STATIC CAUSES GAS EXPLOSION

Liquid Fuel Non-Conductor of Electricity; Care In Handling Needed

WASHINGTON, Oct. 13.—A big truck transporting gasoline was blown up by a terrific explosion on the street, recently, because a passerby who didn't know what he was doing picked up a piece of chain. He saw the chain dangling by one end from the truck and thought he would possibly save the truck from being wrecked through fouling the chain in one of the wheels.

The man didn't know the chain was hanging there for a purpose. He didn't know that gasoline, not like water, is a non-conductor of electricity. Possibly he didn't even know that flowing gasoline especially when strained through such materials as chamois skin filters, sets up considerable charges of frictional or static electricity. But that was what caused the truck's destruction.

Usually when the big truck backs up to the filling plug at a service station or other storage place, the metallic nozzle from the truck touches the metallic intake pipe and thus forms a ground for any charge of static electricity that may collect in the truck. Sometimes, however, the nozzle does not touch a grounding point, and with no other metallic ground from the truck, the car is perfectly insulated, standing as it does on rubber tires. Sometimes, also, the nozzle of the truck outlet pipe rests against a wooden piece in the intake pipe and is thereby likewise insulated, for dry wood is also an insulator.

While the gasoline is poured into the storage tank a certain amount of vapor arises, and there is certain to be some about the intake and the truck. The flow of the liquid will set up a static charge in the truck. As the charge increases, it may become strong enough to leap the gap to the nearest ground, or the two points may be brought into contact. There is a spark, a flash, an explosion and untold damage may result.

Consequently the careful tank driver always has a metallic part hanging from the truck to the ground, a rod or chain, to drain off the electric charge as it collects, as long as the gasoline is being drawn off.

The same basic fact has been the cause of numerous smaller fires and explosions in garages, both private and public. In one instance a car was being filled with gasoline from a can. While the employe ran the gas into the can he strained it through a chamois filter in a funnel. To make the funnel sit up straight in the hole in the tank a wooden ring was placed in the hole and the funnel was placed in that. Thus the can was isolated. After pouring some gasoline into the tank, the man brought the can spout into contact with the tank. There was a spark, a flash and the resulting explosion.

A man was pumping gasoline into a can in his own garage. He hung the pail on the hook over the spout of the pump. He did not notice that the pail had a wooden handle. By reason of the wooden handle the pail was insulated from the pump. The flowing gasoline set up a static charge in the pail which leaped the gap to the pump and another fire was started.

Rock From U. P. Right Of Way to Form Part Of Monument to Engineer

OGDEN, Utah, Oct. 13.—A large rock from the Union Pacific railroad right of way near Gateway, Utah, has been obtained by officials to form part of a monument to be constructed in Chicago in honor of Samuel B. Reed, former consulting engineer of the company. The boulder was sent east one a special flat car.

ISADORA DUNCAN GETS RUSSIAN IDEAS DURING HER VISIT

ISADORA DUNCAN

BY EDWARD M. THIERRY

NEW YORK, Oct. 12.—Isadora Duncan, high priestess of a school of dancing all her own, is the first person who has come out of Russia and hasn't talked about one or all of these topics: Bolshevik politics; commercial treaties; Red propaganda; paper money; Lenin; Trotzky; food.

Miss Duncan (whose married name is Mrs. Serge Yessenin, though she doesn't use it much) talked about these subjects:

Art; the soul of the Russian people; idiotic movies; her husband (whom she calls by his last name, pronounced Esanei); Ellis Island officials who keep their hats on and talk through their noses; Walt Whitman; Russia's intellectual wealth; horrid persons who imitate her dancing without understanding what it is all about.

Working It Three Ways

Wearing her famous rich red hair and little else but a flowing ankle-length tunic of crimson, Miss Duncan talked in three languages at once, and nimbly did her own interpreting. Thus:

"Da!" she said to her husband, who is Russian.

"Oui!" she said to her secretary, who is French.

"Yes!" she said to her interviewer, who understands English.

Fresh from Ellis Island, where the immigration officials grilled her on her dancing and her interest in Bolshevism (which she denied), Miss Duncan said the following things in rapid succession:

"Yes, I am a Communist—in spirit. Like Walt Whitman. Not politically.

"I was in Russia to establish a children's school of dancing. I didn't mix in Russian politics. I am interested only in art. Art is greater than governments.

"I want to start a dancing school in America. By music and the dance I want to train children how to live. I don't want to train them for the stage. I hate children on the stage—though they would be better there than in the gutter.

"Russia is wonderful. Its soul is free. The youth of Russia has a different mind and soul from Russians of the old regime.

"Mr. Yessenin (she waved toward her young flaxen-haired husband, a considerable number of years younger than herself) is the first of the young revolutionary Russians to come to America. He is a great poet who wishes to establish an entente cordiale with the youth of America.

