

DETECTIVE POLICE ARE BAFLED

Officers Are Unable to Get Even a Clue as to the Fiendish Murderer of Little Alfonso Wilmas in That City.

DETROIT, Aug. 19.—The police today are as far from a solution of the murder of Little Alfonso Wilmas as they were when the mutilated body was found yesterday. Charles Edwards, the suspect, who was placed under arrest last night and who gives his residence at Bangor, Me., is still detained, but Lieutenant Sadler of the detective department said today he was satisfied that Edwards is

not guilty of the crime. The officers have telegraphed to the authorities of Rockford, Ill., asking for complete details of the killing of the newsboy in the city several weeks ago, which bears so much resemblance to the crime here. The entire river front in the vicinity of the boat was found to have been searched, without finding the slightest trace of blood and no one can be found in the neighborhood who saw the murdered lad during the evening.

COLORADO MINES BEING WORKED UNDER PROTECTION OF ARMED GUARD

Colorado Springs, Colo., Aug. 19.—A force of fifty miners went to work at the El Paso gold mine at Crystal Creek at 7 o'clock this morning under the protection of an armed guard, part of which was furnished by the sheriff of Teller county and part by the Mine Owners' association. Men armed with Winchester are guarding the shaft house and all of the approaches to the mine, refusing admittance to strangers. Even President Kennison of Miners' union No. 49 was refused ad-

mission to the shaft house. The action is in the nature of a test case and if no interference is made by the union miners it is understood that a number of other leading mines of the district will attempt to resume operations at once. Previous strikes and lockouts have hauled to the El Paso mine at midnight last night, it being the purpose of the operators to keep the miners on the mine and all of the approaches to the mine, refusing admittance to strangers. Even President Kennison of Miners' union No. 49 was refused ad-

FIRST RACE FOR AMERICA'S CUP

(Continued from Page One.)

reflected in the betting, where the odds are 2 to 1 on the Reliance. The friends of the British boat, on the other hand, profess the greatest faith in the ability of Fife's latest creation to "lift" the cup.

Fifteen Miles and Return.

In neither of his previous attempts to carry off the previous "ring" did Sir Thomas sail on a challenge. Tonight he was in doubt whether to sail in the challenger tomorrow. His friends on the Erin urged him not to do so for fear of an accident, according to the rules the first race will be fifteen nautical miles to windward or leeward and return, depending upon the direction of the wind. After that each alternate race will be in the form of a course, ten miles to the lee. The next race will be sailed on Saturday and the third next Tuesday and thereafter every other day until the series is completed. The first of three out of five will be the winner. According to the rules, if the course is not covered within the time allowance, five and a half hours, it is no race.

The weather prediction for tomorrow is, not affording the forecast promising a breeze of from three to nine knots. A seven-knot breeze will be necessary to carry the boats over the course in the allotted time.

A Friendly Spin.

For the first time the challenger and defender today sailed in company. Sandy Hook, when both boats were taken out for final trial spins. Some observers thought the Shamrock III heeled a little more and seemed to carry a larger windward leeward than the Reliance. The Reliance was first to get away from her moorings within the horse-shoe and passed out by the point of the hook at 10 a. m. There was a fine ten-knot breeze from the south-south-west, and, sailing close-hauled, she went out through the main ship channel and Gordos channel to the Sandy Hook lightship, about eight miles, at a fast pace. Shamrock III left Sandy Hook fifteen minutes later and followed the defender out through the channel to the lightship. Both yachts carried lower sails and club-topails. The Reliance crossed at the lightship and ran back toward the channel, meeting Shamrock III on the way out. The two yachts passed each other at a distance of a mile, Shamrock III proceeded as far as the lightship, hove to and waited the arrival of the Oceanic, bound in, and then followed the big liner in under main-sail and jib.

Countess Cheered.

The Earl and Countess of Shaftsbury, the latter of whom was the guest of the Shamrock III at her launching, were on board the Oceanic and as the big steamer passed the crew of the Shamrock cheered the countess. Both of the yachts returned to their moorings at Sandy Hook, after having been absent an hour and a quarter, the Reliance reaching hers about fifteen minutes in advance of the Shamrock. For the remainder of the day both boats swung at their moorings while their crews overhauled their sails and got everything in readiness for the race.

Sir Thomas Confident.

When asked for a prophecy of the result of tomorrow's race Sir Thomas said: "I am more confident of winning than ever, and my confidence is shared by every man on the fleet and other admirers of the Shamrock III. Desiring Fife is satisfied with the tuning up that the Shamrock III has received, and Captain Winge is confident of her speed." In reply to a question whether or not there was any basis for suspicion that the challenger had not been permitted to show all her speed in her trials with the Shamrock I, Sir Thomas said: "There is no basis for such a suspicion. I do not consider it an honest way of setting people to bet their money. Except in a few cases, when Fife has wanted to sail alongside of the Shamrock I, we have always done the best we could, and I have always wanted to see her do her best."

