

# SEALS LIKE TO LOSE FOUR STARS

Heilmann, Jones, Corhan and Schmitt Almost Sure to Go to Majors.

## WOLVERTON'S WOES MANY

Many Gaps to Be Plugged in Team Next Year; Koerner Now Has Solid Berth With Angels.

Bees Still "Pan" Toman.

BY HARRY B. SMITH.  
SAN FRANCISCO, Aug. 14.—(Special.)—Looks as if the San Francisco club will lose four of its talent this year, by draft, trade and in other ways. Harry Heilmann, as is well known, was only lent to San Francisco by the Detroit Tigers, and Detroit has announced that it will pull the string at the end of the season. To get Tiller Cavet, the pitcher, Harry Wolverton had to promise Bobby Jones, the third sacker. Walter Schmitt signed up for this season only on the promise that the San Francisco management would find him a job with some big league club for 1916.

While the same promise has apparently not been made to Corhan, the shortstop, is really entitled to a chance if any of the major leaguers are desirous of his services. To take away that means there will be some holes to fill, and it will keep Wolverton going during the winter months to stop up the gaps.

It looks as if Black is being groomed for Schmitt's berth, as the first-string catcher and Louis Sepulveda will drop into the second spot in that division. It will, however, be better to let Black together with practically be a brand new infield. Corhan, to our way of thinking, is the ruling shortstop of the league. He is a little better than was the case in 1914, and his fielding is above reproach. In fact, he has done more than any other one man to put the Seals where they are in the race for the pennant.

With Jones and Heilmann missing, there will be other problems as well, and perhaps Ross Barry's berth will be whittled down to a bare minimum. As was announced, he is suffering from a growth in one of his ears that seems to have affected his nervous system. Heilmann would appear to be the strongest chap in the game. On the contrary, he is quite subject to minor ailments and has to watch himself most carefully all the way along, so as to be sure he is in shape for playing.

Phil Koerner, playing first base with the Angels, is one of the league surprises. Phil joined the Oaks with a big reputation, but he couldn't seem to catch on with that team. Finally and reluctantly the club handed him his release. Koerner loafed around for some time and finally, when he was so sure he was in shape for playing, he was sent to the minors.

Although the minor leaguers are scheduled to hold their annual meeting in San Francisco next October, baseball people do not look for a big attendance. Of course, the officers and some of the men who have been in the position of the club will be there, but it is surmised that the rank and file will be conspicuous by their absence. For as you are asked to attend, you are asked to attend in baseball. Some of the magnates haven't been able to keep their heads above water. Others have been lucky to stagger along, and none of the clubs have done any good for themselves.

Salt Lakers are still talking about Jimmy Toman, whom they can't see as an umpire any more. It is a matter of fact that he is not on the long ago Toman was an umpire in the United Association. He wasn't popular as an umpire, but he was a good one. It is known it. Of course, when things started to go wrong with the Seals, and Toman was on deck, they blamed him. The players are not the kind of men who are usually on a losing team. In the world, the errors of judgment don't affect the pennant race to any extent.

## CHRISTIE TO COMPETE

CALIFORNIA COACH TO SEND MEN TO AGGIES' INDOOR MEET.

Long Averson to Indoor Contests in Broken and Berkeley Meets Sees Chance to Develop Staff.

UNIVERSITY OF CALIFORNIA, Berkeley, Aug. 14.—(Special.)—Walter Christie's long-standing aversion to indoor track meets has been broken by the announcement of an open indoor dirt floor track contest at the Stadium of the Oregon Agricultural College next February.

In denying the report circulated shortly after the announcement of the Oregon meet to the effect that he would not break his long-standing rule against indoor meets for his athletes, Christie said:

"It is only the indoor contests on board floors that I have to stay. I stay the muscles of the runners and spoil many a promising man or wear him out prematurely. If the proper manual arrangements can be completed, I have no objection to my athletes competing with the Northwesters; in fact I shall welcome this opportunity to obtain competition since our strained relations with Stanford make the track competition prospects assume a gloomy hue."

In case the veteran coach takes an aggregation of athletes to the Oregon competition it will be the first time in the history of this institution that a track team has competed in the Northwest, although seven teams have been sent for almost seven years.

