial mail service between the United States and West Indies in the near future was promised by Otto Praeger, second assistant post master general, who sailed from here today for Havana to make preliminary arrangements.

Outlining the department's plans for extending the aerial mail service in this country, Mr. Praeger urged greater co-ordination of aeronautics, but declared that, while the postal authorities were eager to co-operate with the army and naval air services, they did not wish to have their interests subordinated.

LABOR LEADERS ARE DRUNK WITH POWER SAYS PRES. MERRICK

New Orleans, Sept. 19.—H. H. Merrick, of Chicago, president of the Mississippi Valley Association, denounced strikes in his address here today before the meeting of Zone No. 1, and referred to the present threat of a strike by local longshoremen as "tyranny on the part of a few longshoremen who want shorter hours and more pay." Delegates from most southern states attended the meeting.

He referred to labor leaders as being "drunk with power" and said when they fought a town "they cut their own throats."

"They call themselves the American Federation of Labor," he said, in speaking of participants in some strikes, "but I want to know if it is possible for 2,300,000 to stop 100,000,000 people from moving the wheels of machinery in this country?"

SITUATION UNCHANGED.

Rock Hill, S. C., Sept. 19.—Following conferences here today with textile mill owners and their striking employes, H. E. Thompson, state labor conciliator, said the situation remained practically unchanged, but that he was hopeful of making some progress tomorrow, when the conference will be resumed.

FIVE-YEAR-OLD SON SAYS FATHER KILLED MOTHER WITH A GUN

Brookhaven, Miss., Sept. 19.—Mrs. Edna Thames, sister-in-law of Clyde Thames, prominent Lincoln county farmer charged with the murder of his wife, testified at his trial here today that his five-year-old son had told her that "papa killed mama with the stock of a gun."

The witness, wife of a brother of the defendant, was a sister of the alleged victim.

Pink Smith, a newspaper man, testified the defendant had told him of relations with a young woman and that this was known to Thames' wife.

Mrs. Thames, it was brought out, was supposed to have died of heart trouble and her body was not examined for possible marks of violence until a month after it was buried. Evidences were then found, it was testified, indicating she had been struck on the back of the head with a blunt instrument and that the neck was broken.

LEVIATHAN MAY BECOME OIL-BURNING GREYHOUND

Washington, Sept. 19.—The conversion of the Leviathan, the former German liner, now in transport service, into a first class, oil burning ocean greyhound, at a cost of $3,500,000, is being considered by the U. S. shipping board.

The International Mercantile Marine has asked that the Leviathan be allocated to it for use between New York and Southampton, England, and Cherbourg, France.

BROWNING CONVICTED.

Orangeburg, S. C., Sept. 19.—J. P. Browning was convicted here today of murder with a recommendation for mercy in connection with the killing at Branchville last June of Laurie Fairy. The verdict carried a sentence of life imprisonment. Both men were prominent in their section.

Between June, 1914, and July, 1919, the average weekly earnings of factory workers in New York state increased 82 per cent.

BISCAYNE BAY YACHT CENTER

Indications Point to an Unparalleled Assembling of Palatial Vessels This Season.

Bay of Biscayne is to be the yacht and speedboat center of the country this season, in the opinion of Secretary Livingston of the Chamber of Commerce. He says that in the height of the season it will be one of the most spectacular sights imaginable, with palatial yachts and picturesque sea-going houseboats lying along the shore and anchored here and there in the bay.

Indications are that there probably will be between $5,000,000 and $6,000,000 worth of pleasure craft in the bay during the height of the season. It will be among the richer ports, reckoned in values of the various vessels, of both the eastern and western coasts. During January, February, March and April it will be a millionaire bay several times over.

And at present, Secretary Livingston points out, the larger ocean-traveling yachts are unable to come into the bay because of shallow water. If Miami had deep water it is probable that the next season thereafter would see Biscayne a billionaire bay. It will then be unequalled by any pleasure harbor in North or South America.

Secretary Livingston called attention to the recent communication from Carl G. Fisher, which he turned over to the city council, stating that to his personal knowledge $100,000 worth of speedboats are being built to ship to Miami this season. It is probable, Secretary Livingston believes, that altogether at least $500,000 worth of speed boats are being built in various parts of the east and middle west, the ultimate destination of which will be the blue waters of the Bay of Biscayne.

The Chamber of Commerce has been concerned in past seasons with plans for unloading these boats from freight cars at the municipal piers. When a boat costs a large sum of money, to which is added the toll of shipping it here, the danger of having it injured or probably smashed after it is here must be guarded against. The city had an unloading crane, but it was put out of commission by a ship running against it. Mr. Fisher's offer to provide a suitable unloading device to be operated on the pier has been accepted by the city council, and the Chamber of Commerce considers the difficulty as good as settled. Secretary Livingston has notified Mr. Fisher that his offer has been accepted.

There will be great doings on the bay, of course, and it is probable that aquatic sports will reach heights never before staged at any of the winter sea resorts. The regatta, which will be arranged by Mr. Fisher, is regarded as a fixed institution here, and there will be speed boat contests and other water tournaments.

UNITED MINE WORKERS' CONVENTION CONSIDER WAGE SCALE DEMANDS

Cleveland, O., Sept. 19.—The wage scale demands to be presented to the soft coal operators in the central competitive field of Ohio, Illinois and western Pennsylvania, which will serve as the basis of relative wage scales in all the bituminous fields of the country, will be submitted to the convention of the United Mine Workers of America Monday or Tuesday morning at the latest.

Attempts will be made to make the instructions of the convention on the principal demands regarding the amount of the increase (presumably about 60 per cent) and the shortening of working time to six hours daily, five days a week, absolutely mandatory upon the miners' representatives in the joint scale conference at Buffalo, September 25, and to direct them either to obtain recognition of these principal demands without change, or to call out the bituminous miners of the country in a general strike November 1.

An amendment to the constitution making the six-hour day instead of the eight-hour day one of the aims of the organization, was today adopted.

Today's session of the convention was devoted entirely to constitutional changes, the most important being the adoption of the elective instead of the appointive system for organizers, auditors and other officials.

For superior photographs, Harrison's Daylight Studio, 208 12th St.—adv.

BOTH SIDES CLAIM THEY'LL WIN FIGHT

Republicans Say They Have Votes Enough to Carry Amendment to League of Nations Covenant; Hitchcock Says Will Be Defeated.

Washington, Sept. 19.—After the covenant of the league of nations, a part of the German peace treaty, had been read late today in the senate, republican leaders claimed votes enough to pass, probably next week, an amendment which would give the United States equal voting power with Great Britain in the league assembly.

While confident the amendment will be adopted, the republicans held it would not reopen the whole question of peace and force the return to the pact to the peace conference at Paris as President Wilson and democratic leaders have predicted.

There will be no session of the senate tomorrow, but the fight will open Monday in earnest, with prospect of a vote on the British-American amendment proposed by Senator Johnson, republican, of California, by the end of the week. Telegrams were sent Thursday to Senator Johnson by Senator Borah of Idaho after a conference with Senator Lodge, urging his immediate return here, but today Senator Lodge, chairman of the foreign relations committee, in charge of the treaty on the floor, and Senator Knox, republican of Pennsylvania, telegraphed him that he might proceed with his western trip and keep on raking the league fore and aft, as he has been doing for the last ten days.

It was assumed by republicans tonight that Senator Johnson would continue his speaking trip.

Senator Hitchcock, of Nebraska, leader of the administration fight for ratification, was as steadfast as heretofore, however, in the belief all amendments would be rejected.

For three hours today the treaty had the right of way, starting with a bitter denunciation of its league covenant by Senator Wadsworth, republican, of New York, which was vigorously applauded by crowded galleries. Senator Nelson, republican, of Minnesota, belonging to the "mild" reservation camp, attacked the reservation reported out by the foreign relations committee relating to the refusal of this nation to assume foreign territorial guarantees without sanction of congress under article ten. Senator Nelson upheld the right of the government to send and keep American soldiers in Russia, thus taking sharp issue with Senator Johnson, Borah and other republicans who have been fighting to get them home.

With the formal addresses out of the way, Senator Hitchcock called for the formal reading of the pact, and when the senate quit work it had heard the last article of the league covenant, with less than a score of senators in the chamber.

When article sixteen was reached, with its committee amendment relating to disputes in the league assembly, and their handling, Senator Lodge asked that it be passed over temporarily. There was no objection, but Senator Hitchcock first obtained from Senator Lodge assurance that it could be taken up next week at any time either side desired, exactly as is the case with the Johnson amendment. There was no intimation as to when the call would come.

FOOD PRICES AT HIGHEST POINT

Washington Dispatch Indicates That at No Time In the Nation's History Has the Cost of Foodstuffs Been So High as Now.

Washington, Sept. 19.—Retail prices of food increased one percent in August as compared with July and reached the highest point in the nation's history, despite the government's campaign to reduce the cost of living.

The increase—probably already apparent in the consumer—was revealed tonight when the department of labor's bureau of labor statistics made public its monthly report.

The foodstuffs increasing in price were eggs, rice, potatoes, milk, pork chops, butter, cheese, coffee, dry beans, sugar and bread. Prices declined for sirloin and round steak, rib and chuck roasts, onions, bacon, flour, cabbage and canned peas, corn, beans and tomatoes.

YOUTH MURDERED AND ROBBED POLICE SAY

Washington, Sept. 19.—The body of Emmet Wood, eighteen, a soda dispenser, was found in the basement of a building in the business district here today. The police said indications were he had been murdered and robbed. Wood formerly resided in Charlottesville, Va.

A motor-driven machine with a pulling power of 150 tons has been built for testing anchor chain shackles for ships.

QUOTES TEDDY TO CONVINCE CROWD

President Wilson at San Diego Reads From Letter Written In 1914 as An Argument In Favor of the League of Nations.

San Diego, Calif., Sept. 19.—An extract from a magazine article written in 1914 by Theodore Roosevelt was read by President Wilson in an address here today as an argument in favor of the League of Nations.

Speaking to a cheering crowd which filled the great Sandiego stadium, the president also quoted from Senator Lodge, one of the most bitter opponents of the treaty in its present form, and declared that in framing the league covenant, the Versailles conference had followed the advice of these and other republican statesmen.

"I am glad to align myself with such utterances," said Mr. Wilson, while the crowd cheered. "Here in concrete form is the fulfillment of the plan they advocated."

The address was interrupted many times by applause from the crowd, which local officials estimated at more than 50,000. The great amphitheater with its seating capacity of 40,000 was packed, thousands standing in the aisles and on the terraces above.

Speaking from a glass enclosed platform the president's words were carried out to the distant rims of the stadium by means of an electrical device. Only part of those present could hear him, however, and before he finished there were many empty seats.

San Diego gave the president a noisy welcome, factory whistles shrieking while the party passed up the streets through cheering throngs.

He went first to a hotel where he was welcomed formally by the city officials. Later he was driven through the San Diego exposition grounds. When he entered the stadium, the great crowd stood up and cheered, each person waving a small American flag. In the center of the big horse show of color several hundred girls dressed in white were so seated as to spell "Welcome."

The president discussed at length the objection that the British empire might have a preponderance of voting power in the league assembly. It was a "delusion" to be frightened at any such prospect, he said, because there could be no important action by the assembly without the concurrence of the American representative.

The assembly, asserted Mr. Wilson, was largely a debating body, and as such it was only fair to give membership to the British colonies. It would be unjust, he said, to give votes to the small independent nations and exclude such great dominions as Canada.

Declaring the people had not been told the truth about what the treaty contained, Mr. Wilson added, while the crowd cheered again, that if the American public did know the truth no man would have the audacity to take the risk of trying to impair such an effort toward liberty and justice.

Praising the labor and self determination features of the treaty, the president declared that without the League of Nations the other peace terms would not be worth the paper they were written on. It is a "final decision" which the United States must take now, he added.

Some of the changes proposed in the treaty, the president said, seemed to have it as their object to upset the theory of equality among the nations and put the United States in a special position of privilege. He declared that to go into the league without assuming an equal responsibility would be a "mockery."

"I will not join," he said, "in claiming in the name of justice an unjust position for the country I love and cherish. Neither am I afraid of responsibility. Neither will I scuttle. I will not be a party to belittling America."

Emphasizing the arbitration feature of the covenant, the president said an example of the efficiency of discussion was shown in labor controversies. He asserted that whenever either side to such a controversy refused to discuss its case the presumption was that it was on the wrong side.

It would be the "death warrant" of the children of this country, declared the president, should the league fail.

CHANCERY ORDERS SIGNED.

The following orders have been signed by Judge H. Pierre Branning in circuit court:

Tressy Miller vs Andrew Miller, settlement of an estate; action dismissed. Atkinson & Burdine for complainant.

Ray S. Wolcott vs Helen L. Wolcott, divorce; decree granted. Hugo C. Enstrom for complainant.

G. L. Miller, as trustee, vs A. K. Smith et al; suit dismissed. Price & Price for complainant.

ALBEMARLE MILLS TO RESUME OPERATIONS

Albemarle, N. C., Sept. 19.—Mayor Groves announced late today operations of cotton mills here which have been idle several weeks, because of the labor troubles, had agreed to resume operations Monday, "and work all former employes without discrimination."

More than 16,000 members of the Brotherhood of Railway Trainmen will receive special medals for war work.

LIST OF CORPUS CHRISTI'S DEAD NOW NEARLY 800

Almost Four Hundred Known Dead Have Been Tabulated and It Is Feared the Total will Double That Number as Many Persons Are Missing.

CLOTHING AND MONEY NOW BADLY NEEDED

Corpus Christi, Texas, Sept. 19.—Recovery of ninety-eight additional bodies today along the north shore of Nueces bay brought the known dead as a result of Sunday's storm to nearly four hundred and caused fears that the total death toll might double that number.

Mayor Gordon Boone and Roy Miller, chairman of the local relief committee, today requested The Associated Press to make public the following statement:

"The situation so far as food supplies are concerned is well in hand. Donations received from various cities added to the subsistence furnished by federal and state authorities here, have for the present at least, solved the food problem.

"Our immediate needs are clothing and financial aid. Hundreds, in fact thousands, were compelled to leave their dwellings on brief notice, scantily clad and leaving all their worldly goods behind. In the storm area contiguous to Corpus Christi at least 4,000 are homeless and dependent upon the generosity of the people of Texas and other, states, not only for food and raiment, but for a new start in life.

"We, therefore, urge the public to continue to send their gifts of clothing and money. We are hopeful that these gifts, especially of a financial nature, will be large enough to enable us to help these destitute people to repair some of the material damage they have suffered, and with regenerated spirit, to begin life anew. All contributions should be sent to Clark Pease, chairman financial committee, Corpus Christi, Texas."

The rising estimate of dead is based largely on conditions along the Nueces shore line, where there is much wreckage that has not been penetrated, and under which it is believed there are many bodies of storm victims.

