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The Arizona Daily Star

An Independent NEWSpaper Printing the News Impartially

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SEELEY PARES '40 - '41 BUDGET TO THE QUICK

Acting Manager Completes Tentative City Budget; Council Will Study

$115,000 LOPPED OFF

If 1940 Valuation Estimate Is Low, City's 1940 Tax Rate May Take Drop

A $115,715 reduction in the amount to be raised by taxation for the city of Tucson for 1940-41 is proposed in a preliminary budget estimate to be submitted to the mayor and council Monday night, George W. Seeley, acting city manager, said yesterday.

Because Charles M. Taylor, county assessor, proposes an arbitrary valuation reduction that will cut the city's valuation from the present $21,235,105 to approximately $19,800,000, there probably will be an increase in the tax rate despite the budget reduction.

The new rate probably will be about $2.40 per $100, as compared to the 1939 rate of $2.387.

Three Saving Graces

Three factors combine to hold down the tax rate in spite of the valuation loss.

Seeley estimates that revenue from sources other than taxation will increase from the $488,600 estimated for 1939-40 to $521,800, an increase of $37,200.

His figures for operating expenses give a reduction of $18,140.

There will be no special levy in the tax rate for 1940, while the 1939 rate included a levy of $97,750 for bonded levied incurred during the 1938-39 fiscal year.

Estimated Revenues

In his estimate of revenue from sources other than taxation, Seeley figured on $160,000 from occupational liquor, and dog licenses, as compared to $160,000 estimated for 1939-40; $15,500 from permits and inspections, as against $14,100; $330,000 from the water department, compared to $310,000; and $71,000 from golf receipts, fines and penalties, swimming pool receipts, farm income, and miscellaneous, as compared to $60,300.

The total from sources other than taxation is $521,800, for tax receipts for operations, advertising, Carnegie free library, bond interest, bond redemption, and delinquent assessments, $675,815, or a grand total to be expended for all purposes of $974,645.

Debt Charges Up

There are, however, increases in the items for bond interest, bond redemption, and publicity, and a levy of $15,000 for payment of delinquent improvement assessments that is set up this year, for the first time, this item hitherto having been carried in the operating budget and included in the general fund levy.

The change was necessary because the general fund rate is limited by the charter to $1 per $100 valuation, and with the proposed decrease in valuations it would have been impossible to stay within this figure.

This, with a $14,140 reduction in operating expenses, a $37,200 increase in revenue from sources other than taxation, the amount to be raised by taxation for operating expenses is cut $11,340.

Razor Is Applied

Because of the lack of special levies, the tax levies for purposes other than operating expenses are cut from $237,720 to $201,345, a reduction of $81,375, although the new bonded indebtedness assessment levy is added. The bond interest fund is raised from $93,470 to $100,245, an increase of $6,775, and the bond redemption fund raised from $101,000 to $106,000, an increase of $5,000.

Serious increases in the budgets for some departments, albeit slight, were the result of applying the raise to the figures submitted in other departments, although Seeley has also had to effect a number of reductions.

He cut $415 off the auditor's office, $1,040 off the treasurer, $600 off the engineer's office, $2,050 off the police and fire signal system, $600 off street maintenance, $300 off street grading, $1,500 off street repairing, $1,000 off paving and repair of street betterments, $1,500 off streets for new lights, $1,000 off essential light current, $600 off police lighting, $1,023 off the city attorney, $1,000 off the city hall, $4,071 off contingencies and sundries, $2,500 off Agencies of water distribution, $1,000 off water department salaries and betterments.

Increases Allowed

On the other hand, the manager's office expenses increase $230; clerk's office, $150; police department, $120; fire department, $2,000; sewage and sewage disposal, $2,500; street farm, $1,500; general fund, $1,000; aviation, $2,000.

The department increases are offset by an increase from $2,800 to $3,000 in the salary of the chief, and raises of $60 a year for two assistant chiefs and eight captains.

There also is a $1,000 item for installation on the new fire truck.

The additional $1,000 in recreation funds is for new courts and fields, and the $2,000 in aviation for additional construction at the airport.

Ready for Study

There will be no action on the budget Monday night. Copies of the preliminary estimate will be distributed to members of the council at the mayor's request for study, and final action will not be taken until sum-

(Continued to Page 13, Column 2)

THE YOUNGEST AND OLDEST PONY EXPRESS riders B. S. Whiting (left) and Leonard Redfield, (right) aiding in celebrating Pony Express day here yesterday. Whiting, receiving the mail bag, is riding "Dice," famous trick horse being used in Wesley Ruggles production "Arizona."