Christie thinks that the intense competition between the teams on the Pacific Slope will develop athletes who can invade the East and duplicate the performance of the Olympic Club of San Francisco in winning a National title.

Read The Oregonian's classified ads.

## PORTLAND WOMAN WHO WOULD BE PILOT OF STEAMERS BETWEEN HOME CITY AND THE PACIFIC.

Woman Asks to Be Examined for Pilots' Ticket.

INSPECTOR IS SURPRISED

Wife of Steamer Captain Told She Must Have Three Years' Deck Experience to Qualify for River Papers.

"I want to take examination for second-class pilot's papers," was the introductory remark of an attractive young woman to United States Inspector of Hulls Edwards yesterday morning, but because it did not set forth clearly Captain Edwards had expected a request to assist a founding asylum. He was prepared to receive a plea for directions as to how to reach the nearest excursion steamer. In fact, he might have smiled at almost any sort of an announcement as to the business of the visitor but that she sought to ascend the maritime ladder on her way to become a master's ticket.

Mrs. Mamie L. Burkholder, of 364 East Thirty-fifth street, whose husband, Captain Nathan Burkholder, is master of the steamer *John A. Shaw*, of the Portland-Lumber Company's fleet, was the applicant.

She presented the usual application, but because it did not set forth clearly the amount of experience she had in the deck department, the inspectors informed her that it must show three years' experience on the deck.

Determination Not Shaken.

Mrs. Burkholder was not in the least deterred from her determination to obtain papers.

"Why, I've been on steamers on this river seven years, and have often stood watch in the pilot house from two to six hours with my husband handling the wheel as would a quartermaster," she said. "This deck experience feature is not an insurmountable obstacle. I've handled a small boat since I was a girl, and can make lines fast either when a boat is landing or in picking up a raft."

"Of course," she said as an afterthought, "it is not the most desirable way to get the papers, but I have been on the steamer *Lottie* with my husband, and for the last seven months we have been on the *John A. Shaw*. I have shouldered the work of a deckhand many times on our boats, which naturally is different from the labor of a 'roustabout' on the larger boats, such as run in the passenger and freight trade on the river."

"There is no question in my mind that I can pass the examination. In fact, I think I should have gone up for a pilot's ticket instead of a second-class license. There are two women on Puget Sound who have master's papers, and in other parts of the United States are women officers on vessels."

Navigation Called Easy.

Captain and Mrs. Burkholder have been married 11 years. Her life in the open and on the river has apparently been physically for the job of handling a wheel, and she says such requirements as boxing a compass, giving passing signals, backing and filling, and the various day and night marks along the Willamette and Columbia are as easy as operating a chaffing dish.

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The Great Republic was insured for \$20,000 and the cargo for \$25,000, and the value of the freight, amounting to 1059 tons, was \$75,000. The wreck and cargo were sold for \$1250 and \$2500, respectively. The vessel continued to break up, and May 2 the entire hull aft of the walking beam broke away, and for years the walking beam and huge wheels were used as targets by gunners at Fort Canby. Less than a month after the loss of the Great Republic the steamer Oregon and State of California were placed in service.

There is now said to be 11 feet of water over the wreck, and the placing of day and night navigation aids there was principally in the interest of the lower river fishing fleet.

WEEK-ENDERS OFF FOR BEACH

Undine Carries 200 and Potter Follows With All Rooms Filled.

There were 200 tired cityites to bid themselves good night to the beach on the steamer Undine, leaving Ash-street dock at 1 o'clock yesterday afternoon, and it was one of the largest crowds yet sent away for the week-end trip.

Captain Bud, who directs the fresh-water interests of the O-W-R. & N., says that weather conditions at the beach this season are all that could be desired and temperatures have been appreciably less than prevailed here during the past two weeks. The California weather has drawn to some extent from the beach travel, but it is said the percentage of cottages open is greater than was expected, and the diminution in travel is among the transient visitors.

Tides at Astoria, Sunday.