Flood of Telegrams.

A flood of letters, cablegrams and telegrams, received by Erin today from all parts of the world, bringing wishes of the success of Sir Thomas and the Shamrock III. One cablegram came from London, Portugal, from Lord Charles Boreas, saying that all the officers and men of the channel fleet sent hearty good wishes and hoped to hear that the Shamrock III had won by a length. Other messages came from the Durban Yachting club of South Africa, the Yachting association of Perth, western Australia, the Royal yacht squadron of New Zealand and from nearly every yachting club in Canada.

Among the notables who will probably be guests of Sir Thomas on the Erin during the races are Adjutant General and Mrs. Corbin, Paymaster General, Bates, S. A.; Hon. Charles Russell, Captain Brownson, commander of the naval academy; General and Mrs. Chaffee, Mr. and Mrs. John D. Crampton, Mr. and Mrs. A. Edson, Mrs. Jefferson Davis Hayes, Mr. and Mrs. John A. Flager, Senator and Mrs. Kearns of Utah, Governor Odell, Lady Swettenham, wife of the governor of the Straits settlement, Lieutenant Commander Isaac T. Takahashi of the Japanese navy, former Lieutenant Governor Woodruff, Commander John C. Cameron, captain of the Atlantic, and Captain McKinstry of the Tonnetic. Shamrock III was re-masted today, the

ONCE MORE THEY MARCHED ALONG

(Continued from Page One.)

be long remembered by the thousands of people who packed the streets along the line of march to witness it. Not a few of them recognized that for them this meant the passing of the heroes of many a bloody struggle in defense of the Union for all time in a collective body so far as this city is concerned. Devoid of all pomp and panoply of the warlike host which marched in all the pride of strength and youth in yesterday's parade, there was something pathetic in the thinned-out ranks of the veterans who marched today which touched the hearts of all who saw them. Bowed with the weight of years, worn out and weary, but animated by the fires of an unquenching spirit, this remnant of a mighty host which had carved out victory for the republic on the hardest fought battlefields the world has ever known, marched proudly along, the last of an unconquered band of heroes.

Proudly They Marched.

They looked the part they had played as makers of history in this country of their birth or adoption, as the case might be. Proudly they marched, with their battle flags waving above the swaying ranks—flags which bore the marks of shot and shell in many a fierce fray; comrades together now as they were then. With military precision the old soldiers of Antietam, Vicksburg, the Wilderness, Gettysburg and Appomattox swung into line at the appointed hour, ready for the command. The march was led by the detachment from Illinois, commanded by Egeson Wood, the Grand Army detachments appeared in full muster at their appointed stations ready to move with the main column, which started punctually at 10 o'clock on the route of march. The mounted staffs of the department commanders at all the mounted resorts were formed into platoons of eight files front, the distance being regulated at four paces. This formation was well maintained all through the march. The chief of police said of the different posts, which were paraded some sixteen paces apart, with about double that distance between the departments. Next in line was Chief Marshal Edward S. Solomon and his staff. The personal escort of Commander in Chief Stewart was composed of George H. Thomas, post No. 2, department of California; A. D. Cutler commanding, accompanying the commander in chief was Quartermaster General Burrows, Judge Advocate General Beers, Adjutant General John W. Schall, Chaplain in Chief Shuey and Inspector General Walsh, with members of the executive committee.

Departments in Line.

The several departments of the Grand Army followed, with, as mentioned before, the department of Illinois in the van. Following came Pennsylvania, commanded by Edwin Walton; then Ohio, Commander Yengling; New York, Commander Nester; Connecticut, Commander Eukley; Massachusetts, Commander Judd; New Jersey, Commander Long; Maine, Commander Chamberlain; Rhode Island, Commander Oliver Iselin; the managing member of the Reliance syndicate, on board the Reliance tender Sunbeam, at anchor near the Reliance.

Six Noted Survivors.

Six survivors of the heroic Knapp's Pennsylvania battery of light artillery marched in the line and were warmly greeted. This is the remnant of the 130 men of this hard fighting regiment who were mustered out at the close of the war, and this is the first occasion on which the battery has paraded since it was reorganized in the historic grand review of the federal troops at Washington in May, 1865. This battery did efficient work at Chancellorsville, Fredericksburg and all through the Shenandoah

valley, concluding a brilliant record by marching with Sherman to the sea, entering Richmond later with Grant. Its most historic feat was the firing of the shot that killed General Polk before Resaca.