Compilation of figures at relief headquarters here showed an exact total of 386 known dead, with only a small percentage of additional identifications. "All but possibly fifteen of these victims are believed to have been residents of Corpus Christi. The list gave recoveries, followed by immediate burials as follows:

Sixty-nine bodies recovered and buried at Corpus Christi; 194 at White Point; 75 at West Portland; 11 at Sinton and Odem; 8 at Rockport; 5 at Port Aransas 2 at Aransas Pass and 22 at other points.

The figures for Rockport, Port Aransas and Aransas Pass are believed to represent victims from those places.

Marked progress was made today in the work of clearing away the debris from the downtown streets, large army trucks carrying it away as rapidly as scores of workmen could load them. The usual disinfectant precautions were taken, and the officers in charge of sanitation said there was virtually no danger of disease.

A number of the streets, along several blocks piled full width with wreckage after the storm, had been returned to virtually normal appearance tonight, although damaged buildings lining them attest to the severity of the hurricane and tidal wave.

Chairmen of various relief and rehabilitation committees, which are working in co-operation with the military, reported much progress at their regular daily session today. Electric lights which escaped material damage from the storm, probably will be restored within two weeks, gas may be turned on tomorrow, water is being made available for ice manufacture and there is an ample number of laborers.

The problem of laundry work made by the destruction of the city's only laundry establishment will be solved

(Continued on Page 10)

WATCH YOUR STEPS!

See that they carry you in the right direction today. That direction leads to the stores given below—the wide-awake stores where they have something to show worth while and where your money has the greatest purchasing power. Pages 7, 8 and 9 in today's issue describe the bargains in food supplies, prepared for the benefit of the discriminating shopper. We know YOU are in that class.

CURRY'S GROCERY
MIAMI GROCERY
PALM GROCERY
NEW YORK DEPT. STORE
SUMMERLIN'S MARKET
MIAMI GROCERY CO.
YOUNG BROS.
SERVE-U MARKET
REBOZO'S PHARMACY
"CERTIFIED ICE CREAM"
P. ELLENDORFF CO.
TIP TOP GROCERY
WHITE HOUSE GROCERY
W. & S. GROCERTERIA
MIAMI PUBLIC MARKET
EAGLE BAKERY
PURE FOOD GROCERY
POWERS' GROCERY

Pages 7, 8 and 9.

Pieza número 54. Reproducción a gran tamaño de la primera página del Miami Herald (Miami) anunciando el naufragio del Valbanera.

580

building permits have been issued in New Orleans since January 1—New Orleans needs 6000 new homes

The Times-Picayune.

THE WEATHER

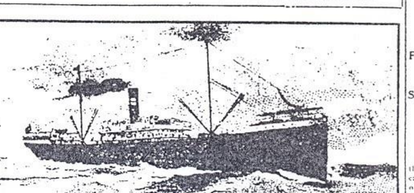
Generally fair. Highest temperature yesterday 90, lowest 76.

Other Weather News on Page 13

VOLUME LXXXIII No. 228 THE TIMES-DEMOCRAT (1863) THE DAILY PICAYUNE (1837) Consolidated April 6, 1914. NEW ORLEANS, SATURDAY, SEPTEMBER 20, 1919 ONE WEEK ......15 Cents ONE MONTH ......65 Cents SINGLE COPY 5 CENTS

WRECK OF STEAMSHIP VALBANERA FOUND; FEARS FELT THAT ALL ABOARD PERISHED

MAY HAVE CARRIED 450 TO DEATH IN STORM



Steamship Valbanera, which sailed from Cadiz, Spain, August 15, for New Orleans, is reported sunk off the Florida coast. The vessel carried about 300 passengers and a crew of 150. Whether all these were lost is not known. Faint distress signals during the last few days may indicate some are safe. The Valbanera was last reported September 10 off the Havana harbor during the storm and was ordered out to sea for safety.

Ship With 450 Passengers and Crew Lying in Forty Feet of Water on Reef Off Key West.

FEW U. S. CITIZENS BELIEVED ABOARD

Spanish Liner Missing Since Hurricane Carried Valuable Cargo—Little Hope Held Out for Survivors.

Key West, Fla., Sept. 19.—That the Spanish steamship Valbanera, carrying 300 passengers and a crew of 150, went down in the hurricane that swept Key West ten days ago appeared to have been made certain tonight by the statement of Ensign L. B. Roberts, commander officer of the United States sub chaser 203, who stated he plainly saw the name plate on the vessel found today sunk in forty feet of water near here.

The statement of Ensign Roberts corroborated that of divers who, on order of the Cuban consul here made an investigation of the sunken vessel. The wreck was seen by the submarine chaser and the coast guard vessel Tuscaloosa near Rebecca shoals lighthouse, about forty miles from here. It lay in water which covers a bed of quicksand. No signs of any bodies were seen.

The Valbanera has been missing since the storm which caught her as she neared Havana en route from Spanish ports to New Orleans. The passengers are thought to have been chiefly, or almost entirely, Spanish or Cuban, as virtually all of them were to be put off at Havana. Mrs. Pauline L. ... of France, sister of Mrs. George Pollock of New Orleans, however, was thought to have been aboard. The vessel also carried a valuable cargo.

A wreckage crew is to leave here tomorrow. Investigations may establish the presence of bodies of passengers and crew or show they had left the ship before she sank. There have been no reports, however, of any such number of persons adrift or having been landed and it was not regarded as possible that any could have been saved by other vessels without word having come of that fact.

The Spanish steamer Valbanera arrived off Morro Castle, Havana, September 9, but due to the tropical hurricane which swept those waters at that time, was unable to enter port. She put to sea and although wireless calls supposed to have come from the Valbanera have been reported, she had not been located. Cuban gunboats have been sent to search for her and it was suggested that seaplanes might go out from Key West on the same mission.

The steamship was found today, sunk in forty feet of water in the quicksand, by a United States coast guard vessel. They reported the sunken steamer appeared to be about a 6000-ton vessel. The missing Spanish steamship was 3291 tons net, considerably smaller than the estimate made by the coast guard men of the sunken ship. The Cuban consul on being informed of the find, however, employed divers to make an examination on the theory that it might be the Valbanera. Divers said the name was clearly visible. Further investigations are expected to clear beyond all doubt the identity of the ship and possibly throw some light on the fate of the 450 persons aboard.

Ships and land stations have reported faint calls for help from the Valbanera's crew during the past few days. The signals were so weak that their location could not be determined. Whether they were sent from the ship or with an improvised apparatus set up on land remains a mystery. The faintness of the calls would indicate either damaged or improvised instruments.

THINKS VALBANERA LOST.

Captain of Sister Ship Arriving Today Holds Out No Hope.

Captain A. Gardoqui of the Spanish steamship Infanta Isabel operated in the New Orleans, Havana and Barcelona trade, which docked Friday night at the Ninth street wharf, is convinced that the steamer Valbanera, with all of her passengers, has been lost. He said he did not believe the vessel was ever heard from after she had been advised not to enter Havana harbor two weeks ago.

The Infanta Isabel is consigned to the Vila Steamship Company of New Orleans agents for the Valbanera. She left Cadiz and Barcelona several days after the Valbanera had sailed for Havana and New Orleans.

On the night of September 8, the day before the tropical hurricane struck Havana, Captain Gardoqui said his wireless operator had heard the Valbanera calling for Havana. He said the ship wanted to know if it would be safe to proceed to Havana, but was told she might come in with the "greatest precautions." Nothing has been heard of the vessel since that time.

Captain Gardoqui said the vessel was commanded by Captain Ramon Martin, and, in addition to 301 passengers, he carried a crew of eighty. The missing steamship was 3291 tons net and was at New Orleans last June.

One man, who, with his wife and six children, sailed from Barcelona, Spain, on the Valbanera, is now in Havana anxiously awaiting some word from the ship, according to Captain Gardoqui. Captain Gardoqui said the man was moving his family to Havana and, decided to leave the ship at Santiago and go to Havana by rail and rent a house for his family.

D. Vila, of the Vila Steamship Company, was at the docks Friday waiting for the Infanta Isabel. He appeared to be a bit disappointed when the vessel failed to bring some definite information regarding the Valbanera.

It was the steamship Infanta Isabel that brought James Gerard, United ...

COMMITTEE FIXES 17 CENTS A QUART AS PRICE OF MILK

States Decision Reached After Most Careful Study of Evidence.

WOMEN WILL REDUCE USE OF MILK IN CITY

Outsiders Pledge Support to Housewives' League Boycott Program.

Milk at 17 cents a quart was included on the list issued Friday by the fair price committee of the Association of Commerce. A long conference held Thursday afternoon between the committee, Miss Mary Railey, of the Child Welfare Association; George J. Miller, government expert; representatives of the consumers, and dairymen from Hammond and Loranger, La., evidently had no effect on changing the price which it was said the fair price committee probably would set.

"In arriving at the price of 17 cents a quart for milk," said E. A. Parsons, chairman, "we have given full consideration to arguments and such data as the producers were pleased to furnish us. We were, however, unable to agree that 19 cents a quart for milk is justified. We believe that it is fair to say that the price of 17 cents a quart, which we have arrived at, is as high, if not higher, than any price charged by the larger cities in America.

"In submitting the fair price list to the public, I want to say that this list was formulated after careful consideration of all sides with regard to the prices of commodities. We have held meetings every other day and finally have arrived at the figures we give. This is the first of a series of fair price lists which it is proposed to issue from time to time.

"In giving this list to the public, let it be understood that we have tried to be perfectly fair to both producer and consumer, and it is earnestly hoped that general conditions will justify the issuance of further fair price lists, showing material reductions."

The figures submitted are what the committee considers a fair selling price, said Mr. Parsons, and the public may be governed accordingly.

The fair price committee, composed of E. A. Parsons, Thomas Furlow, H. L. Garig, J. A. M. Wilson and John Greta, was appointed by the Association of Commerce to establish a list of maximum prices that should be charged. This plan has worked successfully in other cities. The complete list is as follows:

FAIR PRICE LIST

Large Lima beans 14c; small lima beans 12c; white beans, small, Mich., 11 1-2c; calf white beans, large 10c; rice, broken-head 11c; rice, Ex. Fcy. 15c; rolled oats 12 1-2c creamed meal 6c; soft wheat patent flour 7c; gran. sugar 10 1-2c; bread 9 1-2c; No. 2 tomatoes 15c; No. 2 corn, std. 15c; No. 2 peas 17c; Col. Salmon 20c; evap. milk, tall 16c; evap. milk, small 8c; butter, 1st and 2nd 67-63c; cheese 40c; eggs—fresh 55c; eggs—cold storage 50c; potatoes 5c, onions 5c; comp. lard 30c; Chinook salmon 25c; coffee 40-45c; milk 17c.

Reiteration of their intention to cut down the consumption of milk at least one-half after October 1 if the increased milk price went into effect, and demonstrations of cake and ice cream made with milk substitutes, occupied the meeting of members of the Housewives' League, Friday at 3:30 in Holmes Hall. A report was made by Mrs. A. S. Phelps, chairman of the committee of three appointed to confer with Judge Coco on the possibility of prosecuting dairymen. Mrs. Phelps reported the matter had been placed in the attorney general's hands and that h promised to investigate and take action since he was of the opinion that the state trust law had been violated by dairymen and producers in

Continued on Page Eight.

ALVIN C. YORK, GREATEST HERO, GUEST OF NEW ORLEANS TODAY

Man Whom Nations Honor Resembles Little Rampant Warrior—Serious But Unspoiled. He Turns Fame to Account for Tennessee Children.

The image of a rampant warrior, ready at a moment's notice to riddle his fellowmen with bullets, scarcely is justified in the case of Sergeant Alvin C. York, world famous soldier and benefactor of the boys and girls of the Tennessee mountains, who, with his bride of three months, will arrive here Saturday at 10 a. m. over the L. & N. to tell personally the story of his exploits.

The sense of wonder so easily aroused at the mention of a super-man will find little to excite it in the personal appearance of the red-haired six-foot soldier who has refused to commercialize his fame upon stage or screen, and has chosen instead to devote his energies to providing schools for the neglected youngsters of the Tennessee mountains.

At the Athenaeum at 8 p. m. Saturday the people of New Orleans will have their only opportunity to hear the tale that begins with a "conscientious objector" in the obscurity of a mountain home, leads through the war's most remarkable deeds of valor, and ends with a humanitarian campaign for the education of a neglected race.

Brought up under the influences of the most primitive social environment.

Continued on Page Fifteen.

CITY IS THRONGED WITH DELEGATIONS TO AD CONVENTION

President D'Arcy and Sergeant York Are Among Expected Today.

INDIANAPOLIS AFTER MEETING NEXT YEAR

Fleet of Seaplanes Expected from Pensacola to Help Amuse Crowds.

Saturday, the last day before the opening of the convention of the Associated Advertising Clubs of the World, will see ever increasing crowds of delegates arriving for the big meet. At 9 o'clock in the morning registration of delegates will begin and many hundreds will be enrolled during the day.

Prominent among these will be W. C. D'Arcy, president of the Associated Ad Clubs, and Alvin York, famous war hero, both of whom will reach this city Saturday morning.

The vanguard of seaplanes to participate in the ad convention entertainment activities also will arrive from the Pensacola Naval Station about 11 a. m. Saturday. Lieutenant-Commander James B. Gilmer, U. S. N., in charge of the Southern naval recruiting district, announced Friday afternoon. The three planes will land at West End.

A number of other naval planes, including several types, will come to New Orleans during the convention, the second fleet probably Monday. The machines will come in relays, Commander Gilmore explaining that only a limited number could be released at a time for the convention exhibition. At one period, he said, as many as six ... planes will be here.

Fancy stunts will not form a big part of the naval plane exhibition here, as the seaplane is not built for such feats, though capable of much

Continued on Page Three.

BOTH SIDES READY FOR GREAT STRIKE IN STEEL INDUSTRY

Test of Strength Between Labor and Capital Will Come Monday.

Pittsburg, Sept. 19.—Preparations for the test of strength between organized labor and capital in the steel industry throughout the United States, to begin Monday, went forward today with both sides apparently confident of the outcome. There were no official statements forthcoming from either side, but informal talks indicated they were ready for the contest.

Representatives of steel companies in the Pittsburg district let it be known that they intended to operate their plants Monday and also let the impression go out that they did not look for as large a walkout as the union leaders asserted would take place.

Organized labor expected a big turnout of men, and predicted that the employers would receive the surprise of their lives. Neither side ventured figures. Both frankly confessed that they did not know how many men would remain at work or fail to answer the whistle.

Steel companies in many cases were understood to have canvassed their men to get an idea of the number who would strike. Union leaders said that, from their experiences, these canvasses usually proved inaccurate.

It was said tonight that in a number of plants some men already had quit and sought work in other places. It was expected by union leaders here that many men on the night shifts tonight would take their personal belongings out of the mills at quitting time tomorrow morning, as many of them do not work Saturday and Sunday nights.