High 12:45 P. M. Low 1:15 P. M. High 2:45 P. M. Low 3:15 P. M. High 4:45 P. M. Low 5:15 P. M. High 6:45 P. M. Low 7:15 P. M. High 8:45 P. M. Low 9:15 P. M. High 10:45 P. M. Low 11:15 P. M.

Columbia River Report.

NORTH F. M. 14. Condition of the bar at 5 P. M. Sea smooth; barometer, 30.04; wind, northwest 24 miles.

LINER BRINGING SKIPPER WHO CHANGED SHIPS, AVOIDING BEING ATTACKED BY GERMAN SUBMARINE.

San Francisco, Aug. 14.—(Special.)—The steamer *Nebraska*, of the American-Hawaiian fleet, due here tomorrow from New York via San Pedro, is Captain G. E. Knight, her master, whose friends recently had cause to congratulate him on being away from his former charge, the *Nebraska*, sister ship of the *Nebraska*, which was struck by a torpedo from a German submarine.

On her last voyage from New York she changed berths with Captain Green, as he had made one voyage across the Atlantic on the *Nebraska* and preferred the New York-Pacific Coast route. The *Nebraska* had reached Europe and was on her way home when attacked. She is undergoing repairs at an English port. The *Nebraska* is bringing over 3000 tons from New York, and on her outward voyage will have 2000 tons of flour for Charleston, inaugurating the 1915 service to the South Carolina harbor.

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over-Pacific ports, as well as consignments from the Far East, which have reached here over the same route, being transhipped within the Golden Gate.

The *Nebraska*, as Portlanders view it, is principally in the withdrawal of such a large American fleet from the Trans-Pacific trade. The war has stopped the Hamburg-American line, while the Royal Mail is operating vessels, its service is impaired, as far as the Pacific is concerned, because of the war. The Great Northern Steamship Company, owning the giant liner *Minnesota*, running from Puget Sound, has been reported several times of late to contemplate ceasing its service, while the Canadian Pacific from British Columbia ports is operating under a temporary and unsatisfactory manner since the war created a demand for its commodities and passenger service.

Therefore the Pacific Mail and the Japanese lines have been about the only fleets not affected seriously by the European disturbance. In fact, the Pacific Mail has enjoyed an enormous gain in trade because of its fine fleet and position and the Coast is being able to carry its cargo in the absence of other steamers.

Portland was connected with the Pacific Mail before because it gained control of the Pacific Mail line, which was owned by the O-W-R. & N., also the San Francisco & Portland fleet, now known as the "Big Three" likewise owned by the O-W-R. & N. While at times steamers of the Pacific Mail's San Francisco-Central American fleet were assigned to the Portland-San Francisco run while the regular vessels were off, the Pacific Mail's interest here other than the fact that the disposal of the big liners eliminates an American-owned line from the lucrative trade of the Oriental sphere.

California Steamers Full

Kilburn Sails, Bear Goes Today and Beaver Is Due.

Berths are scarce on the steamer Bear, sailing this morning for California ports, as the proverbial hen's teeth, every cabin accommodation being reserved for the passengers and crew to arrive by early afternoon, has a large traveling list, some being Easterners returning from the California coast, and there is a social gathering of Californians who are on vacation trips, with many Oregonians coming home from the Bear State. The steamer *Nebraska*, of the American-Hawaiian fleet, is due today, both loaded.

The steamer F. A. Kilburn, which brought 84 passengers from the south on Friday, got away last night with another large list and all the freight that could be stowed below. The Celio, of the McCormick line, is expected to arrive tomorrow for Grays Harbor to complete her cargo.

The steamer *Nebraska* Great Northern sailed today for San Francisco. She carried more than 1000 tons of cargo, including grain from the interior. The Grace line steamer *Nebraska* sailed today for San Francisco. She carried more than 1000 tons of cargo, including grain from the interior.

NEW YORK CARGO IN HARBOR

Grace and American-Hawaiian Lines Have More Carriers on Way.

Making her usual good time from the Golden Gate, the Grace steamer *Santa Cruz* was an arrival in the harbor late yesterday afternoon, bringing an average New York cargo, which she will discharge at midnight. The American-Hawaiian steamer *Neveadan* will be due next week and she is to load at least 1000 tons of cargo from the New York harbor.