Old Tucson Festival Takes in Broad Area

Officials and Old-Time Vehicles Combine to Provide Colorful Setting for Postal Celebration; Film Record Kept for Events

It was back about 1860 when Judge Mark A. Aldrich, first postmaster and judge of Tucson threw up his hands and his job declaring that the community was entirely too sinfully bronco for any good use and nobody gave a whoop whether judicial knowledge was taken of infractions of the law or not.

But the festive frolicking in the ancient pueblo of Mark Aldrich's time, which probably produced a higher casualty list, had a far smaller audience than the re-opening of the Old Tucson postoffice here yesterday when Wesley Ruggles, producer-director of "Arizona," was sworn in as postmaster by Harold Collins, who holds that rank in the city of Tucson.

Widespread Program

The program spread from the "Arizona" set in the Tucson mountains to the Tucson postoffice in the city and thousands watched it at both ends and in the middle. Ex-Governor Dan Jenkins, R. T. Jones, of Arizona, on down to the small fry along the curb seemed to have a good time, despite a slight "blue" note from the "Society of Expert Parade Watchers." That lugubrious tone was struck due to the fact that those impersonators of the Seventies had been denied a date for the bi-weekly-long-rodeo-parade-ballyhoo dished up for their delectation here each February. Deprived as it were, from a parade honoring, in part, the passing of institutions, upon their sense of appreciation, attuned as it was to the cavalcade theme.

Stamp collectors, however, had a field day, as did a number of the participants in the whoopla which surrounded the program. Twenty-odd thousand pieces of mail were brought to the post office for the Tuesday cancellation and the initial stamp by Postmaster Ruggles was impressed on the huge canceling machine made on the spot, addressed in block letters to the nation's foremost philatelist, "F.D.R., Washington, D. C."

Officials Watch

Governor James Jack Proctor, chairman of the state highway commission; Mayor H. O. Jaastad, of Tucson, Harold Collins, new postmaster, and the bewhiskered group of name characters from the picture "Arizona" watched while the first cancellation was made on the huge card. It was then handed, with a sack of smaller special letters, to Leonard Redfield, famous pony express rider and present postmaster of Redington, Ariz. Redfield, on horseback, galloped out of the scene toward the Tucson road and the special pony express was on its way.

Down close to Tucson, near the St. Mary's hospital, R. S. Whiting, the rider who carries the "pony express" mail of today between Copper Creek and Hammonds, waited. Mounted on the famous pinto horse, "Dice," used by Jean Arthur in her role as Phoebe Titus, Whiting rode on to join the parade and escort which was waiting on Broadway street to take him to the Tucson postoffice.

Coach Used

The remainder of the large batch of special mail came to the city post office in the old Tombstone stage coach.

Not that it would have baffled Whiting had he been given fair warning, for at least twice a year on his regular route Whiting gets out his pack mules to augment his pony. Once in Christmas, with its annual load of packages. The other time could be guessed by any denizen

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ALLIED DEFEAT CALLED SHARP

Full Explanation Is Not Yet Provided for Episode

By KIRKE L. SIMPSON
ASSOCIATED PRESS WRITER

The factual picture resulting from less than four weeks of Allied-German fighting in Norway is gradually clearing in an utter and shocking defeat for Franco-British arms; but it still could prove a pyrrhic victory for Germany.

The Allies went to save Norway from the Nazi invader. They fled the field by order of the high command, under protection of the very Norwegians they sought to rescue but have apparently abandoned to their fate.

Berlin Amused

It must cause hardcore amusement in Berlin that the first British soldier-hero of this war — the general who stage-managed the retreat from Trondheim with minimum losses. It could have been worse.

That is about the best that British public opinion yet can make of those fast-paced weeks in Norway. But it clearly does not tell all the story.

Leaving aside the effect of the Trondheim episode on the leadership of Prime Minister Chamberlain of England and Premier Reynaud of France, events of inestimable consequence otherwise have been set in motion by what has happened in Norway. The nerve center of the Allied-German war on land shifted back to southeastern Europe and the Mediterranean.

