

### FOLLOW THE GREEN LINE 'SUB' SLOGAN

#### Underground Rail System Solves Problem How To Handle Big Crowds.

New York, Aug. 16.—The principle of "follow the green line" used successfully by the management of New York's subway system in handling crowds at congested transfer points has been adopted in a measure to insure safety to ships at sea around crowded harbors. Instead of a visible "green line," however, a device has been perfected whereby vessels seeking their way into harbor in thick weather can follow with safety a submerged and energized wire.

In the outer reaches of New York harbor where deep water meets shoals, there begins a marine passage way known as Ambrose channel. This channel leads up through the narrows into the inner harbor and to the docks and in the guiding cable has been this channel properly equipped to take advantage of its guiding powers can follow it through any kind of weather with the same degree of assurance as with the same person who seeks to make his way from Grand Central terminal to Times square.

The device consists of a cable sixteen miles long laid in the center of the channel. It is energized with an alternating current from the shore. Ships take advantage of it must be equipped with audiphones or listening devices attached to the hull. Approaching vessels channel the sound waves emitted by the cable can be heard for some distance, and the increasing or decreasing strength of the sound enables the ship to be steered until it is right over the source. It is then a simple matter to follow its course through the dredged channel despite storm or fog which would make the marking buoys or would tend to confuse the warning notes of automatic bell and whistle markers.

This cable is but an additional protection for shipping along the American coast. It supplements the radio compass installed and operated by the naval communications service now in successful use all along the Atlantic coast. By the compass, ships can ascertain their exact position in any kind of weather. Another protection recently tried out by the navy department is a machine for determining depth of water and proximity of other ships through the readings of sounds from the propellers reflected back from the bottom or nearby bodies.

**Pala Suffer Beatings.**  
(Special to The Star.)  
Columbia, Aug. 16.—The hitting of Beck enabled Columbia to defeat Charleston 7 to 6 here this afternoon after the visitors had scored their runs in the first two innings.  
Charleston ..... 330 000 000—6 8 5  
Columbia ..... 013 100 101—7 11 1  
Townsend and Von Kolnek; Whitney, Kelly, Goslin and Wendell.

### INDUSTRIAL RELATIONS COURT WILL CONTINUE

#### Activities Not Jeopardized by Recent Kansas Decision.

Topeka, Kan., Aug. 16.—The decision of Judge W. H. McCamish upholding a motion that the Kansas industrial relations court get its jurisdiction because "the subject of said provision is not clearly expressed in the title," does not yet jeopardize the activities or legality of the court, according to Judge W. L. Higgins, presiding magistrate of the court.

Members of the court and Attorney General R. J. Hopkins, who will appeal the Wyandotte county decision to the supreme court, expressed themselves as confident that the law as enacted will stand the acid test before the high court.

Judge McCamish contends that the title of the law itself "is not germane to what is expressed therein" relative to the criminal features of the court act. While the court in itself has no criminal jurisdiction, it is obligated by the court act to have violators of the law prosecuted in any court of competent jurisdiction. This might be in either a state or federal court.

The case before Judge McCamish was that of a switchman arrested on a charge of agitating a strike and endeavoring to persuade others to quit work in an industry recognized by the industrial relations court as one necessary to the public welfare.

"Even though the supreme court should knock out the section of the law pertaining to the Wyandotte case, it still would have plenty of teeth left to be effective in such cases," said Fred S. Jackson, former attorney general, now attorney for the industrial court. "The point at issue is a mere technicality. Should it be necessary, the legislature could by amendment remodel the title of the law, but I anticipate that the law will stand the test in every respect."

**Crackers Win and Lose.**  
Little Rock, Ark., Aug. 16.—Atlanta and Little Rock divided a double header here today, the visitors taking the first game 2 to 0, an Atlanta the second 13 to 3. In the second game Atlanta secured only three runs from 11 hits, while Little Rock scored 13 runs off 18 hits. Score:

First game.  
Atlanta ..... 000 011 000—2 8 1  
Little Rock ..... 000 000 000—0 6 4  
Sheehan and Mills; Hengeveld and Brottem.

Second game.  
Atlanta ..... 000 012 000—3 11 3  
Little Rock ..... 003 402 042—13 18 3  
Markle, Lanckau and Hager; Mills, Robinson and Brottem.

**Spartans Cop Easily.**  
(Special to The Star.)  
Charlotte, Aug. 16.—Stoward was master of the Hornets today while Godfrey, a local recruit, was easy, Spartanburg winning 8 to 0.  
Score:  
Spartanburg ..... 010 222 100—8 8 0  
Charlotte ..... 000 000 000—0 0 0  
Stoward and Wells; Godfrey and Marshall.

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A good principle that often comes out at the wrong end for the car owner—the man with the upkeep on his mind—the tire bills to pay.

He feels that tire economy should be a personal contract with the tire-user. Not a transaction with his car, whether it be big or small.

Reasoning tires in human terms instead of trade custom has written this policy for the United States Rubber Company—

Build all tires to one

standard and let the tire user choose his own size.

