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THE WEATHER
Alberta—Fair and moderately warm today and Friday.
Calgary temperature—Max. 76; min. 50.

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AVIATOR HOY REACHES CRANBROOK TEN MINS. AHEAD OF SCHEDULE

Trans-Rocky Flight Progressing Better Than at First Expected—According to Speed Already Made Captain Will Arrive In Calgary Between 7 and 9 o'Clock

CRANBROOK, B.C., AUGUST 7.—CAPT. HOY REACHED HERE AT 2.05 THIS AFTERNOON, OR 10 MINUTES AHEAD OF HIS SCHEDULED TIME.

That Captain Hoy and Lieut. Hall met somewhere in the air between Grand Forks and Nelson was indicated by a special dispatch carried over the C.P.R. telegraph wires from Nelson to the effect that a machine passed over that city at a great height at 12.35. They seemed to be flying in company.

From Grand Forks came a telegraph report that while Capt. Hoy was on the ground there the other machine passed over at 11 a.m. Capt. Hoy took the air fifteen minutes later and apparently caught up to Lieut. Hall, or perhaps Lieut. Hall waited for him.

It is quite possible under these circumstances that the two airmen may complete the rest of their flights together and land at the Bowness hangar at about the same time.

VANCOUVER, Aug. 7.—Capt. Hoy arrived at Grand Forks on the way to Calgary at 10.24 a.m., and left Grand Forks for Cranbrook at 11.15 a.m. He expects to make Cranbrook at 2.45 o'clock.

MIDWAY, B.C., Aug. 7.—Within 50 miles of Grand Forks, his next stopping place, Capt. E. C. Hoy, flying to Calgary from Vancouver, flew over this town at 10.10 o'clock this morning.

EXPECTS TO DINE IN CALGARY

VANCOUVER, B.C., Aug. 7.—Capt. Hoy arrived at Grand Forks at 10.24 a.m. and left at 11.15 a.m. for Cranbrook, where he expects to make his next stop on his Vancouver-Calgary 18-hour flight, at 2.45 p.m. He expects to have dinner in Calgary tonight.

At Grand Forks Capt. Hoy met Lieut. E. Hall, who left Vancouver some days ago in a Curtiss machine with the intention of flying to Calgary by easy stages. Hall left Grand Forks in the direction of Cranbrook ten minutes before Hoy left, but it is not certain that he intends to make an effort to beat Hoy to Calgary.

A PERFECT LANDING

(Special to The Calgary Herald)

GRAND FORKS, B.C., Aug. 7.—Captain E. C. Hoy, flying in the Curtiss airplane on the trans-Rocky trip, reached Grand Forks at 10.24 this morning. Captain Hoy treated the large crowd of spectators to a perfect landing after circling overhead for several minutes. Leaving Vancouver at 4.13, he reached Vernon at 7.13, leaving at 8.19, making the first stop half an hour ahead of schedule. Leaving Vernon, he passed over Kelowna at a height of 4,500 ft. Reaching Penticton, he followed the Kettle Valley line midway, where he passed over Lieut. Hall, driving an aerial trans machine, who had landed, and circled over him to show that he had recognized him. Captain Hoy arrived at Grand Forks at 10.24, and made a stop of half an hour. He dirigned the first mail by air in Grand Forks, carrying parcels consigned to the mayor and parkages for merchants.

The plane was attended to by Flight Lieutenants McLeod and Manly, two Grand Forks airmen, who attended to the refilling of the gasoline tank and necessary supply of oil. Promptly at 11.15 Captain Hoy hopped into his machine and got away to a good start amidst the cheering of the large throng who had gathered here to greet him, and was soon lost from view, travelling east and passing over the mountains at Cascade. During his stay here, Lieut. Hall's machine have in sight, and passed over Grand Forks about 10 minutes before Captain Hoy got away.

Flight Enjoyable

(Special to The Calgary Herald)

VERNON, August 7.—Capt. Hoy has successfully accomplished the non-stop Vancouver to Vernon flight in his trip to Calgary. He was sighted overhead west of the city at 7.15, making a perfect landing at Mission Hill three and a half minutes later. The distance covered is calculated to be 215 miles. He left Minora at 4.13 and landed at 7.13½ a.m. and was greeted first by the Women's Okanagan representative, then by the Mayor, who at once took him into the city to breakfast, while the machine was being attended to and gas and oil supplied.