Rome Watched

Rome and Mussolini, are the pivots on which the next huge engage of major consequence seem to turn. The full brunt of Allied force-politics has been turned on Italy to induce her to disclose her true role in the conflict.

In the face of a defeat in Norway calculated to damage Allied military and diplomatic prestige in all neutral or non-belligerent Europe, London and Paris are challenging the Rome-Berlin axis fellowship to a showdown. That they expect quick results, one way or the other, to overshadow the Trondheim episode seems obvious. Chamberlain muzzled in a speech on the home front by hinting at impending greater developments which would prove the futile Allied attempt to save Trondheim to be a mere incident, a pointless phase of far-flung battle. Reynaud has left defense of Allied war leadership in this crisis to his British colleague. They necessarily stand or fall together and the test for both may come within days.

Survival Doubtful

That either man can long survive politically against the brewing storm of criticism of the Norwegian adventure is doubtful, unless they can show off-setting victories elsewhere.

MEXICANS RAP U. S. PLEA FOR OIL PROGRAMS

Sinclair Settlement Is Cited in Note Sent To Washington

AMOUNTS DISPUTED

Obstructionist Tactics Charged by Mexico To Companies

WASHINGTON, May 4.—(AP)—The Mexican government flatly rejected tonight the United States request for arbitration of two-year-old dispute growing out of expropriation of American-owned oil companies.

General Eduardo Hay, Mexican minister for foreign affairs, said in a note that the Mexican government "considers arbitration incompatible" with the facts in the controversy and with international law "since the matter in dispute is domestic in nature and is near solution by the authorities of Mexico."

The note presented the view that the United States could not contend there had been a denial of justice until after the American and companies had exhausted every means of adjustment provided by the Mexican laws, including recourse to the Mexican courts.

Settlement Seen

General Hay announced, in the note, that a settlement had been reached with the Sinclair interests under which the American company, "accepting the expropriation as definitive, will limit itself to discussing the amount of the indemnity and the conditions of payment in reasonable installments, recognizing the justification of the Mexican point of view."

Harry F. Sinclair announced tonight, following a day-long conference with the Mexican ambassador, Francisco Castillo Najera, that he had concluded an agreement with the Mexican government providing for a settlement." It was learned, however, that the terms of settlement provided for the Sinclair interests to accept 20,000,000 pesos or oil and $24,000 to $25,000,000, the cash to be paid over three years for the properties.

Amounts Disputed

The Mexican note said the Sinclair claim probably produced only a higher casualty list, had a far smaller audience than the re-opening of the Old Tucson postoffice here yesterday when Wesley Ruggles, producer-director of "Arizona," was sworn in as postmaster by Harold Collins, who holds that rank in the city of Tucson.

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REFUGEES USE BRITISH FOODS AFTER BATTLE

Hungry Families Hurry To Get Supplies Left Behind

TERRORS RECALLED

Letter Cited by General Getz to Back Up Statement

By GUNNAR KNUTSON

IN THE STEINKJER REGION, NORWAY, May 3.— (Sunday) — (AP)—Thousands of starving war refugees descended upon the hilly regions around Namsos Friday and Saturday and helped themselves to large stores of food left by the British and French before the hasty Allied withdrawal.

Upon learning that the Allies were gone these civilian victims of the war made a Roman holiday of it, eating and drinking as much as they could and then carting home as big a load as they could carry. It was a strange procession of vehicles of every description imaginable, stacked high with everything from bully beef to the equivalent of hard tack.

Food Sought

Throughout the region from Overhalla east to Namsos—where the Allies kept their plentiful stores—there were poignant scenes as the hungry civilians cleaned systematically at the boxes of foodstuffs.

They broke open casks of wine and cases of good English whisky; they used wheelbarrows and baby buggies to haul away cases of bottled and tinned goods.

Men, women and children, released from days of living in terror of airplane attacks, appeared to care for nothing except peace had come—and that here was real food after days of hunger.

Letters Cited

Friday, I was permitted by Colonel O. B. Getz, acting Norwegian commander in the Trandelag province area, to read letters he received at 11 p.m., Thursday night from Major General Carlton de Wiart, director of British forces in central Norway, and General Audet, in charge of French troops.

In his letter, Colonel Getz explained to me, the last of the Allied forces already were embarking at Namsos. (The British war office has denied that its troops had withdrawn without notifying the Norwegian army's commander-in-chief.)