All the national leaders of unions involved in the strike had left the city tonight for their respective headquarters to make final plans for the strike, and much of the activity about the office of the steel workers' national headquarters had to do with preparations in the Pittsburg district.

Allied Ships Level Guns on Fiume, Says Dispatch

London, Sept. 19.—After a conference between Allied commanders at Abbazia, Allied warships have left the harbor of Fiume and have levelled their guns on the town, according to a German government wireless report, quoting advices received in Berlin from Laibach and Vienna. The dispatch states that it is assumed an ultimatum will be sent demanding that Captain d'Annunzio's forces evacuate the town within twenty-four hours.

NATIONS LEAGUE WILL BE AMENDED, SAY REPUBLICANS

Fight on Peace Treaty Will Open in Earnest in Senate Monday.

Washington, Sept. 19.—After the covenant of the League of Nations, a part of the German peace treaty, has been read late today in the Senate, Republicans claimed votes enough to pass, probably next week, an amendment which would give the United States equal voting power with Great Britain in the league assembly.

While confident the amendment would be adopted, the Republicans held that it would not reopen the whole question of peace and force the return of the pact to the peace conference at Paris, as President Wilson and Democratic leaders have predicted.

There will be no session of the Senate tomorrow, but the fight will open Monday in earnest with prospect of a vote on the British-American amendment, proposed by Senator Johnson, Republican, of California, by the end of the week.

Republican leaders today refused to consider shifting the British-American voting amendment under the head of reservations.

BABBETTE ARRIVES IN FRETFUL MOOD

Bubbie's Bride-to-Be Says Train Is No Place for Camel.

Babbette, the dainty four-footed and hump-backed Arabian damoiselle who is to be the spouse of Bubbie, sacred camel of the nobles of the Mystic Shrine, covered with confusion and whiskers, stepped from a Southern Pacific train early Saturday morning into the welcoming but perspiring embrace of Charley Weinberger, imperial potentate of the Shriners.

Assembled at the station to greet this Oriental houri of the desert were the imperial potentate, Nobles H. A. Wand, George Hall and Fred Uaner, accompanied by Banks and Brown, Senegambian janizaries of the Mosque.

"Is the bungalow prepared for Mademoiselle Babbette?" thundered the imperial potentate to the trembling janizaries.

"Yes, sir, and her kimono is draped upon the bridal couch," replied Banks and Brown.

"Hast thou prepared the royal alfalfa sandwich?"

"Verily, as is the corn plaster for her weary feet," chorused the janizaries.

"Then unleash the royal prod and dig her gently in the midriff," quoth Charles. Then, without blare of trumpet, as befits the coming of this wild, free empress of the Hot Sands, 'neath the soft starshine; Babbette and the Shriners moved off into the velvety darkness in the direction of the bungalow which rests in the shadow of the City Hall.

Babbette is temperamental, statuesque and bowlegged. She carries schooner-rig spars fore and aft and is heavily engined. On the way to the bungalow she steamed along at about four knots, with the Shriners struggling in her wake.

Bubbie, her lord and master, is in the camel garage undergoing repairs preparatory to the marriage ceremony, which is to take place in the banquet hall of the Mosque Monday night at 9 o'clock. The imperial potentate is to perform the ceremony, assisted by a select band of nobles. The patrol will escort both Bubbie and Babbette to the Mosque, and after the knot is tied, will conduct them to the bungalow, where they will at last be alone to commune camelly with each other.

Miss Babbette, speaking a patois of Arabic, complained of her journey eastward.

"It was most annoying," she said, "to be compelled to cross the Great American Desert on a government controlled train, when I could have made much better time afoot. Then between Valentine and Sanderson there was a washout that delayed us. I understand ours is the first through train in three days.

"I am extremely anxious to meet Bubbie," she continued, as she casually ate the Weinberger Panama. "I have heard so much of him that I would nozzle with him awhile. I am much fatigued and will retire immediately. Please tell Bubbie of my arrival."

And Babbette hooked a yard of her neck around her hump, in her simple, barbaric way, and sank into slumber, while a gentle rumble arose from her interior as her goodnight alfalfa lunch passed through the bulkheads from one stomach to another.

ASCENSION PARISH PICKED BY PARKER FOR OPENING TALK

Gubernatorial Candidates to Be on Same Platform at Donaldsonville.

John M. Parker will make his first speech in his campaign of the state at the Donaldsonville Fair, October 2. At that time he will meet his two opponents upon the stump, as Colonel Frank P. Stubbs and Frazer Breazeale also have accepted invitations to speak.

"Matters beyond my control will prevent me from announcing any speaking dates for several days, and the only definite engagement I have made is for Donaldsonville October 2," said Mr. Parker Friday. "Illness in my partner's family makes it impossible for me to get away from my business at this time, and it is with regret I cannot accept invitations which have been extended to me to visit different places prior to October."

Gonzales in Ascension parish, where a fair is in progress, will be the scene of the next political rally. Colonel Stubbs and Hewitt Bouanchaud will speak there Sunday. A bit of a political sensation was created in New Orleans Friday by the appearance of handbills from Gonzales announcing Mr. Parker also would be among the speakers. It appeared for a few moments as if this would be the first meeting of Messrs. Stubbs and Parker and Gonzales immediately took a big place on the political map. Inquiry of Mr. Parker, however, brought the word he could not be there.

Mr. Bouanchaud, candidate for lieutenant-governor on the Parker-Bouanchaud ticket, will be there and the fur is expected to fly as to machine and anti-machine politics.

Harry D. Wilson, commissioner of agriculture, also is scheduled for an address. Governor Pleasant's name appears as one of the speakers, but it is understood he will be unable to attend.

A large number of Parkerites from the country who came here to attend the rally Thursday night remained over Friday and spent the day rejoicing. Among them were Governor Pleasant and John H. Overton, who held conferences during the day with many of the visitors.

FULL PARKER TICKET

Mr. Parker's appeal that if he was elected governor that a Legislature also be sent to Baton Rouge which would co-operate with him, started talk of a full Parker ticket in each parish and senatorial district. This is being discussed among the various leaders, but none of them care to make a public statement until they have studied the sentiment in this connection. The following was issued from Parker headquarters Friday:

"Parker headquarters at the Cosmopolitan Hotel continues to undergo its daily barrage of letters and telegrams from all sections of the state, assuring him of hearty support. A close inspection of these communications discloses the fact that the vast majority of them are from business men and farmers. In some sections these elements are with him almost to a man. It is gratifying to note that insofar as political factions are concerned, in many of the parishes of the state they are making common cause in the interest of the Parker candidacy. A noticeable incident, and one which attracted a great deal of comment, occurred on Thursday night, when both of the candidates for sheriff in the

Continued on Page Two.

GERMANS EMERGED STRONG FROM WAR, SAYS MORGENTHAU

Hun Millions, Inured to Hardships, Will Fight Again, He Says.

Paris, Sept. 19.—"Germany came through this war a perfect dynamo of strength. Her human military power is practically as great as ever, and her 65,000,000 people have been schooled and hardened by trials. They have learned economy and self denial.

"The nation has been compressed into a concerted mass, which is surcharged with energy and moving with centripetal force, while Germany's neighbors are spreading themselves out thin, and quarreling and moving with centrifugal force."

Thus spoke Henry Morgenthau, who headed the United States investigation commission which has been at work in Poland, in discussing today his observations in Central Europe.

"And what will be the result?" Mr. Morgenthau asked. Replying to his own question, he continued:

"If disintegration keeps up among Germany's neighbors, there can be but one result. I doubt whether Germany fully appreciates her own strength.

"As she sits, calmly watching the dickering going on between the new states which are losing sight of great principles and fighting over little strips of territory, she must take grim satisfaction in the battle her enemies are waging in her behalf.

"And a Germany, encouraged by such discord among weak and struggling states, undoubtedly will resort to arms within a few years and regain her lost territory."

RETAIL FOOD PRICES HIT HIGHEST POINT

Increase One Per Cent Despite Government's Campaign to Reduce Them.

Washington, Sept. 19.—Retail prices of food increased 1 per cent in August as compared with July and reached the highest point in the nation's history, despite the government's campaign to reduce the cost of living.

The increase—probably already apparent to the consumer—was revealed tonight when the Department of Labor's bureau of labor statistics made public its monthly report.

The foodstuffs increasing in price were eggs, rice, potatoes, milk, pork chops, butter, cheese, coffee, dry beans, sugar and bread. Prices declined for sirloin and round steak, rib and chuck roasts, onions, bacon, flour, cabbage and canned peas, corn, beans and tomatoes.

A Busy Place

The Business Office of The Times-Picayune is a busy place always, but more so on Saturdays than other days of the week.

For instance, last Saturday over two thousand persons were waited on. They came with classified advertisements, subscriptions and the like.

Now, if all these persons came at one time, and all late in the evening, it would be impossible to wait on them, and not one-tenth would get their advertisement in Sunday's paper.

Therefore, by coming early in the day you not only help us but you help yourself. Bring in your advertisement today, early, as thousands will be printed tomorrow.

Your co-operation will be greatly appreciated.

The Times-Picayune
South's Greatest Newspaper

IRISH MEET HISSES WILSON AS TRAITOR

New York, Sept. 19.—Reference by a man in the audience to President Wilson as a traitor brought cheers from many of the thousands of men and women who attended an Irish mass meeting in Brooklyn tonight.

Eamonn de Valera, "president of the Irish Republic" received an ovation of seven minutes when he came to the platform. He attacked the League of Nations as a "British trick."

When another speaker asked "How can Wilson say: 'We will leave Ireland a slave state?' " a voice called: "That's enough about that traitor!" and hisses followed.

WILSON DECIDES UPON REAL REST AT LOS ANGELES

Acting on Doctor's Orders President Will Spend Saturday at Hotel.

On board President Wilson's special train, Sept. 19.—To allow more time for a rest during the remainder of his stay in California, President Wilson today decided to curtail his program in San Diego and spend all of tomorrow quietly at a hotel in Los Angeles.

He will go aboard his train immediately after speaking at San Diego instead of spending the night at a San Diego hotel. During most of the night the train will be sidetracked at some quiet place between San Diego and Los Angeles, and when the latter place is reached in the morning he will go quietly to a hotel for the day.

Under the original plan the start for Los Angeles was to be made tomorrow morning and Mr. Wilson's arrival there after noon was to be followed by an automobile parade through the principal streets. The change will leave the whole day free, but he will attend a public dinner at 7 o'clock and will speak afterward at the Shriners' Auditorium.

MILLION-DOLLAR SECURITIES CO., HIBERNIA'S PLAN

Corporation to Be Organized for Financing Imports and Exports.

Directors of the Hibernia Bank and Trust Company Friday announced their intention to organize the Hibernia Securities Company, with an authorized capital of $1,000,000, to engage in the business of financing imports, exports and other credit operations.

The Hibernia Securities Company will be an entirely independent corporation, but all of its common stock will be owned and controlled by the same stockholders as the bank. It has been decided to declare in addition to the regular quarterly dividends of 4 per cent, a special 10 per cent out of the undivided profits of the bank, in order to provide the initial capital necessary for the new company.

Attractive business propositions frequently presented to the bank that could not be handled, is given as one of the reasons why the new company is to be organized. Rudolph Hecht, president of the bank, said in many cases the bank would have the legal right to handle such business, but it was the policy of the bank to confine its activities to a strictly commercial business and to the purchase and sale of high-grade bonds.

The stock of the Hibernia Securities Company, Mr. Hecht said, will consist of $400,000 of common stock and $600,000 of 7 per cent preferred stock, one-half of both being subscribed, and the $700,000 necessary to pay in the common stock will be covered by the special dividend. He said the $200,000 of the 7 per cent preferred stock will represent entirely new capital, all of which has already been subscribed.

Officers for the securities company will for the present be taken from the list of executives of the bank, Charles Hecht, vice-president, will devote a large part of his time to the management of the securities company.

The bank directors have studied the situation for several months and decided on the securities company. The

Continued on Page Three

POOR "DUMMY," FATE'S FOOTBALL, RESTS IN GRAVE ALL HIS OWN

Homeless Victim of a Thousand Pranks, Once Familiar Buffoon of Vanished Tango Belt, Found Drowned, His Secret Still Untold.

BY DORIS KENT.

The funeral cortege of a marionette passed through New Orleans streets Friday morning when "Dummy," bauble of Royal and Rampart streets and mute victim of many a newsboy's prank, drove in an unattended hearse to Greenwood Cemetery. There were no mourners at the funeral, but Friday night they were asking for him in his old haunts, and many learned for the first time that he was dead.

"Dummy" was the jester of the mad and merry world below Canal street that bore the name of the Tango Belt. His small, wizened figure, his eager obedience to any order and his desperate efforts to speak made him the montebank of the district.

His real name, his origin and the cause of his dumbness were all unknown and no one cared to find out. He was merely "Dummy," a grotesque figure slipping in and out of cafes and cabarets, earnestly attempting to do whatever he was told and constantly striving to make the world understand something he could not say.

Rumor said he was a bit of wreckage from a family whose standing is prominent in the state's history, and that at one time he was a promising student at the deaf and dumb institute at Baton Rouge.

He seemed to live by special care of Providence. He never begged but the same folks who baited and teased him used to slip coins into his hand after the sport had grown stale.

At night he curled up in odd corners. On one occasion a resident of Rampart street, made nervous by an unusual noise, fired three shots pointblank into the narrow alley next his home. A policeman's flashlight revealed "Dummy's" shabby figure sleeping, unaroused by the report he could not hear nor the bullets that menaced his life.

The same grace that protected him when there was one chance in a thousand for a bullet to miss its mark looked after him through the rain and cold and epidemics of last winter, when he slept in the streets with no ill effects.

But the power that protected him relaxed its vigilance at last. Thursday afternoon a body was hauled out of the Orleans Canal near the pumping station, back of City Park. Workmen gathered about to view the dead man. Several exclaimed at once:

"It's 'Dummy'!"

How did "Dummy" die? Was he the victim of one last prank that went too far? Or did the spirit that had dumbly beat itself for years against the bars of silence at last grow weary and the little jester slip away into the night in a far search for a land where infinite understanding reigns?

The small body, still after all its antics before the laughing crowds of years, lay in the morgue awaiting the expiration of the time allotted before burial in the Potter's Field.

But the word went around in Royal street and there was a stirring of sympathies whose existence had probably not been suspected in years.

Someone suggested a collection. Before it could be begun one man came forward and assumed the responsibility of seeing that "Dummy" was given a Christian burial. The giver avoided publicity, but the name of "Billy" Bernhardt was being whispered Friday evening.

The simple ceremony took place Friday morning in Greenwood Cemetery.

GIST OF THE NEWS

THE TIMES-PICAYUNE, New Orleans, La., Sept. 20, 1919.