On the trip he used 23 gallons of gas and one gallon of oil, which he thinks is quite a record. Hoy attributes his excellent time to the fact that he made use of the pass between Merritt and Vernon, which he had not known of before, almost a straight line between the two cities, cutting off many miles and saving detours through the valleys.

The morning was so clear he could come straight over the hills, dawn just breaking as he passed over Chilliwack. On the way to Hope he passed two or three trains. Through Coquihalla Pass he rose to a height of 5,500 feet, later on he climbed still higher, until he was 6,500 feet in the Merritt region. He kept Merritt a little to his left, striking almost due east straight into the sun, making a bee line for Vernon. The highest point of the flight, 6,500 feet, was in this section of the journey.

6,000 Feet in Air.

He says that 5,500 feet is safe through the Coquihalla Pass, but 6,000 feet is better. The early morning is the best time for flying the air, then being quite calm and still. The journey was delightful, says Hoy, who was looking in excellent shape. As all preparations for his arrival had been made, he was able to go to breakfast while the Vernon Garage Company, returned soldiers and experienced air machine men, looked after his engines. Special editions of the Weekly Herald delivered to the paper's representative for distribution.

Before Hoy left there was quite a large crowd of interested spectators with whom Hoy chatted and joked. The machine was turned around for the down grade in run northward for a take-off, and then the ceremonies effected. Circling round for passed over the spectators' heads to the south, making in the direction of Kelowna, at 10 o'clock on Grand Forks. As he passed overhead ringing cheers gave him a hearty send-off, to which he waved a reply.

His total flying experience of the World that there seemed to be no obstacle to the establishment of an aerial post between the coast and the rearive as the longest jump of the journey probably would be that between Vancouver and Vernon, though Cranbrook to Lethbridge would be nearly the same distance.

All New Country

From Vernon onward is a region calls all new country to Capt. Hoy so far as flying is concerned. The weather is clear, with bright sun and a light breeze and there are all ex-

the drome, and Captain George Dixon turned her up while Hoy damed his flying togs. The engine of the plane was running in fine shape when Hoy took his seat. He immediately taxied to the centre of the park, and after shaking hands with his many friends who were present to watch the start, opened the throttle and shortly afterwards was winging his way down the Fraser river towards New Westminster. Hundreds of tiny sparks from the cylinders of his engine could be seen as the plane made its way through the atmosphere, while the throb of the engine was like music to the ears of the mechanics who listened anxiously for any knock or defect that might appear in the mechanism. The engine was running to perfect shape. A few minutes after the take-off the throb of the engine died away, and Captain Hoy was once again on his way in an attempt to surmount the vast range of mountains which divide the provinces of British Columbia and Alberta.

Will Make Calgary

"I will make Calgary this time, weather conditions are very favorable for the flight, and I see no reason why I should not be eating dinner in Calgary around eight o'clock tonight," stated Captain Hoy previous to his departure. Hoy was in the best of spirits, and despite the fact that he had a hard day's work ahead of him, was up most of the night looking after the details incidental to his departure.

Captain Hoy is the first pilot to carry mail from the Vancouver post office eastward. He has letters addressed to various parties in the towns in which he will stop. His first landing is Vernon, followed by calls at Grand Forks, Cranbrook, Lethbridge and Calgary. Besides mail, the pilot carries special flight editions of The World, as well as several express packets.

There was quite a large gathering at Minoru to see the departure of Captain Hoy. Among those present were: President Taylor, of the Aerial League, and Mrs. Taylor; Captain George Dixon, several photographers, and several members of the league, as well as newspapermen.

An hour after the start from Minoru Captain Hoy was reported flying over Chilliwack at about 6,000 feet.

Carrying Mail

(Special to The Calgary Herald)

VANCOUVER, Aug. 7.—Before dawn this morning Capt. Ernest C. Hoy, D.F.C., of the Aerial League of Canada, left Minoru park on a flight eastward he will attempt to cross the Rocky mountains by air for the first time. He expects to reach Calgary at about 9 o'clock tonight. His route takes in Vernon, Grand Forks, Cranbrook and Lethbridge. He will stop an hour at each of these towns to refuel his machine and to snatch a hasty meal. By reaching Calgary in 15 hours he will lop off about seven hours from the time it takes to make the same journey by train.