General de Wiart's letter read:

Troops Leaving

"Dear Colonel Getz:

"It is with great regret that I must let you know that we must withdraw from this area and everyone feels it deeply.

"We are leaving a quantity of material behind which I hope you will come and take—and we know it will be of value to you and your gallant force.

Lack of Boats May Handicap Some Trade, Study Indicates

Demand for Ships Growing Rapidly and Builders Feel Confident of Early Demand for More Bottoms; Rubber, Tin Imports May Be Curtailed

NEW YORK, May 4.—(AP)—A growing world-wide shipping scarcity complicated the war-time problems of business managers today as American industry attempted to plan for the United States' own supply lines to distant sources of raw materials and imported goods—from rubber and tin to diamonds.

The British fleet may seize the big Norwegian merchant marine, the fourth largest, handling 25 per cent of world commerce, and modify markets and manufacturers working with imported materials to consider the meaning of the war news for home industry.

Rubber, largely imported from British Malaya and the Dutch East Indies, sold at the year's top prices today. Rubber for immediate delivery was quoted around 20 cents a pound, a rise of about a cent the last few days.

Shipping Strong

In a highly mixed business picture at times, of contrasts of war-time shifts in trade and industrial production, shipping stood out as one of the largest spots.

American shipyards were judged by some additional business to obtain replacements for vessels sold to foreign interests and to meet the demand for ships to new markets outside the war zones.

Expansion of trade with Latin America and other countries since the start of the war emphasized the value of the country's merchant marine, already the largest in the world for an indefinite period without new ships coming.

The Times said that the Nazi government had heard of American research in this field and had ordered its greatest scientists to concentrate on the problem of improving the method of extracting the uranium 235, a rare form of which said to have the explosive force of 13,00 tons of TNT.

NEW CHEMICAL POWER SOUGHT

New York Times Tells of Nazi Interest in Substance

NEW YORK, May 4.—(AP)—Laboratory isolation of a new chemical compound—but not enough of which is said to be capable of yielding the power output of 5,000,000 pounds of coal or 2,000,000 gallons of gasoline, was described today by the New York Times.

The Times said that the discovery, announced in the current issue of the Physical Review, scientific journal, had been hailed by leading scientists as holding the promise of revolutionizing all present methods of power production, and ushering in the era of atomic power.

The substance was identified as "U-235," an isotope or chemical twin of uranium, the Times said, when simply immersed in cool water releases its energy in a form capable of being used.

A chunk of 5 to 10 pounds of the substance, carefully available in many parts of the earth, would drive a battleship or assigning submarine around the oceans of the world for an indefinite period without coming to a dock, the Times said.

The Times said that the Nazi government had heard of American research in this field and had ordered its greatest scientists to concentrate on the problem of improving the method of extracting the uranium 235, a rare form of which said to have the explosive force of 13,00 tons of TNT.

Nazis Claim England Has Lost 98 Warships

BERLIN, May 4.—(AP)—Germany has claimed at least 98 British naval ships have been "sunk, destroyed or set afire" by Nazi air and naval action and mines in the eight-month period from Sept. 3, 1939, to May 2, 1940, an unofficial compilation showed tonight.

The list, drawn up from army communiques and DNB (official German news agency) summaries and including developments which were reported today follows:

Two battleships, including the Royal Oak.

The airplane carrier Courageous.

Eleven cruisers, including the auxiliary ship Rawalpindi.

(British have acknowledged the loss of the Royal Oak, the Courageous and the Rawalpindi, but have admitted the loss of only one capital ship and no cruisers).

At least 17 destroyers.

Twenty-four troop transports.

Twenty-two submarines.

Twenty-one vessels in the mine sweeping patrol service.

The summary does not include warships claimed to have been put out of action by damages.

Britain Imperilled If Nazis Control Norway

London Reproached for Slowness in Preparing Counter for German Attack; Allies Seen As Determined to Keep Last Hold

By MAJOR GEORGE FIELDING ELIOT
(Copyright, 1940, New York Tribune, Inc.

The Allied campaign in central Norway has come to an end with the evacuation of Aandalsnes, the port of entry. What the losses have been, in men and material, how many troops have been left behind in isolated centers of resistance, we do not yet know.