Germany emerged from the war a perfect dynamo of strength, said Henry Morgenthau. —Page 1

Truman H. Talley said a liberal measure of self-legislation for Ireland would kill the Sinn Fein. —Page 8

Both sides declared they were prepared for the test of strength between labor and capital in the steel industry a strike will cause. —Page 1

Senate Republicans claimed they will have votes enough to amend the League of Nations covenant when the real fight opens Monday. —Page 1

The sinking of the Valbanera, headed for this port, was confirmed after divers found the vessel on the Key West reefs. —Page 1

President Wilson decided to spend today resting quietly at a Los Angeles hotel, acting on the advice of his physician. —Page 1

Harry Lester, serving a life term in the Mississippi penitentiary for the murder of an express messenger during a train hold-up, died. —Page 3

Three unmasked white men robbed the Bank of Gilliam, at Gilliam, La., of $10,000 and escaped in an automobile to Arkansas. —Page 3

Major P. L. Declouet, Confederate veteran and former member of the Louisiana Legislature, died at his home in Lafayette. —Page 5

The International Brotherhood of Electrical Workers decided to aid in the defense of members charged with killing a strike-breaker at Dallas, Tex.—Page 5

Robert Hicks of Springfield, Mo., was arrested after he confessed to strangling his daughter 22 years ago. —Page 3

The fair price committee decided upon 17 cents a quart as a fair price for milk in the city of New Orleans. —Page 1

Plans were announced for the registration today of delegates thronging to the convention of Associated Advertising Clubs of the world. —Page 1

All plans were completed for the reception of Sergeant Alvin C. York, the greatest hero of the war, guest today of New Orleans. —Page 1

The Hibernia Bank and Trust Co. directors announced a million dollar corporation would be organized to finance imports and exports. —Page 1

John M. Parker arranged to open his campaign on October 2 at the fair at Donaldsonville. —Page 1

City Chemist A. L. Metz reported he found no poison in the stomach of Frank Hogan, who died after long stupor. —Page 3

Plans were completed for the launching at Madisonville at noon of the wooden steamship Tchefuncta. —Page 5

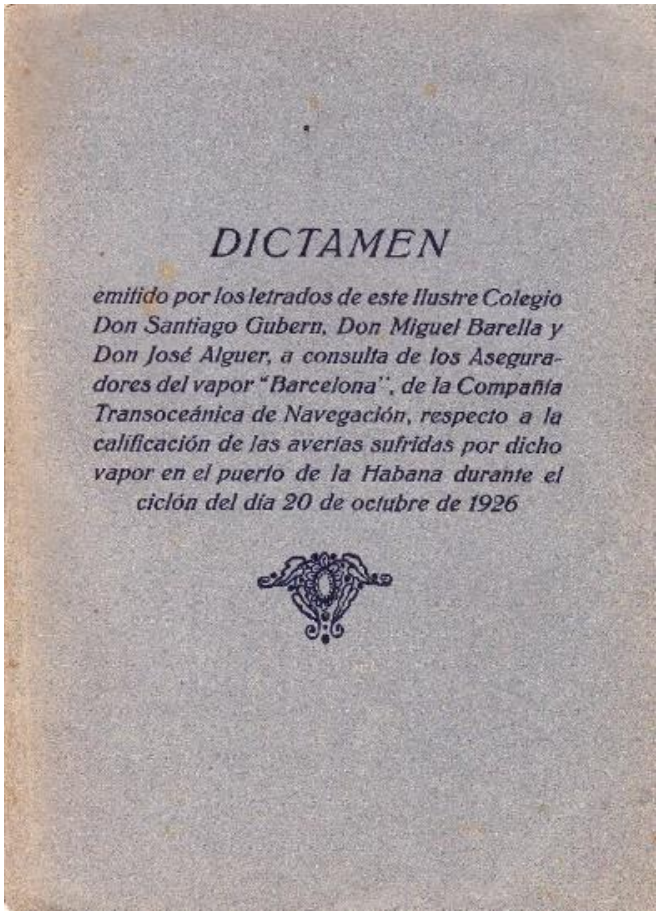
The Park and Parkway Extension Committee was formed to obtain additional beauty spots for New Orleans. —Page 6

The coffee importers, protesting the alleged failure of the Dock Board to provide wharf space, declared cargoes were diverted to New York. —Page 7

Fears were expressed that the Norwegian steamship Preston, five days overdue, was lost in the recent storm. —Page 8

Delegates to the zone meeting of the Mississippi Valley Association were advised by John M. Parker to shun politics. —Page 16

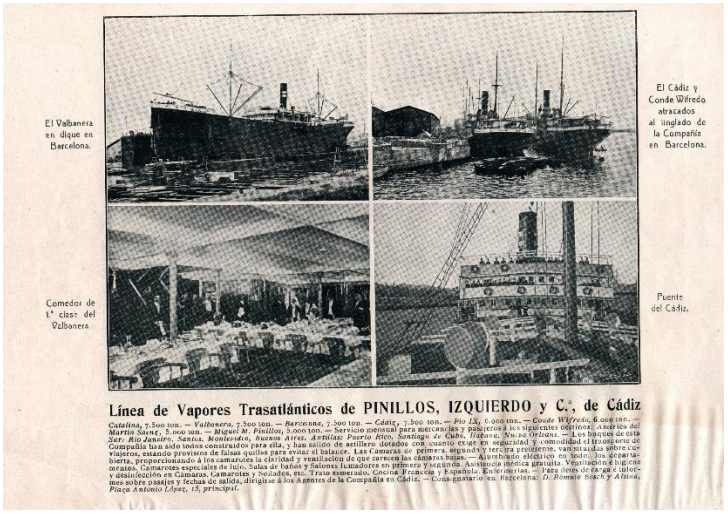
Pieza número 55. Reproducción a gran tamaño de la primera página del Times Picayune (nueva Orleans) anunciando el naufragio del Valbanera.



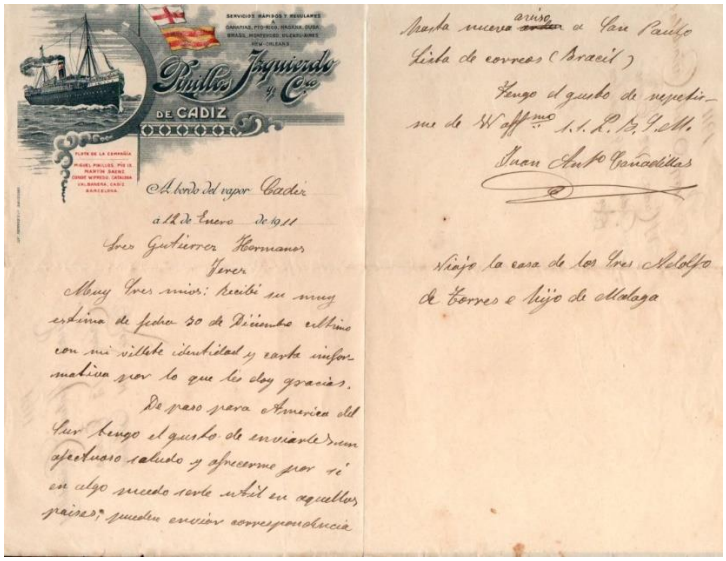
DICTAMEN

emitido por los letrados de este Ilustre Colegio Don Santiago Gubern, Don Miguel Barella y Don José Alguer, a consulta de los Asegura-dores del vapor "Barcelona", de la Compañía Transoceánica de Navegación, respecto a la calificación de las averías sufridas por dicho vapor en el puerto de la Habana durante el ciclón del día 20 de octubre de 1926

Pieza número 56 . Dictamen pericial sobre los daños sufridos por el trasatlántico español Barcelona durante el ciclón que se produjo en La Habana en octubre del año 1926. El Barcelona era el segundo gemelo del Valbanera y también estuvo a punto de hundirse durante un ciclón.

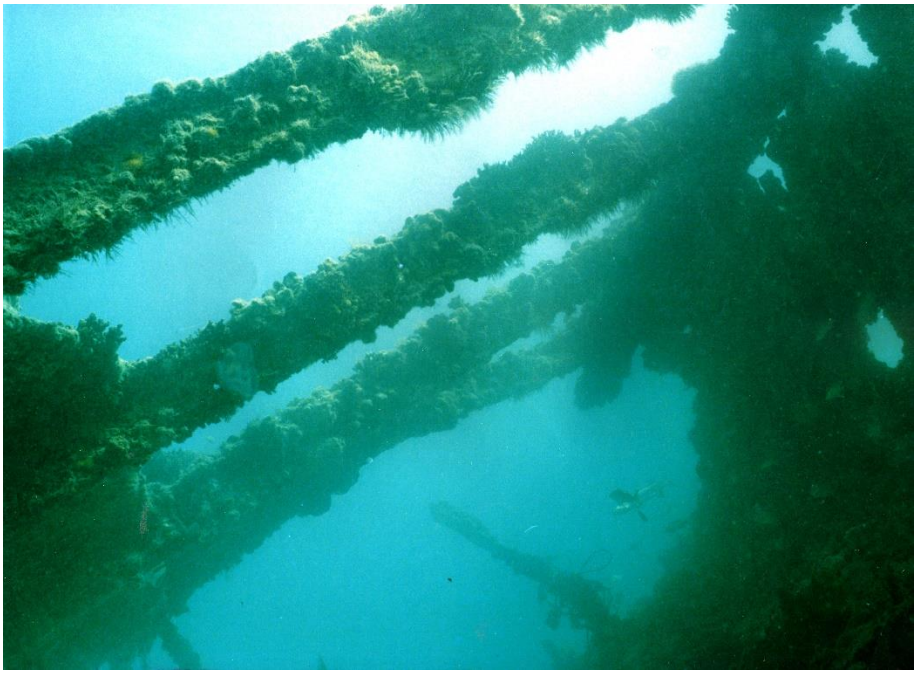


Pieza número 57. Publicidad de Pinillos con imágenes del Valbanera.



Pieza 58. Papel de cartas de los barcos de Pinillos. En el membrete el trasatlántico Valbanera.

FOTOS DEL VALBANERA.



Piezas 59 a 78. Veinte fotografías subacuáticas de los restos del Valbanera. Se exponen a un tamaño medio de 40X29

Piezas 79 a 108. Treinta fotos históricas del Valbanera sus pasajeros y tripulantes en diversos tamaños.

Piezas 109 a 118 LOS GEMELOS DEL VALBANERA. EL CADIZ Y EL BARCELONA.
10 fotos históricas de los dos trasatlánticos

PINTURAS Y MAQUETAS DEL VALBANERA.

Pieza número 119. Maqueta artesanal del Valbanera. Mide 1 metro de eslora.

Pieza número 120. El Valbanera en navegación. Acuarela. JJ Zarzalejo.

Pieza número 121. El Valbanera frente al puerto de La Habana. Acuarela JJ Zarzalejo

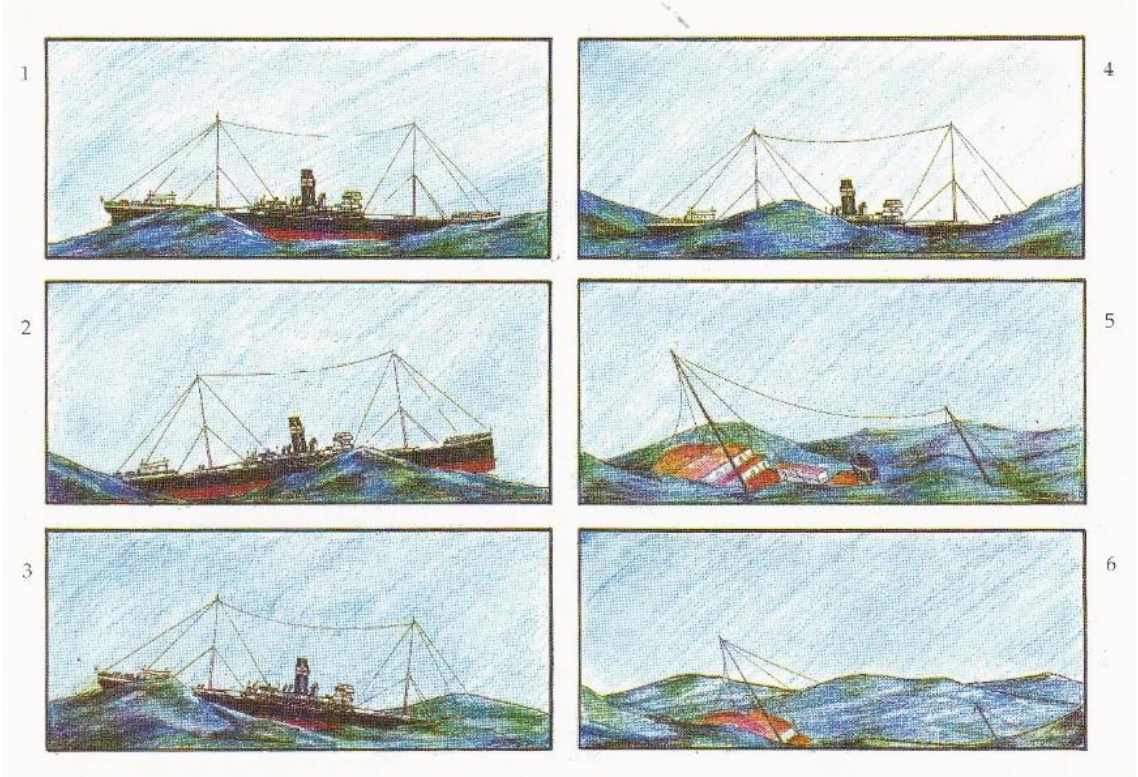
Pieza número 122. El hundimiento del Valbanera. Oleo JJ Zarzalejo.

Pieza número 123. Después del naufragio. Acuarela JJ Zarzalejo.

Pieza número 124. El pecio del Valbanera. Acuarela JJ Zarzalejo.

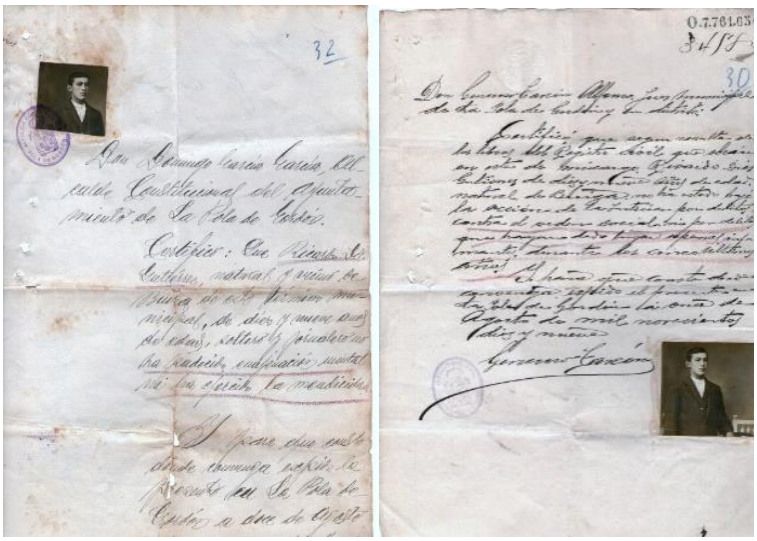
Pieza número 125. El Valbanera en navegación. Acrílico por Roberto Hernández.

