

# TWO DEPARTMENTS ENGAGED IN INQUIRY

## Secretary of War Acts in Vergara Case—Bryan Asks Quick Report.

### HUERTA MAKES INTIMATION

#### Federal Leader Hints American Was Killed by Rebels—That Texas Rangers Did Not Violate Mexican Sovereignty Is Belief.

WASHINGTON, March 9.—Two departments of the United States Government are engaged in seeking information as to circumstances under which the body of Clemente Vergara, an American horse dealer, supposed to have been killed by Mexican federal soldiers near Hidalgo, Mexico, was found early Sunday on the American side of the Rio Grande.

A telegram to the State Department today from American Consul Garrett at Nuevo Laredo, Mexico, informed the department that the body had been found and that details would be reported by mail. No mention was made of reports that Texas rangers crossed the border Saturday night and brought the body back, reporting their action to Governor Colquhoun. The slow process did not satisfy Secretary Bryan, who promptly telegraphed the Consul to make his report by telegraph, and this is now being awaited.

### War Department Acts.

Meanwhile the War Department has become interested and Secretary Garrison called upon General Bliss at El Paso for information. This brought the following reply by wire:

"Investigation Vergara affair being made. Thus far nothing known here, except as published in press."

Reasonably assured that neither United States nor Texas officials had participated in any action that might be regarded as in violation of Mexican sovereignty, the State Department is now confronted with the necessity of making fresh representations to General Huerta in the effort to secure the punishment of the persons guilty of Vergara's killing.

**Bryan Calls in Moore.**  
When the case was first brought to his attention by Charles O'Shaughnessy General Huerta promised an investigation and prompt punishment of the guilty parties if warranted by facts. Afterward the federal general at Nuevo Laredo intimated that Vergara had joined the constitutionalists and had been killed by them.

The discovery of the body on the banks of the Rio Grande bearing half a dozen fatal wounds now furnishes tangible evidence for the further prosecution of the case. Secretary Bryan today asked John Bassett Moore, formerly counselor of the State Department, to come to his office for consultation in the case, and it is inferred that subsequent steps will be in accordance with Mr. Moore's suggestions.

Consul Fletcher so far has made no report to the State Department upon the case of Snyman, former Boer general, and British ranch owner, who is asking protection for his property through the United States Government.

### CLARKE POTATO CROP SOLD

#### Twenty-Five Carloads to Be Sent to Texas at 60 Cents Bushel.

VANCOUVER, Wash., March 9.—Through the Vancouver Commercial Club about 25 carloads of Clarke County potatoes will be disposed of in Texas at a net price of 60 cents to the raisers. A committee was appointed, of which Guy Bennett is chairman, and he found a market for the surplus potatoes grown here.

The first car will be shipped at once and the others will follow at regular intervals. The price received last year for potatoes shipped in this manner was but 24 cents.

### INTERVENTION PLEA MADE

(Continued From First Page.)

would be a hundred times worse if we should go to war there."

**Border Excitement Dented.**  
Texans from the border had assured him, Senator Sheppard asserted, that there was no excitement, "except in the imagination of the Governor," and that they were dealing with both sides across the border in commercial ventures without difficulty as long as they kept to their own affairs. The portion of the population along the border which was American only in name, and was responsible for all the tales of outrages, he said, actually takes "no interest in any politics, American or Mexican, and are herded to the polls every two years by unscrupulous politicians."

"I believe that the majority of Americans believe," concluded the Texas Senator, "that if this matter is left to President Wilson he will find a way out without war. We will pray that the foolishness of adventurous men and scheming politicians will not drive us to war."

### HUNGRY ARMY ROUTED

(Continued From First Page.)

shield of Dr. John Griffith's automobile, hitting him in the mouth.

The army was shunted down Front street to the M-street bridge. One hundred broke loose and raided and wrecked a saloon on route. They finally were guided over the M-street bridge and into Yolo County.

**Soldiers Not Called Out.**  
Appeals to Governor Johnson to call out the militia were unsuccessful, the Governor placing everything in the hands of Adjutant-General Ethan Allen Forbes, who was on the scene of action. At the Governor's request, 500 men were deputized late today, 400 to do duty in Sacramento and 100 in Broderick. The Sheriff and District Attorney of Yolo County are in charge of the force of armed deputies.

Among those arrested today after they had refused to accept transportation to the bay were:

### STAR ROUTE BIDS FEW, FOR REASON

Contracting Mail Carriers Refuse to Act on Non-Profitting Agreement.

### FEDERAL POLICY OPPOSED

#### Government Fails to Allow Increase in Pay Proportionate to Increase in Mail Weight—Parcel Post Is Factor.

OREGONIAN NEWS BUREAU, Washington, March 9.—The difficulty which the Government is having in awarding contracts for carrying the mails on star routes is due to the failure of the Postoffice Department to provide an equitable basis of compensation which will enable the contractors to handle the mails at something above cost. The Department has thus far been unwilling to award contracts in the Western states at a figure which will enable contractors to make a profit, and has steadfastly refused to increase the compensation in proportion to the increase in weight of mail resulting from the parcel post system. Hence the rejection of 75 per cent of all bids recently received.