Basically, the campaign failed because of the factor which we have repeatedly pointed out was its chief weakness—the inability to counter the German air force. The German task was to seize control of the central artery of Norway and through them to open up communications between Trondheim and Oslo, before the Allies could so establish themselves in those valleys as to obtain the German advance and deliver an attack in force on the isolated garrison of Trondheim. In this task, time was the factor of first importance.

Body Blow

The Germans were delayed by the naval operations in the Skagerrak in assembling troops and equipment at Oslo. This they overcame in part by the use of that airport; in part by occasional runs of the Skagerrak, made in varying partly successful but added to the sum total of their forces in Norway. At the end of that time, they sought to gain time by extensive employment of their air power in attacking Allied troops, ships, landing places, marching columns, railway trains, and the roads and railways through the narrow valleys, by day and only by which the Allies could move. These efforts appear to have been highly successful in preventing the Allies from sending anything save lightly armed detachments into the interior; and though these detachments succeeded in occupying the vital rail and road junctions of Dombaas and Storen, they found themselves in the air power against a strong German attack coming up the Gudbrandsdal, not to prevent the latter being cut off by the operations of German motorists.

Double Attack

The German advance by the Gudbrandsdal appears to have been their main attack; it was preceded by the sending, apparently with the ground troops, and it literally swept the Allied detachments before it. Here, before it. Meanwhile the parallel advance of a small motorized (perhaps partly mechanized) column through the Oesterdal threatened Storen, was driven back, then threatened but by mountain roads to fall upon Dombaas from the rear, and at this points, Ulsberg and Hjerkinn, it was checked by the garrison of Dombaas was weakened to protect these threatened points, though the main attack by the Allied air, any rate, the German plan was fully successful, and Dombaas captured rapidly—evidently by rail or road to Aandalsnes and re-embarked.

That the poor port facilities at Aandalsnes, the lack of transport, and the continued German air attacks prevented the sending into Norway of guns, tanks and other heavy equipment needed by an army of Nazi machine guns is a foregone conclusion. Similar considerations would attend any attempt to land such equipment to set up a series of large air bases. But equally, in the time available, it should have been possible to employ improvised landing fields, and a large number of fighter planes, which, with the unyielding bombing attacks on the German air bases, might have delayed and indeed, the German air force to a considerable extent.

Must Take Risk

Admittedly this would have been risky, and entailed considerable loss, but unless risks were to be disregarded in advance, the invasion of central Norway would never have been undertaken at all. It does not require second sight to foresee that the German air power was the chief weapon to fear, that time was all important, and that the chance of getting set to strike a heavy blow at Trondheim having and everything ruined by continuous German air attacks was to be able to strike at once, and in force. The use of fighter aircraft and by attacking the German air bases.

It may therefore be pertinent to inquire whether there was hesitation in high quarters about sending aircraft, particularly fighter aircraft, to Norway because of fear of diminishing the air defense of Great Britain. If this was the case, one wonders whether the air de-

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FLEEING ALLIES SPED BY NAZIS

Death Rained From Air by Bombers on Forbidden City of Namsos

By JAMES ALDRIDGE
Released by NANA

ON THE NORWEGIAN-SWEDISH BORDER, Via Oestersund, Sweden, May 4.—(By Wireless)—The final curtain rang down on the Allies' Norwegian show yesterday and the last of the British and French fighting force north of Trondheim took to their boats and steamed out of Namsos harbor while from Mansion airfield fleet from the Nazi bombers.

Early yesterday, the few of us who were in this northern sector refused to believe the story that the Allies had prepared to leave. We called the move or less deliberate reports of the retreat "unconvincing," but last night we saw the final act in Namsos, and we were forced to confirm the story with a dismalness and bitter disappointment that does not usually beset newspaper men.

Forbidden City

It was possible late today to enter the war area. And under a continuous hail of Nazi bombs find a dead, almost empty and completely razed town, that was once called Namsos. In the future it will be called "Hell."

All day long what remained of the British and French troops had been pouring in from the Steinkjer front to embark immediately in small boats of the skeleton water front and dash ignominiously to the waiting transport ships.

Warm Send-Off

All day overhead, bunches of three, four or six Nazi bombers came over the steep while peaks and dived down on the British ships and troops caught in the harbor. It was not another Gallipoli because the allies did not even make their withdrawal as successfully as the Anzacs did. It was confused. It was made in such a hurry that they had to make half of it in daylight, losing many valuable men and having one destroyer mistimed.