Pieza número 126. El hallazgo de los restos del Valbanera, Acuarela de Agustín Paloma.



Pieza número 127. Secuencia del naufragio del Valbanera. Dibujo a lápiz.

Pieza número 128. Alegoría de la naviera Pinillos, Izquierdo y Compañía. Acuarela Agustín Paloma.



Piezas 129-132. Colección de cuatro certificados emitidos en septiembre de 1919, el mes en el que se hundió el Valbanera, a un emigrante que iba a embarcar en otro vapor. Muestran las indignidades que debían pasar los emigrantes para emigrar.

LOS NAUFRAGIOS DEL PRINCIPE DE ASTURIAS, PIO IX Y EL LINER INFANTA ISABEL.

Piezas número 133 a 136. Cubiertos de segunda clase recuperados en Brasil de los restos del trasatlántico español Príncipe de Asturias

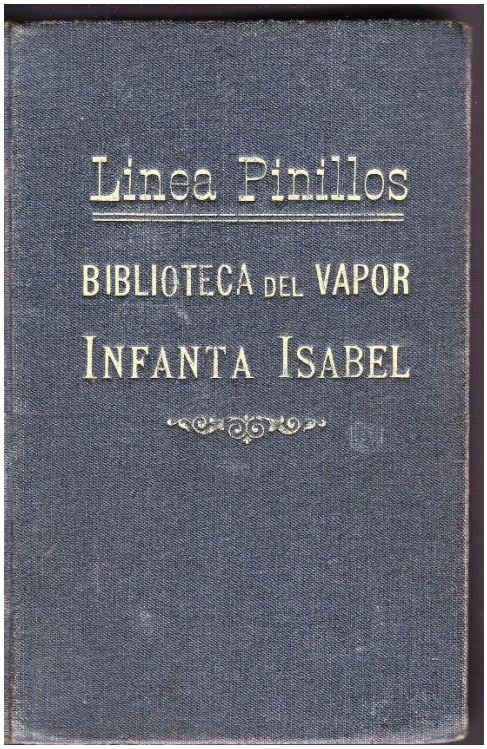
Pieza número 137. Vaina de rifle hallada en los restos del trasatlántico español Príncipe de Asturias. El fulminante de la vaina está percutido lo cual puede significar que en la noche del naufragio hubo disparos en el buque. Se trata de una vaina de rifle.

Pieza número 138. Papel secante utilizado en los camarotes de primera clase de los trasatlánticos Príncipe de Asturias y su gemelo el Infanta Isabel

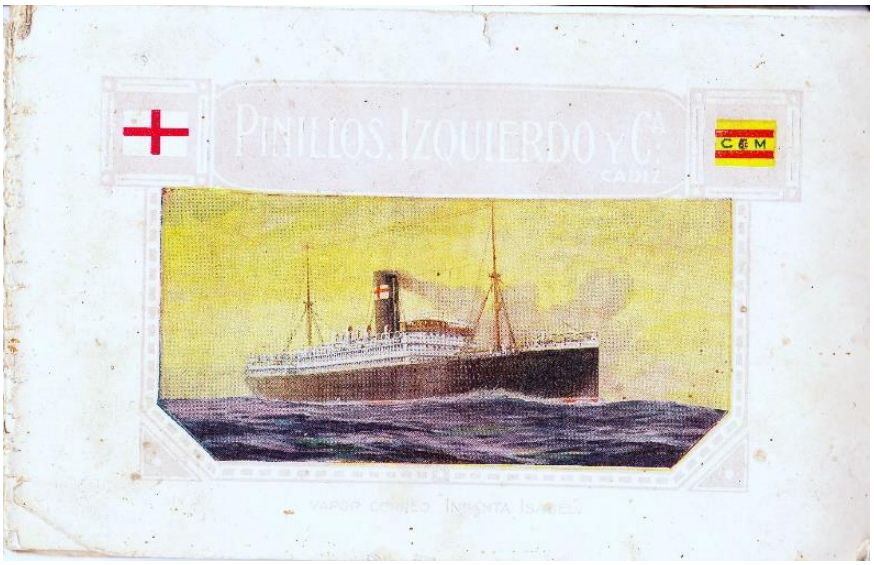
Pieza número 139. Botella de brandy Fundador recuperada de los restos del trasatlántico español Príncipe de Asturias hundido en marzo de 1916 en las costas de Brasil con la pérdida de más de 440 personas. El tapón de corcho está dentro de la botella debido a la presión. Todas estas piezas recuperadas de los restos del Príncipe de Asturias constituyen son parte del pago que la gran editorial brasileña Magma Cultura me hizo por mi trabajo como asesor y documentalista del libro “Príncipe de Asturias, Misterio en las Profundidades”

.

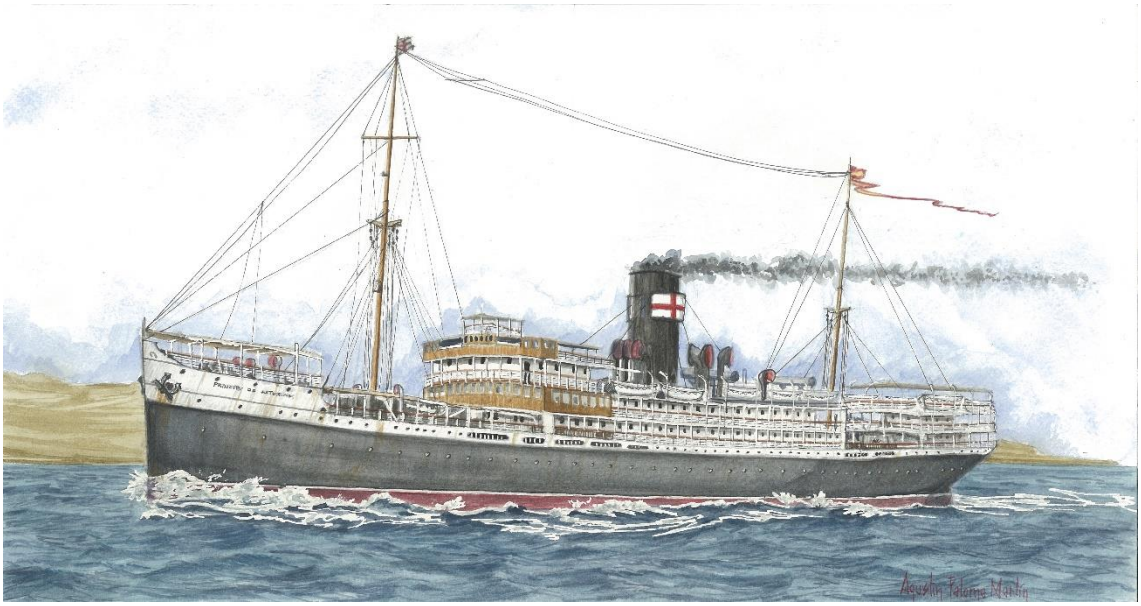
Pieza número 140. Plato del ajuar de segunda clase del trasatlántico español Infanta Isabel, gemelo del Príncipe de Asturias. El Infanta Isabel fue vendido al Japón., Rebautizado con el nombre de Midzuho Maru fue torpedeado y hundido por un submarino americano durante la Segunda Guerra Mundial



Pieza número 141. Libro procedente de la biblioteca del trasatlántico español Infanta Isabel.



Pieza número 142 Folleto de propaganda ilustrado del trasatlántico Infanta Isabel.



Pieza número 143. El Príncipe de Asturias en navegación. Acuarela de Agustín Paloma.

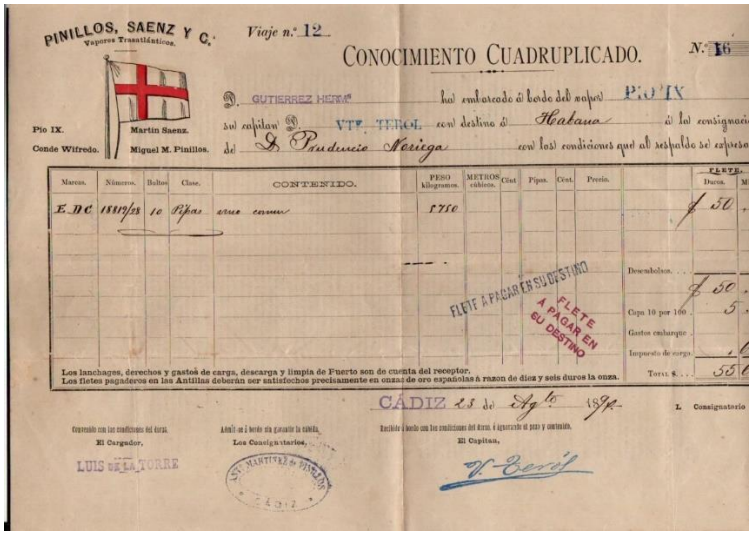
Piezas número 144-149. Bocetos a la acuarela con detalles del Príncipe de Asturias.

Pieza número 150. Boceto a la acuarela de la sala de música del Infanta Isabel.

Piezas 151 a 183. Colección de fotos históricas del Príncipe de Asturias y del Infanta Isabel.

Piezas 184 a 189. Colección de fotos históricas del Pio IX

Pieza número 190 Partitura original de pieza musical sobre el trasatlántico Infanta Isabel dedicado a su sobrecargo



PINILLOS, SAENZ Y C.ª
Vapores Trasatlánticos.

Viaje n.º 12

CONOCIMIENTO CUADRUPLICADO.

N.º 16

Pio IX.
Conde Wifredo.

Martin Saenz.
Miguel M. Pinillos.

D. GUTIERREZ HERM.ᵒˢ ha embarcado á bordo del vapor PIO IX su capitan D. VTE. TEROL con destino á Habana á la consignaci de D. Prudencio Noriega con las condiciones que al respaldo se expresa

Marcas.	Números.	Bultos	Clase.	CONTENIDO.	PESO kilogramos.	METROS cúbicos.	Cént.	Pipas.	Cént.	Precio.	FLETE. Duros.
E D C	18819/28	10	Pipas	vino común	5750						$ 50

FLETE A PAGAR EN SU DESTINO

FLETE A PAGAR EN SU DESTINO

Desembolsos . . . $ 50
Cupo 10 por 100 . 5
Gastos embarque .
Impuesto de carga . 0
Total $ . . . 55

Los lanchages, derechos y gastos de carga, descarga y limpia de Puerto son de cuenta del receptor.
Los fletes pagaderos en las Antillas deberán ser satisfechos precisamente en onzas de oro españolas á razon de diez y seis duros la onza.

CÁDIZ 23 de Ag.to 1892

L. Consignatario

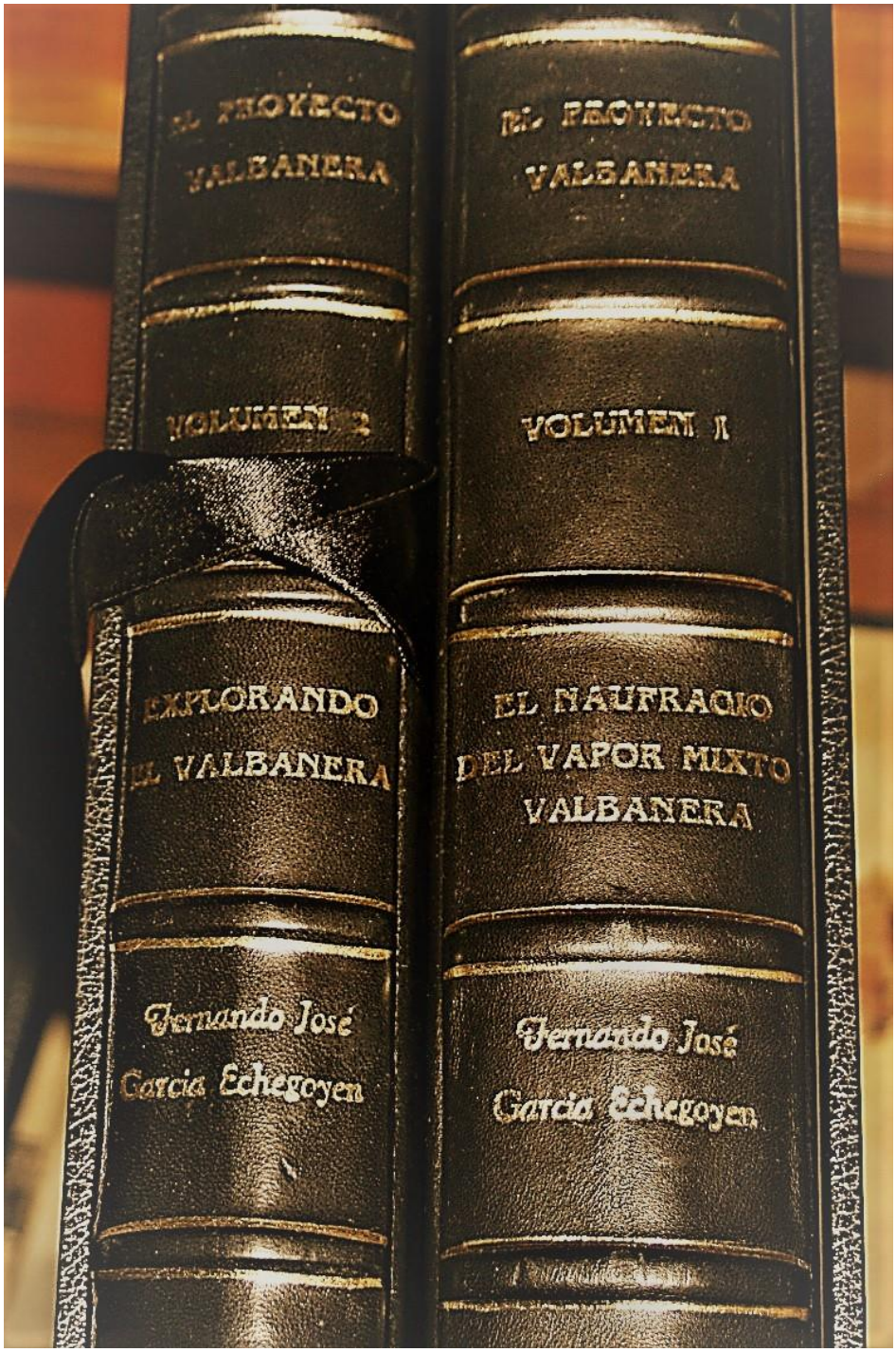
Conforme con las condiciones del dorso.
El Cargador,
LUIS DE LA TORRE

Admítese á bordo sin garantir la cabida.
Los Consignatarios,
ANT. MARTINEZ de PINILLOS
CÁDIZ

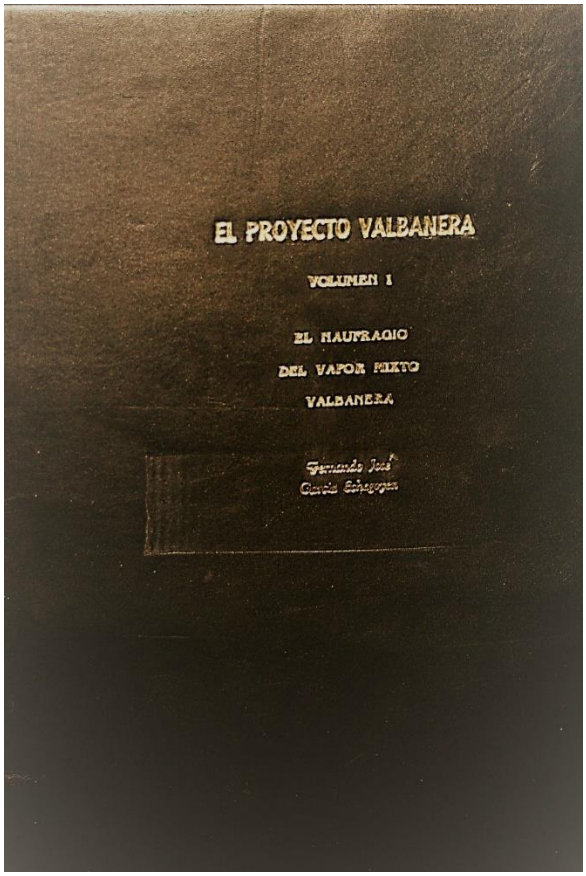
Recibido á bordo con las condiciones del dorso, á ignorando el peso y contenido.
El Capitan,
V. Terol

Pieza 191. Conocimientos de embarque del trastlántico Pio IX.

