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# RUSSIAN BOAT IN LITIGATION

SAN FRANCISCO, Cal. Aug. 10.—The Rogday, transport of the Russian volunteer fleet, which arrived in San Francisco harbor from New York via Manzanillo, for bunkers on January 24, has become the central figure in a new international situation involving two extinct Russian governments, the Kerensky and Kolchak regimes, and the United States.

The Rogday is of squat and prosaic appearance and her history includes service on the great lakes, as well as a freight carrier and transport for the Russian government in the Russian volunteer fleet. She served on the great lake as the Nevada, and was constructed by the Manitowoc Shipbuilding and Drydock company at Chicago. She was sold to Russia in the latter part of 1919. The Rogday is a steel screw propeller steamer with a net tonnage of 1,075 tons, or a gross tonnage of 2,212 tons. She is electrically lighted, equipped with wireless telegraph and has three decks. Duluth, Minn., was the home port of the Rogday while under American registry. Her registry was changed to Russian at the time of her sale to Russia.

Following a litigation in federal courts here, the Rogday was ordered handed over to Commander M. Gordenov, representative of the Kolchak government, who was the Rogday's captain when she put into port here.

On the morning of Saturday, July 24, about 7 o'clock a boarding party under the leadership of Lieutenant Commander A. Kenklevsky, an assistant naval attaché of the Russian embassy at Washington, D. C., went aboard the Rogday, which was moored in China basin and seized the transport.

Captain Mily Gordenov, deposed commander of the Rogday, in a statement following the seizure of the transport said he "was commissioned by the Kolchak government, known as the old Russian government, in October, 1919, and was to proceed from New York via the Panama canal to San Francisco, thence to Vladivostok. Arriving at San Francisco in January, 1920, I was told to discharge my cargo and send it to Seattle. My cargo was worth \$2,000,000 and my ship \$200,000 but I had no control over the cargo, hence I did as I was ordered to do on advice from the embassy.

"But in February the embassy wired me that Admiral Kolchak was dead and that the old Russian government had fallen, adding that I was to give up my ship. This I refused to do, as I considered that the ship belonged to the Russian people and not to any party which chanced to be in power.

"Later this year Benklevsky came aboard several times trying to urge me to leave my ship, but I refused. He is an assistant naval attaché of the Russian embassy at Washington.

"He came aboard Friday, July 23, the day before the seizure and told me at that time he was going to Del Monte, a summer resort near San Francisco, on a pleasure trip. He said that Romanosky, the Russian consul in San Francisco, was also going out of the city. He did this to throw me off the track, as the next morning he came aboard at 7 o'clock armed."

United States naval officers at Mare Island, Cal., following the seizure of the Rogday by Benklevsky and his followers, declared that the status of the transport should be determined by the American state department because of the international question concerned, insofar as Captain Benklevsky claimed to be a representative of the Kerensky regime, which is the only Russian government recognized by the United States.

Although each faction involved in the controversy has charged the other with being in some manner connected with the Bolshevik government in Russia, each in turn vigorously denied that it sought possession of the Rogday in behalf of the Soviet regime.

### GERMAN TRADE REVIVES

OSAKA, Japan, July 10. (Correspondence of The Associated Press.)—Trade with Germany at Osaka, which was stopped during the war, with the exception of a few imports of aniline dye through neutral countries, is gradually reviving. The export trade is still paralyzed but the imports are steadily picking up, the figures for last April showing considerable increase.

Portland, Ore., is to have a week of racing in August under the auspices of the Pacific Northwest Racing Association.

### NEW MEXICANS WOULD CHANGE STATE'S NAME

ALBUQUERQUE, N. M., Aug. 10.—New Mexico residents have started another move to change the name of the state, in order, they say, to convince easterners that New Mexico is one of the United States and NOT a part of the republic south of the line. Promoters of the scheme hope to carry it to the state legislature.

Many easterners evidently do not know where New Mexico is on the map. Often, when there is trouble in Mexico, miles below the border, New Mexico residents receive telegrams and letters from eastern relatives and friends asking if there is a danger. Postoffice officials say letters sometimes arrive from the east bearing foreign stamps and marked "By Way of the Panama Canal."

Native born citizens may oppose the move to change the name as they fear the step would destroy the state's rich history.

### DOG MAKES LONG TRIP

ALBUQUERQUE, N. M., Aug. 10.—Two years ago Roy M. Coe and family moved here from Fort Scott, Kan., bringing with them the family pet, Bud, a collie dog. Last Novem-

ber Bud disappeared from home, and although Mr. Coe advertised and offered substantial reward for the dog's return, no trace of him was found. The other day, Mr. Coe received a message from his brother-in-law, an employee of the Fort Scott Gas company, reading: "Bud, somewhat tired, walked into the gas plant and lay down." The dog, apparently, had consumed about eight months making the trip of approximately 900 miles. The trip to Albuquerque was made by train, consequently on his eastward journey, Bud had no familiar landmarks to guide him, unless he followed the railroad.

### LOWER AIR RATES

LOS ANGELES, Cal., Aug. 10.—Airplane passenger rates dropped fifty per cent here recently and, according to the manager of one of the airplane companies, will continue to fall until they are lower than taxi-cab fares. Before the drop pilots charged ten dollars a passenger for short flights. Now the rate is five dollars.

Eight Southern states with a total land area of 382,137,000 acres contain 108,500,000 acres of cutover lands.

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# Camel

## CIGARETTES

KEEP IT UP	CHANGEABLE	INTIMACY IN NEWS
One step won't take you very far. You've got to keep on walking; One word won't tell folks what you are. You've got to keep on talking; One inch won't make you very tall. You've got to keep on growing; One little "ad" won't do it all. You've got to keep 'em going. —Highman's Magazine.	"I'm afraid Editor Spoffit of the Toadvine Clarion is a straddler in this campaign." "Why so?" "The policy of his paper reminds me of the kind of weather we are having." "And how's that?" "It's wet one day and dry the next." —Billings (Mont.) Gazette.	A new letter tells that one man plastered a neighbor's kitchen and another plowed garden for his mother-in-law. That is what we call first class news items, and wish for more like them. In our columns, it is bigger news if a man builds a cement pig pen than the construction of a skyscraper in some far-off city.—Marcellus (N. Y.) Observer.

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