Throughout the parade was strictly military, no women, children nor grotesque costumes being permitted in the column. Carriages were also prohibited and the few which appeared, not exceeding two to each department, were occupied by disabled veterans and were driven in all cases to the left of the column of their respective departments.

A hearty greeting was extended to the old boys along the entire line of march, each of the departments being cheered to the echo as it filed past.

The scene was an wild enthusiasm all along the streets, old and young turning out en masse to greet the fast fading ranks of the veteran American soldiers, who in compact organization will never march here again.

The reviewing stand was on Van Ness avenue, and there they marched past in perfect alignment after a long and tiresome march for most of the old soldiers, showing up in brave style until dismissed by the grand marshal.

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And reminded him that he had forgotten to kiss her good-bye—she that he had failed to order Husler's Flour. Sari she would creak back to him, but she must have the flour.

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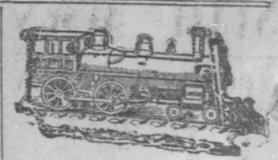
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Time Table IN EFFECT Feb. 1, 1903

ARRIVE.
From Ogden, Portland, Butte, San Francisco and Omaha 8:30 a.m.
From Ogden and intermediate points 9:10 a.m.
Ogden, Cache Valley, Chicago, St. Louis, Omaha, Denver and intermediate points 12:01 p.m.
From Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver and San Francisco 4:05 p.m.
From Ogden, Cache Valley, Butte, Portland, San Francisco 5:10 p.m.

DEPART.
For Ogden, Omaha, Chicago, Denver, Kansas City and St. Louis 7:00 a.m.
For Ogden, Butte, Helena, Portland, San Francisco and intermediate points 9:45 a.m.
For Ogden, Omaha, Chicago, Denver, Kansas City, St. Louis and San Francisco 12:50 p.m.
For Ogden, Cache Valley, Denver, Kansas City, Omaha, St. Louis and Chicago 5:45 p.m.
For Ogden, Cache Valley, Butte, Helena, Portland, San Francisco and intermediate points 12:30 a.m.
T. M. SCHUMACHER, Act. Traffic Mgr.
D. E. BURLEY, Gen. Agent
D. S. SPENCER, A. G. F. & T. A.
City ticket office, 201 Main street. Telephone, 252.
*Daily except Sundays.

THE DENVER & RIO GRANDE AND THE RIO GRANDE WESTERN

CURRENT TIME TABLE.
In Effect June 21st, 1903.

LEAVE SALT LAKE CITY.
No. 4—For Grand Junction, Denver and points east 8:30 a.m.
No. 2—For Provo, Grand Junction and points east 9:15 p.m.
No. 1—For Provo, Grand Junction and points east 8:20 p.m.
No. 10—For Bingham, Heber, Lehi, Provo, Grand Junction, Marsdale and intermediate points 8:00 a.m.
No. 8—For Provo, Payson, Eureka and intermediate points 5:00 p.m.
No. 12—For Ogden and all intermediate points 6:10 p.m.
No. 3—For Ogden and the west 11:55 p.m.
No. 1—For Ogden and the west 1:45 p.m.
No. 5—For Ogden and the west 9:50 a.m.
No. 16—For Park City and all intermediate points 8:15 a.m.

ARRIVE SALT LAKE CITY.
No. 12—From Ogden and all intermediate points 9:05 a.m.
No. 5—From Provo, Grand Junction and the east 9:40 a.m.
No. 1—From Provo, Grand Junction and the east 1:45 p.m.
No. 3—From Provo, Grand Junction and the east 11:45 p.m.
No. 8—From Provo, Bingham, Heber, Marsdale and intermediate points 6:00 p.m.
No. 6—From Ogden and the west 8:20 a.m.
No. 2—From Ogden and the west 5:45 p.m.
No. 4—From Ogden and the west 8:10 p.m.
No. 7—From Eureka, Payson, Provo and intermediate points 10:30 a.m.
No. 10—From Park City 5:15 p.m.

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TIME TABLE

San Pedro, Los Angeles & Salt Lake R. R. Co.

DEPART.
From Oregon Short Line Depot, Salt Lake City

For Provo, Lehi, Fairfield and Mercur, connecting at Nevada City with Ogden and intermediate points on Sanpete Valley railway 7:30 a.m.
For Garfield Beach, Tooele, Stockton, Mammoth, Eureka and Silver City (via Leanington cut-off) 8:00 a.m.

For Provo, American Fork, Lehi, Juab, Milford, Frisco, Caliente and intermediate points 6:05 p.m.
For Provo, American Fork, Lehi, Juab, Milford, Frisco, Caliente and intermediate points 9:35 a.m.
For Provo, Lehi, Fairfield, Mercur, Stockton, Mammoth, Eureka, Stockton, Tooele and Garfield Beach 5:35 p.m.

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