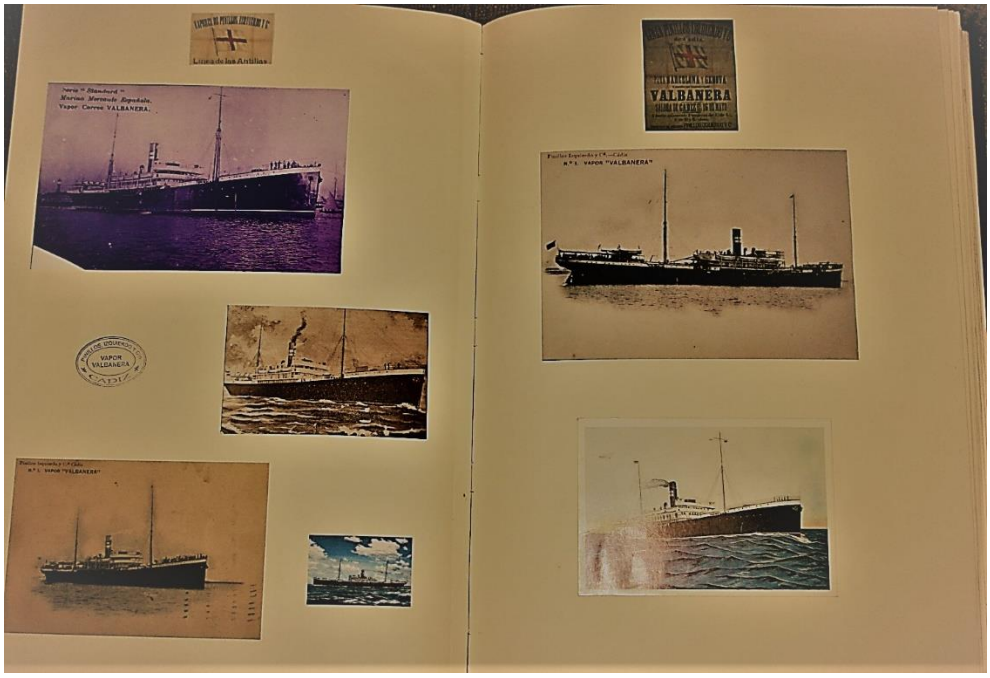
SCRAPBOOKS Y PUBLICACIONES DIVERSAS

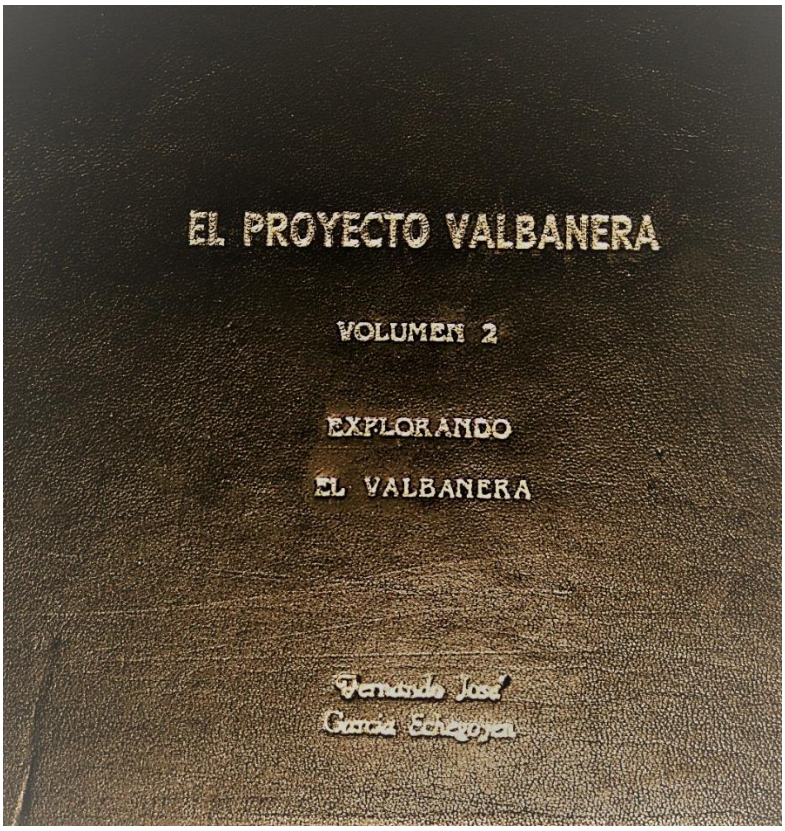


192 a 215. Colección de scrapbooks, libros, revistas, prensa y otras publicaciones sobre el Valbanera.


EL PROYECTO VALBANERA
VOLUMEN I
EL NAUFRAGIO
DEL VAPOR MIXTO
VALBANERA
Fernando José
García Sánchez

VAPORES CORREOS-ESPAÑOLES
DE
Pipillos, Izquierdo y C.ª
S. en C.
CÁDIZ
FLOTA
VALBANERA
CADIZ
OFFICERS AND ENGINEERS S/S VALBANERA - CADIZ.


Línea de las Antillas
Vapor Correo VALBANERA.
VALBANERA
VAPOR
VALBANERA
CADIZ
VAPOR "VALBANERA"


EL PROYECTO VALBANERA
VOLUMEN 2
EXPLORANDO
EL VALBANERA
Fernando José
García Echegoyen

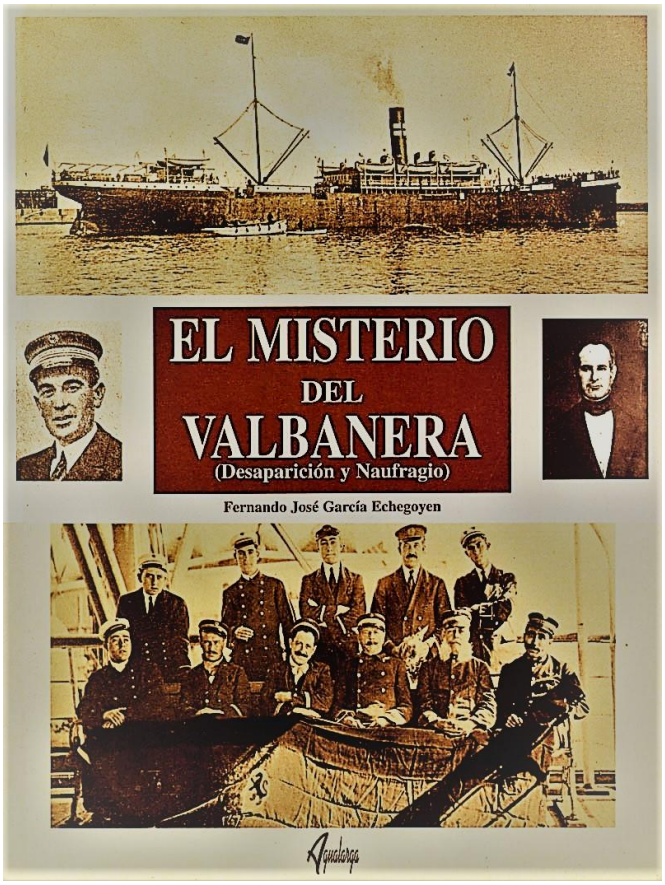
De Nieva de Cameros al Caribe.

LA NAVIERA PINILLOS Y EL NAUFRAGIO DEL VALBANERA

AUTOR: Diego Téllez Alarcia
FOTOGRAFÍAS: Colección personal de Fernando J. García Echegoyen.

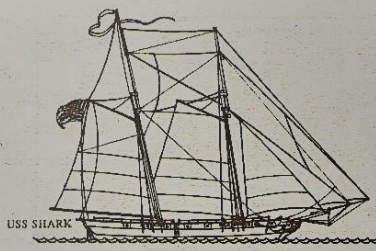
24 grados 33 minutos 48 segundos latitud Norte. 82 grados 28 minutos 41 segundos longitud Oeste. Un punto en mitad del Caribe a unos 64 kilómetros de Cayo Hueso. Allí, a salvo de la mirada de los turistas que abarrotan las playas de los cayos de Florida, a unos 12 metros de profundidad, reposan los restos del *Valbanera*. El *Titanic* español.

El *Valbanera* en el puerto de Cádiz.


EL MISTERIO
DEL
VALBANERA
(Desaparición y Naufragio)
Fernando José García Echegoyen

REGRESO AL VALBANERA
HISTORIA ILUSTRADA DE UN NAUFRAGIO ESPAÑOL
"VALBANERA"
FERNANDO JOSÉ GARCÍA ECHEGOYEN

$2

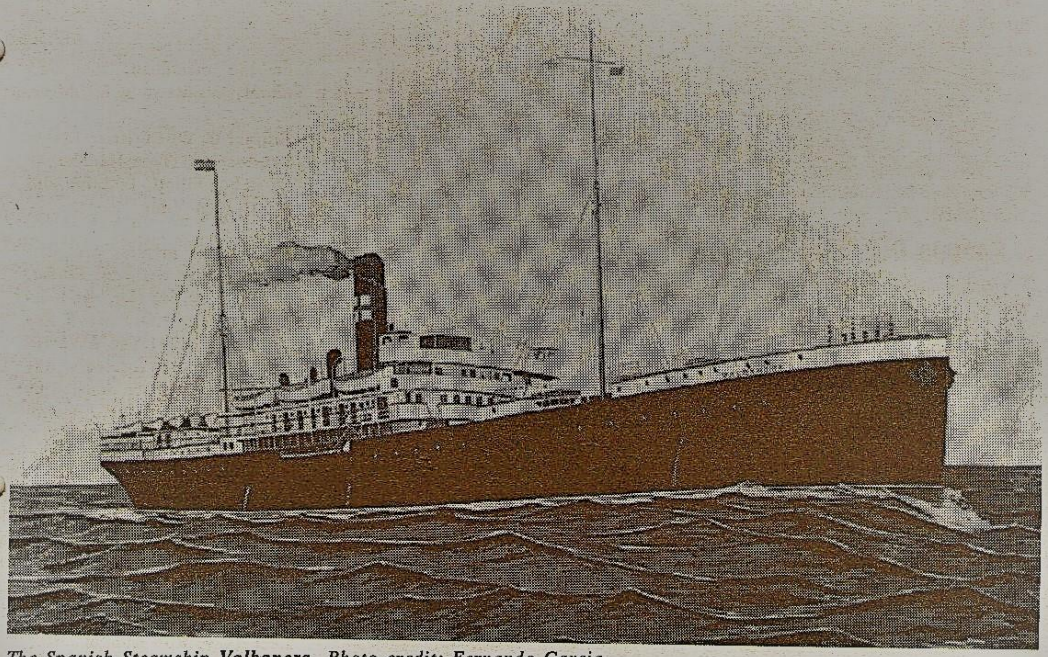


Florida Keys Sea Heritage Journal

VOL. 6, NO. 4 SUMMER 1996

OFFICIAL QUARTERLY PUBLICATION OF THE KEY WEST MARITIME HISTORICAL SOCIETY

The Last Trip of Valbanera



The Spanish Steamship ***Valbanera****. Photo credit: Fernando Garcia.*

By Fernando J. Garcia Eckegogan
Copyright 1995

The following article is a translation from a chapter in a privately published book in Spanish, "Naufragio - Cronicas Del Mar y La Muerte" (Shipwreck - Stories of the Sea and Death) by Fernando Jose Garcia Echegoyen and is reprinted with permission. The article gives an account of events before, during, and after the mysterious sinking of the ship Valbanera near the Quicksands in a 1919 hurricane. (Throughout the article text in brackets are the editor's and are entered for clarification.)

Barcelona, August 10, 1919. On this warm August morning, in a scene often repeated in Spanish ports in the early 20th Century, passengers were boarding ocean steamships. On this particular day there was a ship that was leaving behind schedule. Perhaps because of this delay many of the passengers had time to wonder, with a premonition of fear, at this ship with its two masts and one large smoke stack on which a red cross stood out. The people who were walking by also stopped and looked at the steamship which would soon be the main character in incidents that they would read about in the press.

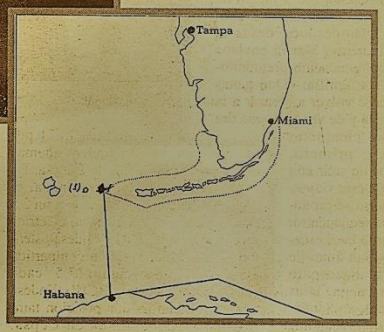
The ship's departure was announced in the press and on many posters. The press of the city of Cadiz, for example, announced the departure of the ship for the third of August. The Canary Island newspapers had announced the previous trip of the steam ship as "The Fast and Modern Steam ship with Two Pro-

(Continued on page 3)

L·A R·E·V·I·S·T·A

1 de febrero de 1996 — La Nueva España — Nº 27

A la izquierda, un momento de los trabajos realizados en el exterior del casco del «Valbanera», en la primavera del pasado año. La segunda expedición es ahora mucho más ambiciosa. Abajo, el último viaje del buque, desde las inmediaciones del puerto de La Habana, donde no pudo entrar a causa de la tormenta, hasta los cayos de Florida, donde se hundió. En la fotografía inferior, hipótesis del equipo de la «operación Valbanera» que recrea los últimos minutos del buque en medio de la tormenta.