"America and Russia are the two countries of the future. The others are worn out. America needs Russia and Russia needs America.

"Russia's intellectual wealth is greater than America's wealth in dollars.

"Over there they play Shakespeare, Tolstoy, Gorky and other masters on the stage. Here plays are horrible.

Calls Movies Idiotic

"Here the people go to the movies to see idiotic pictures—people making faces at each other. Griffith perhaps has brought a little intelligence to the cinema—just a little. Russians think the cinema is an inferior diversion.

"America is so flippant. They talk of me flippantly. They imitate my dancing but do not understand it. I preach freedom of the mind through the freedom of the body: women, for example—out of the prison of corsets into a free, flowing tunic like this. Ah, why can't they understand?"

She smiled tragically, and as she got up and moved away to interpret herself to her cosmopolitan entourage her tunic flowed freely out behind her.

PIERCE ROBBED OREGON SCHOOL FUNDS, CHARGED

(Continued from Page 1)

from the school fund, and on December 16 the brother reconveyed the land to the senator for the original consideration.

That on November 16, 1903, the senator deeded a tract of land to his business associate, Thomas J. Tweedy, for a consideration of $16,000; that Tweedy on November 23 of the same year secured a loan of $5000 from the school fund, and that on December 12 of the same year Tweedy reconveyed the land to the senator.

The Tape Deed

That on November 16, 1903, the senator deeded a tract of land to his business associate George W. Tape, for a consideration of $17,200; that Tape on November 23 of the same year secured a loan of $5000 from the school fund, and that Tape reconveyed the land to the senator for the same consideration on November 30 of the same year.

Moreover, the data furtehr shows that while under the law no one individual is entitled to enjoy a loan from the fund for a period longer than ten years, the senator in some way managed to cling to the loans he secured through the employment of his relatives and business associaes as dummy applicants for a period of twelve years.

All of the deeds by the senator to his relatives and business associates as dummy applicants were made on November 16, 1903, it will be observed.

Further, it is to be observed that all of the loans were made by the land board on November 23, 1903.

While all the reconveyances were not executed on the same date all of them were within a few days after the loan had been obtained from the state.

"While Senator Pierce, who now as Democracy's candidate poses as a friend of the farmers, was enjoying the loans secured through the use of his relatives and associates at 6 per cent interest, farmers were unable to obtain loans from the fund and were compelled to pay a high rate of interest to private capital for money," said Secretary Ingalls in commenting on the exposure.

British Columbia Railroad Problem Nearing Solution

VANCOUVER, B. C., Oct. 13.—Recommendations concerning the future of the Pacific Great Britain railway will be made by the government at the next session of the British Columbia legislature, Premier John Oliver announced on his return from an inspection trip. The nature of these recommendations will be determined in the meantime.

The premier's survey followed publication of the report of John G. Sullivan, consulting engineer, who condemned the entire undertaking and held out no hope for the future of the project which has cost the taxpayers of the province more than forty-four million dollars.

As originally surveyed, the Pacific Great Eastern was designed to serve the territory between North Vancouver and Prince George, a stretch of four hundred and seventy-two miles. The line has been built and is in operation from North Vancouver to Whytecliffe, a distance of twelve and a half miles, and from Squamish to Quesnel, three hundred and fifty miles. From Quesnel to Cottonwood, 17½ miles, steel is laid out but the road is not in operation. Between Cottonwood Creek and Red Rock creek, 45 miles, ties and steel fastenings are on the ground, but the track is not laid. From Red Rock creek to the junction of the Pacific Great Eastern and the Grand Trunk Pacific, one mile east of Prince George, the track is laid but not in operation. This distance is eighteen miles.

Two and one-half million pounds of steel, nearly enough for the construction of a bridge over the Cottonwood river, has been fabricated at Walkerville, Ont., and is awaiting shipment. It has been paid for. To complete this bridge 190,000 pounds more steel must be purchased, concrete foundations must be built and 840,000 feet of a total of 8,000,000 feet of trestles required must be purchased. The remainder of the trestle work has been provided.

Completion of the gap between Quesnel and Prince George would cost about $2,000,000 more and the whole line from North Vancouver to Prince George, an added $6,000,000 according to Sullivan's report. Necessary renewals in the next ten years, Sullivan believes, would cost about $8,000,000 at present construction prices.

Employment Situation Improved In Seattle

SEATTLE, Wash., Oct. 13.—The unemployment situation in Seattle is less serious this winter than it has been for several years past, according to a statement by J. H. Shields, superintendent of the city employment office.

Increased demands for unskilled labor in the fisheries, mining and construction enterprise of Alaska, and the seasonable demands of the agricultural districts of eastern Washington, have tended to equalize supply and demand, and the indications are that this condition will prevail during the coming fall and winter, said Shields.