The steamer *Nebraska* of the American-Hawaiian fleet, which is to arrive tomorrow, will be followed by the *Nebraska* of the Grace line, which is to arrive tomorrow. The steamer *Nebraska* of the American-Hawaiian fleet, which is to arrive tomorrow, will be followed by the *Nebraska* of the Grace line, which is to arrive tomorrow.

Excursion Runs Available

Oregon City, Cascades and Astoria Steamers Ready for Today.

Kitty Moran, the pride of Captain John Larsen, which, by the way, is a catamaran and not a person, has been placed in service for the day of Alder street for all points between Portland and Oregon City, making trips every three hours after 8 o'clock this morning until 8 o'clock, when a moonlight journey is made.

The Yellow Star Line is operating its usual Sunday steamer today from Portland to Astoria. The steamer *Nebraska*, which turned away travelers last Sunday, goes to the Cascades Locks and return today, leaving Alder street at 8 o'clock. The steamer *Nebraska*, which turned away travelers last Sunday, goes to the Cascades Locks and return today, leaving Alder street at 8 o'clock.

Marine Notes.

As the brigantine *Geneva* finished her lumber at the North Pacific mill yesterday morning, she will leave today for Astoria and will leave down as soon as her stores are aboard.

At the head of the United States Immigration Service here, is expected to meet the steamer *Nebraska* today. He attended conferences there having to do with the Government's efforts to employ the country's surplus population, also meetings to discuss questions pertaining to immigration.

Captain E. E. Kellogg, of Kellogg's boat, who is in charge of the boat, is expected to meet the steamer *Nebraska* today. He attended conferences there having to do with the Government's efforts to employ the country's surplus population, also meetings to discuss questions pertaining to immigration.

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trist, are favorable for generally fair weather Sunday, except in Southeastern Idaho, where showers will probably fall. It will be cooler in Eastern Washington, Idaho. Winds will be mostly northwesterly.

THE WEATHER.

STATIONS	Temperature	Wind	State of Weather
Baker	56.00 4N.W.	Cloudy	
Boise	54.00 4N.W.	Clear	
Boston	54.00 4N.W.	Clear	
Calgary	52.00 4S.W.	Clear	
Chicago	52.00 4S.W.	Clear	
Cincinnati	52.00 4S.W.	Clear	
Cleveland	52.00 4S.W.	Clear	
Dallas	52.00 4S.W.	Clear	
Denver	52.00 4S.W.	Clear	
Des Moines	52.00 4S.W.	Clear	
Duluth	52.00 4S.W.	Clear	
El Paso	52.00 4S.W.	Clear	
Galveston	52.00 4S.W.	Clear	
Houston	52.00 4S.W.	Clear	
Indianapolis	52.00 4S.W.	Clear	
Jacksonville	52.00 4S.W.	Clear	
Kansas City	52.00 4S.W.	Clear	
Los Angeles	52.00 4S.W.	Clear	
Madison	52.00 4S.W.	Clear	
Memphis	52.00 4S.W.	Clear	
Minneapolis	52.00 4S.W.	Clear	
Montreal	52.00 4S.W.	Clear	
New Orleans	52.00 4S.W.	Clear	
New York	52.00 4S.W.	Clear	
Omaha	52.00 4S.W.	Clear	
Portland	52.00 4S.W.	Clear	
Puerto Rico	52.00 4S.W.	Clear	
Rio de Janeiro	52.00 4S.W.	Clear	
Sacramento	52.00 4S.W.	Clear	
St. Louis	52.00 4S.W.	Clear	
St. Paul	52.00 4S.W.	Clear	
Seattle	52.00 4S.W.	Clear	
Spokane	52.00 4S.W.	Clear	
Tampa	52.00 4S.W.	Clear	
Tucson	52.00 4S.W.	Clear	
Washington	52.00 4S.W.	Clear	
Winnipeg	52.00 4S.W.	Clear	
Yellowstone Park	52.00 4S.W.	Clear	

Portland and vicinity—Fair; northwesterly winds. Oregon—Fair; northwesterly winds. Washington—Fair; cooler east portion; northwesterly winds. California—Fair; cooler south portion; northwesterly winds.