En el corazón del «Valbanera»

Hoy se inicia en Florida la segunda expedición de estudio y rescate de restos del mítico vapor español, hundido en 1919 con numerosos emigrantes asturianos a bordo

En agosto del pasado año, LA NUEVA ESPAÑA publicaba un excepcional reportaje, firmado por Ramón Díaz, sobre la tragedia del trasatlántico español «Valbanera», hundido frente a las costas de Florida (Estados Unidos) en septiembre de 1919. El «Valbanera» era un barco de emigrantes, muchos de los cuales procedían de Asturias. Desde hace 77 años, el barco permanece semienterrado y cerrado a cal y canto. El Archivo de Indianos ha organizado una segunda expedición al «Valbanera» para recuperar restos y utensilios. Unos restos que formarán parte de una exposición que viajará por toda América.

Eduardo García

A media tarde de hoy, hora española, se iniciará la segunda fase de la «operación Valbanera». Al menos tres buzos profesionales realizarán la primera de las inmersiones previstas en busca del corazón del gran buque español hundido en septiembre de 1919. Setenta y siete años después, el «Valbanera» sigue siendo probablemente el capítulo más oscuro de las tragedias náuticas nacionales. Dentro de su caparazón de hierro y acero, bajo el mar y enterrado casi totalmente en un océano de arena, el «Valbanera» hace de tumba de casi quinientas personas.

Arrecifes cercanos a Cayo Hueso, en la costa de Florida. El buceador de naufragios canario Eduardo Vera será hoy uno de los encargados de encontrar una entrada en el hermético dormir del buque. Junto a él estará el norteamericano Frank Busby, uno de los más prestigiosos cámaras submarinos del país. La expedición está dirigida por un malagueño de 34 años, Fernando García Echegoyen, y sufragada por el asturiano Archivo de Indianos. Durante toda la próxima semana distintos equipos especiales de buceo tratarán de arrojar luz sobre el misterio. ¿Por qué se hundió el «Valbanera»? ¿Cuándo se produjo la catástrofe y en qué circunstancias? El buque permanece casi intacto desde el momento mismo de su naufragio. La expedición asturiana intentará durante esta semana penetrar en el «Valbanera» e inspeccionar la zona central del barco. No será ésta una operación definitiva, aún queda un mundo por descubrir bajo el gigantesco caparazón de 121 metros de eslora. Cuando los buzos entren hoy en el barco contemplarán un cuadro impactante: el interior de un buque hundido hace 77 años, pero que se encuentra en las mismas condiciones que cinco minutos después de producirse el hundimiento.

Recordemos el último viaje del «Valbanera»:

El día 10 de agosto de 1919 cientos de emigrantes se agolpaban en uno de los muelles del puerto de Barcelona. Había riojanos, castellanos, cántabros y asturianos. Frente a ellos, el imponente casco de uno de los trasatlánticos emblemáticos de la naviera Pinillos. El «Valbanera» había sido botado en 1906, era un buque moderno, con capacidad para 1.200 pasajeros distribuidos en cuatro clases: primera, segunda, tercera y clase emigrante.

Los papeles se han perdido o alguien los guarda con celo. Por ello nunca sabremos cuántos asturianos viajaron en este último navegar del buque. El experto Fernando García Echegoyen aventura que «fueron numerosos. Era costumbre de la emigración asturiana embarcar en Barcelona y hacer el viaje con líneas españolas en las que se comía mucho mejor que en los trasatlánticos alemanes, que sí hacían escala en los puertos del norte de España».

Es de suponer, por tanto, que varias decenas de asturianos embarcaron aquel día a bordo del «Valbanera» y con destino a Cuba. El buque hizo escala en Valencia y, posteriormente, en Málaga y Cádiz, donde recogió a otros cientos de emigrantes procedentes del sur de España.

Pasa a la página siguiente

L·A R·E·V·I·S·T·A

Reportaje

Viene de la página anterior

Todavía quedaban tres escalas más, en las islas Canarias, para embarcar a unos 600 pasajeros insulares: Las Palmas, Tenerife y Santa Cruz de la Palma. Cuando el «Valbanera» abandona este último puerto, inicia la travesía del Atlántico al completo, es decir, con 1.230 personas, incluyendo una tripulación compuesta por 88 hombres. La tripulación era en su mayor parte gaditana. El capitán, Ramón Martín Cordero, de tan sólo 34 años de edad. Fue su primer viaje como máximo responsable del barco, pero en modo alguno se podía considerar un inexperto. Socialmente relacionado, Ramón Martín era un hombre conocido y de prestigio. Su esposa y una hija recién nacida (de 3 meses de edad) se quedaron en Canarias. Días después, desde el «Valbanera», Martín enviaba una comunicación premonitoria a su familia: «Qué ganas tengo de volver a abrazar a la pequeña y de ver cómo me tira de la chaqueta. Pero, primero, hemos de salir con vida de este viaje».

Nunca se produjo ese reencuentro. El barco hace escala en San Juan de Puerto Rico para dejar carga. Días después, en Santiago de Cuba, unos setecientos pasajeros optan por bajar, aunque no estaba previsto. Casi todos eran canarios. Todo hace indicar que las noticias de la llegada de un ciclón tropical desanimaron a muchos a proseguir viaje.

Capear el temporal

Y el ciclón llegó. En medio de una tormenta que los expertos consideran como de las mayores del siglo en la zona, el «Valbanera» llega a las puertas de La Habana. Pero los prácticos no le dejan entrar en el puerto por el peligro que entrañaría la maniobra. El capitán, Martín Cordero, decide, entonces, capear el temporal en alta mar. Desde el puerto se ven las luces en la cubierta del «Valbanera», que se alejan hasta desaparecer entre la borrasca. Era el 9 de septiembre de 1919. En el «Valbanera» quedaban 488 personas a bordo.

Pasan tres días. El 12 de septiembre, un mensaje desde alta mar es recibido en las costas de Florida y en La Habana. Parece ser el «Valbanera», que pide informes meteorológicos. Todo apunta a la normalidad, no hay el menor síntoma de inquietud en el mensaje.

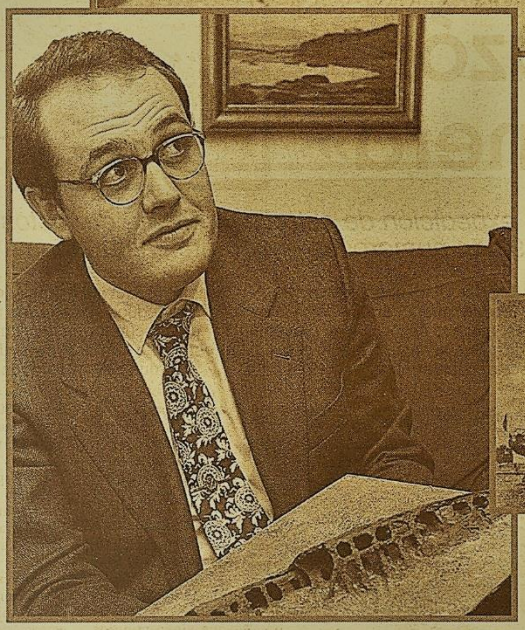
Nunca más se supo de él.

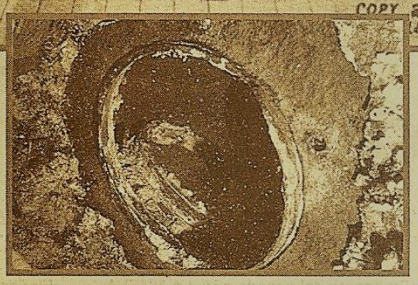
A la semana siguiente, y ante la falta de noticias, se movilizan los servicios de rescate norteamericano y cubano. La zona que se rastrea es la de Cayo Hueso, los arrecifes que hoy son reserva biológica y que guardan bajo sus aguas cientos de barcos hundidos, entre ellos el mítico galeón «Atocha».

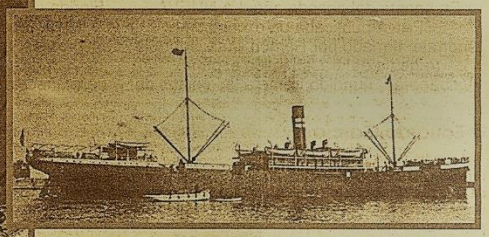
Día 19 de septiembre. La dotación de un caza submarino norteamericano encuentra restos del barco, frente a un bajo conocido como de la Media Luna y a unas 90 millas del puerto de La Habana, su destino frustrado. El espectáculo bajo las aguas es impresionante. El «Valbanera», cerrado a cal y canto y preparado para soportar un temporal, yace en el fondo, a poca profundidad. Es como un barco fantasma, pertrechado y en apariencia sin daño alguno. Los equipos de rescate consiguen avistar un solo cadáver. Desde entonces las arenas móviles han cubierto lenta pero inexorablemente el casco, que hoy se encuentra enterrado en un 90 por ciento (quedan al descubierto unos diecinueve metros de la proa).

Los integrantes de la expedición asturiana al «Valbanera» tienen su teoría: «Cuando en La Habana no dejan entrar al barco, es posible que el capitán decidiera buscar un puerto más seguro y encaminarse al de Tampa, en Florida. Cruzar en línea recta a través de los cayos hubiera sido un suicidio, así que el "Valbanera" busca la pequeña isla de la Tortuga, en el extremo más occidental. Pero algo falla en los cálculos y el barco deja la isla de la Tortuga al Oeste». El «Valbanera» entra, sin saberlo, en una trampa mortal, en un laberinto de dunas submarinas del que ya no pudo escapar.

Pasa a la página siguiente





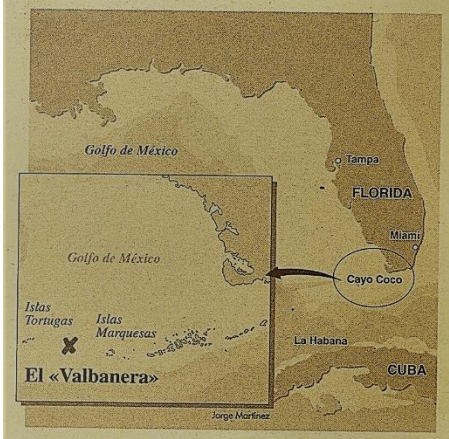


En la parte superior, una fotografía de la oficialidad del «Valbanera». Está tomada en Nueva Orleans tres años antes de la catástrofe. Hay dudas sobre quién es Ramón Martín Cordero, por entonces uno de los oficiales del buque (el primero por la derecha o el segundo por la izquierda, de pie). Junto a estas líneas, una postal del «Valbanera» en el puerto de Málaga, un detalle del casco del buque hundido y Fernando Echegoyen con la maqueta del pecio, tal y como lo va a encontrar hoy la expedición asturiana.

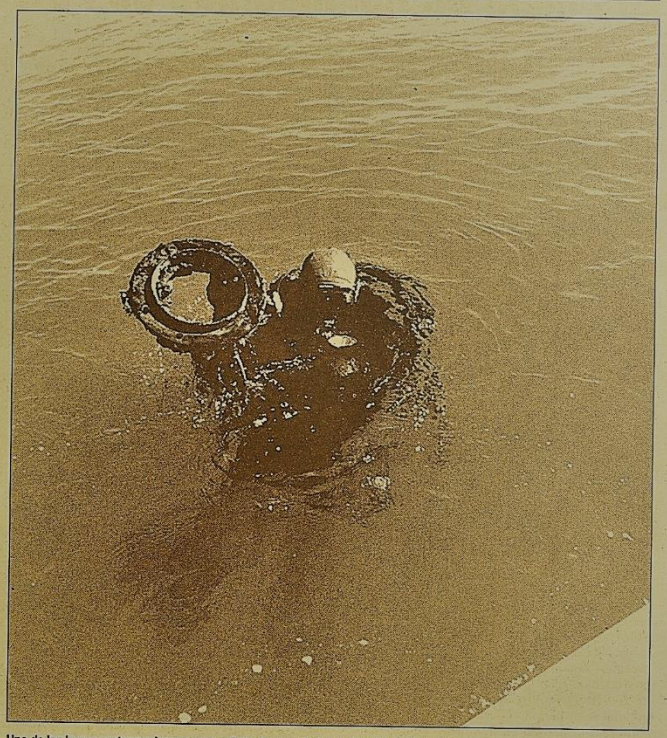
NACHO VELA

A la conquista del gran buque de la emigración

La segunda expedición a los restos del buque «Valbanera» fue todo un éxito. Técnicos españoles y norteamericanos buscaron durante el pasado mes de febrero una entrada al corazón del barco, hundido en 1919 frente a las costas de Florida con 488 personas a bordo, entre ellas algunas decenas de emigrantes asturianos. Entrar en el «Valbanera» y rescatar los objetos cotidianos de la emigración –proyecto patrocinado por el Archivo de Indianos– cuesta unos diez millones de pesetas, que será necesario buscar. Los objetos rescatados formarán parte de una futura exposición que recorrerá diferentes países de Hispanoamérica.



Lugar donde se encuentra hundido el buque.



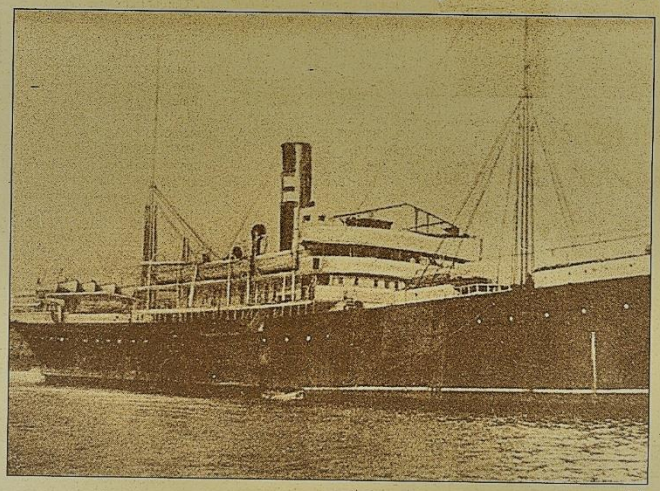
Uno de los buzos norteamericanos saca a flote algunos de los restos del «Valbanera».