Squadrons of German planes were in the sky all around the Namsos area, and not a single allied plane was to be seen.

Never before have I seen such strafing from the air. The bombers fly arrogantly low and pour lead into whatever men, boat or vehicle they see on the roads. Buses, cars, sleds and even ambulances heading for the waiting transport ships, with with the unyielding bombing attacks on the German air bases, might have delayed and indeed, the German air force to a considerable extent.

Must Take Risk

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It may therefore be pertinent to inquire whether there was hesitation in high quarters about sending aircraft, particularly fighter aircraft, to Norway because of fear of diminishing the air defense of Great Britain. If this was the case, one wonders whether the air de-

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FRENCH FRONT SEES ATTACKS; NAZIS JUBILANT

Claim of Warship Loss Scoffed in London; Narvik Watched

ITALY APPREHENSIVE

Rome Says She Is Ready To Meet Threats Of Attack

By ASSOCIATED PRESS

The highly fortified western front where many believe the European war eventually must be fought out, got a new measure of world attention today as the French reported they had turned back in disorder a "quite important" German surprise attack on a broad sector of the Saar river area.

This large action, the first of its kind in weeks, gave rise to speculation on whether the Nazis might be feeling out Allied strength there in the wake of the Allies' defeat in Norway.

The French report on the fight said it took place Friday night and was accompanied by artillery fire on both sides in the Moselle and Blies river sectors.

German Claims

Livening up on the western front came as Nazi Germany, already flushed by triumph in Norway, taunted her enemies further with claims that she definitely had proved the efficacy of her great air arm against power on the sea.

Challenging Britain's long rule as mistress of the sea, the Germans said their dive bombers had sunk a British battleship of the 30,000-ton Queen Elizabeth class in three minutes off Namsos, Norway.

Nazis claimed a total of nine British warships or transports were sunk or badly damaged by air attack as the Allies strove to transport their withdrawing forces out of central Norway.

Called Fantastic

These claims for the power of the Nazi air force brought the retort from British sources that they were "of the fantastic character to which the public is fast becoming accustomed."

Action died down in war-riddled Norway except in the area around Narvik. Stockholm military experts predicted the next move of the Germans would be a push toward Norway, would be a push toward Narvik.

Reports from there said the Allies were closing in on a weakened German force and that Allied naval vessels were bombarding them.

There were slight indications that the Allies might be planning further strong military action in Norway.

Fight Promised

London unofficial military sources declared Britain "will continue fighting in Norway with great vigor."

The French war ministry declared Allied forces were besieging between 3,000 and 4,000 Germans at Narvik. This followed a previous assertion that French "blue devils" had gone to Narvik. It was not made clear whether they had been transferred there from points abandoned in central Norway.

All Britain was engrossed with the question of whether the Chamberlain government could survive the debacle of Allied arms in central Norway.

Stiff criticism grew of the government's conduct of the war. The populace looked forward toward a real political battle in commons Tuesday.

Italy Watches

Italy, at first indifferent, took notice of the big Allied Mediterranean war fleet concentrated at Alexandria.

A sharp warning was voiced by Virginio Gayda, Mussolini's editorial mouthpiece, that if the Allied fleet assembly loaded ill for Italy it would find Italy "prompt and ready."

Italy got on with her preparation for anything that might come. The official gazette said the war ministry had received an extra 8,000,000 lire (4,000,000) for "extraordinary expense."

Mediterranean countries grew more tense.

At Salonika, Greece, which could be a strategic prize in the Mediterranean war, it was reported strong units of Allied fleet are in the Aegean Sea off the eastern coast of Greece.

France Uneasy

Further Allied fleet units arrived off Alexandria, Egypt and several war exercises and a week's blackout.

Britain's ally, France, was having her own political troubles over the Allied withdrawal from central Norway. It appeared almost certain the government of Premier Paul Reynaud would be grilled about it in a secret session of the chamber of deputies.

The Netherlands government began its expected drive against subversive elements at home by arresting 75 persons, one of them a national socialist (Nazi) member of parliament.

DEATH REPORT

BISBEE, May 4.—(AP)—Dr. R. J. French, Cochise county physician, reported today that Mrs. Agnes L. McRae, 46, whose body was found yesterday in her home here, died of heart trouble. She had been dead 11 to 14 days, Dr. French said. Mrs. McRae lived alone.

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