When the oldest and largest rubber manufacturing concern in the world focuses all its resources upon one grade, one quality, it makes one client—and that is the whole public.

This single ideal is visible in any U. S. Tire factory, at any U. S. distributing branch, in any U. S. dealer's store.

Seeing that the tire-user gets his economy mileage along with an unlimited guarantee.

Policies are harder to make than tires.

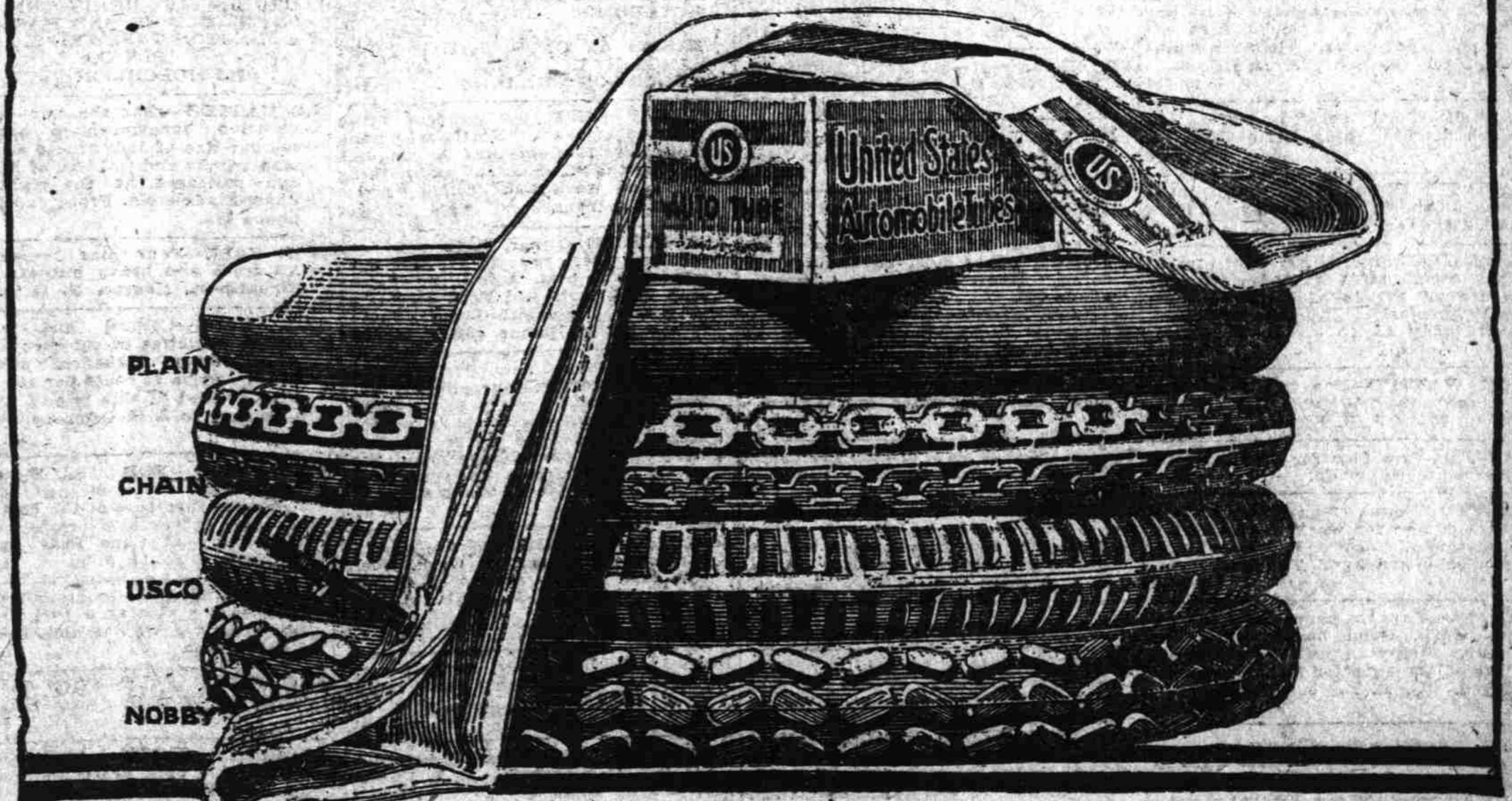
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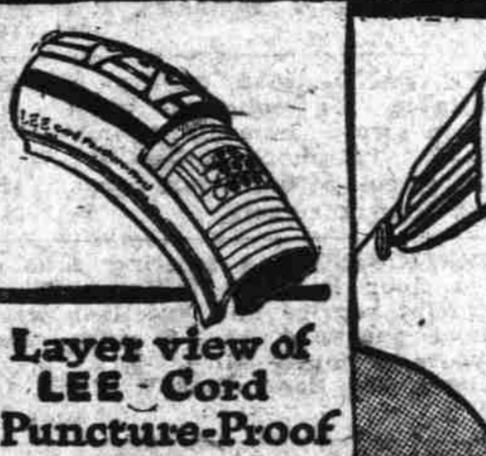
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