El «Valbanera» abre sus puertas

La segunda expedición al barco fantasma de la emigración española, en aguas de Florida, constituyó todo un éxito para la entidad organizadora, el Archivo de Indianos

Oviedo
Eduardo GARCIA

La expedición asturiana a los restos sumergidos del «Valbanera», en las costas de Florida, regresó al Principado con diversos objetos del buque, entre ellos las letras en bronce del nombre que el mítico barco llevaba en su proa, y la confirmación de que es posible penetrar en las entrañas del pecio. Durante una semana el grupo formado por técnicos españoles y estadounidenses trabajó bajo las aguas en busca del lugar exacto donde, según ellos, es posible realizar la penetración en futuras expediciones. Dentro, les espera un barco fantasma y cerca de 500 cadáveres que reposan en su tumba acuática desde que en septiembre de 1919 el barco naufragara por causas que aún se desconocen. Fue una de las mayores tragedias marítimas de España. En ese barco de la emigración decenas de asturianos viajaban en busca de un destino, América, que nunca pudieron alcanzar.



El «Valbanera», poco tiempo antes de su hundimiento en el Caribe. A. M.

La segunda expedición al «Valbanera» fue costeada por el Archivo de Indianos y se realizó el pasado mes de febrero. Al Archivo ha llegado en los últimos días el informe oficial de los trabajos, efectuados con mal tiempo y una visibilidad submarina prácticamente nula. Fernando García Echegoyen, malagueño de 34 años y director del proyecto técnico, afirmaba ayer en Asturias que «hemos conseguido saber el ángulo preciso para atacar el buque». El «Valbanera» se encuentra sumergido a unos doce metros de profundidad y enterrado en las arenas de los cayos de Florida. Será necesario excavar con procedimientos industriales para encontrarse con el casco del buque y penetrar en su interior. Se sabe que el barco está escorado 47 grados a estribor y es en esa zona donde se supone que está almacenado el inmenso ajuar del «Valbanera», bajo el acero de un casco que aún resiste los embates del mar.

García Echegoyen ha traído a Asturias una muestra de objetos. Recuperar el portillo de hierro que ahora está en poder del Archivo de Indianos supuso más de dos horas de trabajo submarino. Pesa cinco kilos y cuando fue rescatado de las aguas estaba invadido por coral. También entregó la «B» del «Valbanera», el nombre del barco que aún permanecía adosado al casco, algo sorprendente tras 77 años de abandono bajo el Caribe.

Para Fernando Echegoyen, el buzo canario Eduardo Vera y el buzo y cámara norteamericano Frank Busby, tres de los integrantes de la expedición, «la presencia de las letras de bronce nos confirma que el pecio está intacto. El buque está asequible pero no encierra tesoros; por tanto, no interesa a casi nadie. Nosotros no buscamos oro, sino objetos de la emigración».

El «Valbanera» duerme en completa soledad. Desde la primera expedición, el pasado año, nadie parece haberse acercado a la ruina. Un mero, un mero gigante, así lo confirma.

Pasa a la página siguiente

A la conquista del gran buque de la emigración

Un mero gigante de más de 100 kilos y un abogado de 30.000 pesetas la hora

Los buzos localizaron un agujero en proa que puede conducir al corazón del buque

LUISMA MURIAS

La «B» del Valbanera, uno de los restos del barco que ya están en Asturias.

Viene de la página anterior

Ese ejemplar tropical vive en algún lugar del interior del «Valbanera». «Lo vimos el pasado año y lo volvimos a ver estos días. La visibilidad del mar era mínima y Eduardo Vera se lo encontró a escasos centímetros. Calculamos que el mero mide unos 170 centímetros y, sin duda, superará los cien kilos. Es algo increíble, un monstruo».

Las aguas de Cayo Hueso tienen otras «peculiaridades». Los tiburones, por ejemplo. Y las barracudas, a las que hay que espantar cada vez que se realiza una inmersión. «Se comen hasta las colillas».

La segunda expedición asturiana al «Valbanera» ha tenido una decisiva vertiente judicial. David Paul Horan es el abogado que más sabe de leyes de naufragios en los Estados Unidos. En su casa tiene un museo de restos submarinos y a él encomendó el Archivo de Indianos de Colombres la labor de petición de permisos federales para entrar en ese misterioso yacimiento que es el «Valbanera», y traer a España restos sentimentales del buque: vajilla, cubiertería, equipajes personales de los emigrantes... Todo ello sin ánimo de lucro.

Paul Horan cobra por sus servicios 250 dólares a la hora (unas 30.000 pesetas), pero da garantías de éxito. Al final, abogados, permisos y tasas pueden suponer un desembolso de más de 600.000 pesetas. De todo lo recuperado, tenga valor o no, la Administración norteamericana se quedará con una cuarta parte.

Las esmeraldas del Atocha

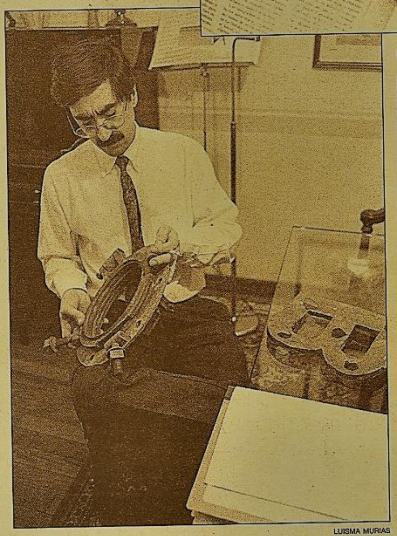
En Cayo Hueso el grupo asturiano alquiló una embarcación, la «Manta», pequeña pero rápida y segura. Se contrataron otros dos buzos de apoyo y se compraron herramientas adecuadas. Desde Cayo Hueso hasta el lugar donde se encuentra el «Valbanera» hay dos horas de navegación. En el camino se encuentran las Islas Marquesas. «En esa zona» –dice Fernando García Echegoyen– «navegamos junto a uno de los barcos de Mel Fisher, el descubridor del galeón español "Atocha". Siguen trabajando en él en busca de un supuesto cargamento de esmeraldas».

Cuando el grupo llega al «Valbanera» y realiza la primera inmersión se percata de que el barco tiene una profunda fractura en la zona de proa. Bajo la cubierta de maniobra los buzos encuentran, asimismo, un agujero en el que se apreciaba una corriente excepcionalmente intensa. Ayudados por focos especiales los miembros de la expedición comprueban que el agujero es muy hondo pero la presencia de diversos obstáculos desaconsejan la penetración hasta contar con más y mejores medios técnicos. Si a través de ese agujero hay un paso interior hasta la zona central del buque, el éxito puede estar asegurado. Pero no es probable ese paso expedito que, en el mejor de los casos, conduciría a los buzos a los comedores y salones del «Valbanera»; entre esas dependencias y los buzos se encuentran las bodegas de carga, supuestamente llenas de arena.

La expedición tuvo tiempo, el viernes 16 de febrero, de realizar apuntes submarinos al objeto de levantar un plano de los restos. «Cuando volvamos tenemos que ir a tiro fijo. No podemos fallar», dice García Echegoyen.

El viaje sirvió para localizar embarcaciones adecuadas para las futuras expediciones e, incluso, una casa almacén por si fuera preciso instalar un centro de operaciones.

El «Valbanera» se hundió probablemente el 12 de septiembre de 1919, tres días después de no haber podido entrar en el puerto de La Habana a causa del temporal y con 488 personas a bordo. La trágica historia está rodeada de incógnitas. Es posible que el barco buscara el puerto de Tampa (USA). El buque apareció intacto, preparado para aguantar una fuerte borrasca. Nunca se encontró un solo cuerpo y hasta los botes salvavidas fueron localizados sin atisbo de que nadie intentara hacer uso de ellos. El «Valbanera» era uno de los más conocidos barcos de la emigración española. Había salido el 10 de agosto de 1919 de Barcelona con emigrantes castellanos, riojanos, asturianos y cántabros. El buque hizo escala en Valencia, Málaga, Cádiz y Canarias al objeto de recibir emigrantes. No se sabe el número de asturianos que pudieron viajar en aquel último trayecto del «Valbanera», que tenía por destino Cuba. Quizá pronto, si la tercera expedición se lleva a efecto, podamos conocer más datos.



El gerente del Archivo Santiago Romero, con el portillo rescatado.

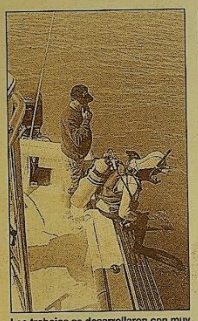
LUISMA MURIAS

Se conservan hasta las juntas de los portillos

El portillo de hierro rescatado de entre los restos del «Valbanera» conservaba una tira de papel acartonado graso que se utilizaba en los barcos de la época para taponar juntas y evitar las humedades. Esto da idea del estado del buque, que ha permanecido virgen desde aquel trágico mes de septiembre de 1919. Los cazadores de tesoros nunca se preocuparon del «Valbanera».

La presencia de seis letras del nombre del barco confirma tal estado. «Es algo inusual, casi imposible y, sin embargo, allí estaban», dice Echegoyen. Pero no todas: faltaban las tres primeras, que cayeron junto a la plancha de acero donde se encontraban. Posiblemente no estén muy lejos, pero lo turbio de las aguas impidió su localización.

«Tuvimos mala suerte con el tiempo. En circunstancias normales, bajo el agua del Caribe hay una visibilidad de treinta metros. Nosotros no veíamos a un palmo».



Los trabajos se desarrollaron con muy escasa visibilidad.

Se necesitan 81.000 dólares para finalizar el proyecto

Oviedo

Las expediciones al «Valbanera» nacieron de un ambicioso proyecto del Archivo de Indianos: organizar una exposición itinerante a través de los centros y casas de Asturias en América en torno a los naufragios de la emigración. En Colombres se trabaja en la exposición desde hace años. Hay mucha documentación, mucho panel informativo, pero pocos objetos. La tumba del «Valbanera» puede ser la solución.

Entrar en el «Valbanera», recorrer el corazón del barco –que tenía 121 metros de eslora– y rescatar lo que más interesa, los objetos cotidianos de los emigrantes de principios de siglo, cuesta unos 81.000 dólares (10 millones de pesetas). El gerente del Archivo, Santiago González Romero, aseguraba ayer que «tendremos que buscar el dinero como sea. No podemos dejar pasar esta ocasión porque en aguas del Caribe está sumergida parte de la historia asturiana». La financiación puede llegar de dos fuentes: la primera, la Administración; la segunda, empresas privadas interesadas en el proyecto. Cabe una tercera posibilidad, buscar un patrocinador en los Estados Unidos, pero, a juicio de Romero, «ésta sería la solución que menos nos gusta».

La exposición sobre naufragios, tan ligada a la emigración asturiana, podría inaugurarse en el próximo septiembre en los locales del Centro Asturiano de México. De ahí, recorrería muy probablemente Florida, Cuba, Argentina, Chile y otros países hispanoamericanos. España sería el objetivo final de la muestra.

Biografía de Fernando José García Echegoyen

Fernando José García Echegoyen nació en Zaragoza hace 56 años aunque ha residido en diversos puntos de Andalucía durante la mayor parte de su vida. Cursó estudios de primaria y bachillerato en el Colegio San José, el célebre internado de Campillos (Málaga) y posteriormente estudió la carrera de Náutica en la Universidad de Cádiz especializándose en el campo de la investigación de siniestros marítimos en el Instituto de Estudios Superiores de Seguros. Desde 1992 ha trabajado como Comisario Marítimo de Averías y perito náutico habiendo realizado en este tiempo unas 17.000 peritaciones e investigaciones de siniestros marítimos y del mundo del transporte. En este campo profesional ha trabajado y colaborado con diversas empresas del sector marítimo, primero como delegado del Comisariado Español Marítimo para Málaga y Granada y posteriormente como profesional independiente. En la actualidad colabora con MAPFRE como perito independiente y asesor en cuestiones náuticas y marítimas.

Desde 1992 dirige el **Proyecto Valbanera**, una iniciativa cultural que, apoyada por diversas instituciones y organizaciones culturales, pretende recuperar con fines museísticos parte de los restos del trasatlántico español Valbanera hundido en 1919 en el Caribe pereciendo en el siniestro las 500 personas que a bordo viajaban. Ha dirigido tres expediciones para investigar los restos de dicho buque y en la primera de las cuales realizada en 1992 consiguió filmar y fotografiar los restos de dicho buque por primera vez desde su hundimiento en 1919. La última expedición fue financiada por la fundación Archivo de Indianos exhibiéndose en la instalaciones de la Fundación en Colombres (Asturias) algunos de los restos recuperados.

Aparte de la investigación sobre el naufragio del Valbanera, Fernando García ha participado en la investigación y reconstrucción de multitud de siniestros históricos. El resultado de sus investigaciones han sido plasmadas en los cinco libros que hasta ahora ha publicado: *Naufragio*, *Crónicas del Mar y la Muerte* (1992), *Historia, Mitos y Leyendas de los Naufragios en las Costas Españolas* (1995), *El Misterio del Valbanera* (1997), *Los Grandes Naufragios Españoles* (1998) y en edición digital el libro *Titanic. Historias para después de un naufragio* (2012). Este libro está basado en un trabajo que realizó a mediados de los años 80 en la Escuela de Náutica de Cádiz dirigido por el prestigioso catedrático de Derecho Marítimo Don José Luis Rodríguez Carrión. Dicho libro se publicó para celebrar el centenario del hundimiento del Titanic y se puede obtener de forma gratuita mediante descargas en esta web.

En 1995 realizó también un exhaustivo trabajo de campo sobre los naufragios en las costas de la provincia de Málaga que fue publicado en forma de carta náutica reflejándose en la misma los principales naufragios acaecidos en esas aguas.

En la actualidad trabaja en otros dos libros: *Atlas de naufragios en las Costas de Andalucía*, en el que lleva 20 de investigación, y *Regreso al Valbanera* como conclusión a las investigaciones realizadas sobre el naufragio de dicho buque español durante 30 años. De 2005 a 2007 fue documentalista y asesor técnico para la editorial brasileña "Magma Cultural" en la confección del libro *Príncipe de Asturias, Misterio en las Profundidades*. También ha sido asesor técnico del escritor Francisco García Novell en la elaboración de su novela "*Príncipe de Asturias*" en la cual aparece incluso como personaje. Durante la investigación y revisión de documentación histórica del mencionado libro, pudo identificar la documentación que señala la aparición del cadáver de capitán del histórico buque, don José Lotina, y que hasta entonces había sido dado por desaparecido.

En los últimos años ha participado como coautor en la edición de varios libros de historia marítima y publicado cientos de artículos de temática marítima en sus webs *naufragios.es* actualmente alojada en Facebook y echegoyen.es Es miembro de diversas organizaciones marítimas y ha colaborado con diversas instituciones y medios de comunicación en trabajos de asesoría, documentación marítima y arqueología subacuática. Es colaborador habitual del programa Cuarto Milenio así como en otros espacios de radio y televisión. Dirige un videoblog, que se puede seguir tanto en sus webs como en YouTube, de historia y otras cuestiones marítimas algunos de cuyos videos han tenido cientos de miles de reproducciones como ha sucedido recientemente con el caso del desaparecido submarino argentino A.R.A San Juan.