The establishment of the parcel post system increasing the weight of fourth-class mails from the original four pounds' limit to 11 pounds and the subsequent orders increasing the limit to 20 and 50 pounds, respectively, for each package, has so changed the character of the "star service" that contractors, particularly on the Western routes, are in grave difficulty by reason of the abnormal increase in gross weights of the mails, the extraordinary cost imposed upon them by such increases in the weight limits, and the impossibility of performing service on the original schedules.

Matter heretofore carried by express, or freight, is now thrown upon the contractors, thus requiring in many cases additional horses, mules and wagons. In cases where the mail is required to be packed on animals the number required in service might soon present the appearance of a caravan.

**Carriers Offer Suggestions.**  
It is contended by carriers that the nearest approach to securing proposals upon a fair basis of compensation for carrying the mails under future advertisements will be to prescribe on each route a maximum amount of weight that the contractor will be required to transport per single trip each way, the same as is now done on star routes in Alaska.

Practically every star route in Alaska where the service is carried by land is advertised in two ways, one inviting proposals for carrying any class of mail the Department may elect, the total weight not to exceed a specified number of pounds per trip, and the other inviting proposals for carrying on each trip "all mail offered." Under all these Alaska advertisements contracts were made on those routes where definite limit of weight per trip was specified.

The parcel post is doing to star route contractors and prospective bidders in the Western states what an advertisement to "carry every trip all mail offered" would do to a bidder for service on a star route in Alaska; it is impossible for a bidder to form any reliable estimate as to cost of equipment and operation, and make a fair bid alike to himself and the Government, unless he knows the maximum weight he will be called upon to carry per single trip each way.

**Definite Knowledge Wanted.**  
Star route bidders do not object to parcel post per se or care whether the weight limit be 30 pounds, 50 pounds, 100 pounds or more, but all bidders do desire some fairly definite statement of the maximum or approximate weight they will be required to carry each trip so as to have a basis on which to make their calculations and submit proposals.

There would be practically no star routes in Alaska today, except at the most, if the Government had been required to submit proposals for "carrying all mail offered" instead of proposals based on a maximum weight per single trip each way, because they would not know how to calculate, and the institution of parcel post and the uncertainties of the growth thereof under the 50-pound limit present the same problem in the Western states, where the Department is inviting proposals for the four years from July 1, 1914, to June 30, 1918.

A general advertisement was issued October 25, 1912, embracing 19 states, including Montana, Washington, Idaho, Oregon and California. There were 5000 routes included in these advertisements, more than 1500 routes were placed under contract. Readjustment of 4000 routes was due mostly to the uncertainties of parcel post.

**RATE PROTEST IS MADE**  
PROPOSED ADVANCE IN EASTERN TERRITORY IS FOUGHT.

Chairman of Iowa Railroad Commission Representing Eight States and National Livestock Body Acts.

WASHINGTON, March 9.—On behalf of eight Western States—Idaho, Kansas, Nebraska, Arkansas, Missouri, Oklahoma, New Dakota and South Dakota—the National Livestock Association, Clifford Thorne, chairman of the Railroad Commission of Iowa, today protested to the Interstate Commerce Commission against the proposed advance of railroad freight rates in Eastern territory.

In arguing against the proposed increase, Mr. Thorne stated that these he represents "heartily favor the elimination of all free services and favors to shippers."

Mr. Thorne contended that until a physical valuation of railroad properties had been made the reasonableness of ratings received by the roads could not be determined.

"It is 1914," he said, "that the roads have gone up; that some supply costs have gone up; that some rates have gone down. On the other hand, many supply costs have gone down and many rates have gone up."

Referring to the fact that the Interstate Commission has been authorized to fix the rates of the railroads in the Eastern territory for 1914, 1915, 1916 and 1917, he stated that the rates for 1914 were greater than for any preceding year in their entire history.

"Last year," he said, "the rate on grain was 10 cents per bushel, and this year it is 12 cents. The rate on coal was 10 cents per ton, and this year it is 12 cents. The rate on lumber was 10 cents per cord, and this year it is 12 cents. The rate on iron ore was 10 cents per ton, and this year it is 12 cents. The rate on steel was 10 cents per ton, and this year it is 12 cents. The rate on copper was 10 cents per ton, and this year it is 12 cents. The rate on tin was 10 cents per ton, and this year it is 12 cents. The rate on zinc was 10 cents per ton, and this year it is 12 cents. The rate on lead was 10 cents per ton, and this year it is 12 cents. The rate on silver was 10 cents per ton, and this year it is 12 cents. The rate on gold was 10 cents per ton, and this year it is 12 cents. The rate on platinum was 10 cents per ton, and this year it is 12 cents. The rate on palladium was 10 cents per ton, and this year it is 12 cents. 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