Hoy made a start on the flight on Monday morning of this week, but dense fog along the Fraser river forced him to descend at Chilliwack, where he remained until better flying weather was forecasted. He returned to Minoru park yesterday afternoon, and set out again at 4.13 this morning. Instead of a passenger in the front seat Hoy is carrying a 12-gallon auxiliary tank. The tank will allow him to stay in the air for more than four hours. In all his machine carries 24 gallons of petrol. He is also taking a mailbag from the local postoffice. In it are letters from Mayor R. H. Gale, of Vancouver, to the mayor and council of each town he will visit on the way. Many large organizations in this city are sending letters to similar bodies in Calgary and way points.

Start of Trip

(Special to The Calgary Herald)

VANCOUVER, Aug. 7.—With the first streak of dawn, Captain E. C. Hoy, D.F.C., of the Aerial League of Canada, commenced his second attempt to cross the Rocky Mountains in a J.N.-4 plane this morning.

Captain Hoy left Minoru park at 4.12 o'clock on the flight to Calgary across the Rockies, arranged by The Daily World, The Lethbridge Herald, The Vancouver Daily World and the Aerial League of Canada, and hoped to make Vernon the first stopping place in less than four hours. He made the trip in a fine, clear, calm weather conditions being much more favorable for the flight than on Monday morning, when Hoy found it necessary to descend at Chilliwack owing to the heavy cloud banks over the Coquihalla Pass.

Engine Running Fine

Shortly after 4.30 a.m. the "Little Red Devil," the machine in which the well-known Vancouver aviator is acton, Vernon; D. W. Hays, Medicine Hat.

CAPT. E. C. HOY AND HIS MACHINE AT MINORU PARK, B.C., JUST BEFORE START

The group at top includes Capt. Hoy, his two mechanics, George Taylor, president, and W. J. Imby, secretary of the Aerial League of Canada, and several members of The World's staff. At Minoru park, near Vancouver, B.C. Mr. Imby is at extreme right.

At lower left Capt. Hoy is taken close up immediately before giving a short exhibition flight.

In the centre right is the aviator and his two mechanics: W. T. Jack, fitter and engine man, on his right, and George Sinclair, rigger, on his left.

At lower left, John Nelson, managing director of The World, and R. S. Somerville, managing editor, are seen bidding the aviator farewell.

ROUTE PLANNED BY CAPT. HOY IN FLIGHT ACROSS ROCKY MOUNTAINS TO CALGARY

The above map shows the approximate route being taken by the intrepid aviator, Capt. E. C. Hoy, D.F.C., in his flight which he started at 4.15 o'clock this morning from Minoru park, near Vancouver, B.C., on the Pacific coast, for Calgary. Press dispatches this morning indicate that Capt. Hoy decided slightly from the route shown on the map, but at 2.45 he had passed over Chilliwack, just an hour after his start.

According to the schedule he will arrive at Vernon, B.C., at 9 a.m. today, at Grand Forks, B.C., at 11 a.m., and Cranbrook, his last stopping point on the trip in 18 hours.

To-day, at 2.45. There he will cross the Alberta boundary and arrive at Lethbridge at 6 p.m., leaving there at 7 p.m., and arriving at Calgary at 8.45 p.m.

The Vancouver World, The Calgary Herald and the Lethbridge Herald have each put up a purse for the aviator if he completes his flight in his allotted time of 18 hours. In crossing the Rockies Hoy counts on a tailwind for the trip.

If Lieut. Hall arrives he will also be a guest of honor.

Capt. Hoy expects to land at the Bowness hangar this evening. If he lands after dark, flares will mark his landing place.

A luncheon with Capt. Hoy as the guest of honor is being arranged for Friday at the Palliser.

FALKENHAYN WANTS TO SUBSTITUTE KAISER

Claims Responsibility for Military Acts While He Was In Power

PARIS, Aug. 7.—This morning's Paris newspapers announced that Baron Kurt von Lersner, head of the German mission to Versailles, has transmitted to the supreme council of the peace conference a letter from General Von Falkenhayn, former war minister and chief of staff, in which he claimed responsibility, as war minister and head of the general staff, for all military acts by Germany while he was in power, from the beginning of the war up to the end of the battle of Verdun. General Von Falkenhayn offers himself as the Allies in place of former Emperor William.

Gen. Von Falkenhayn was minister of war for only a brief period after the outbreak of the present war. He was appointed chief of staff in succession to Gen. Von Moltke on October 28, 1914. He was succeeded as chief of staff by Field-Marshal Von Hindenburg on August 30, 1916.

HON. DUNCAN MARSHALL PRESIDENT OF W.C.I.A.

Election of Officers for Irrigation Association for Coming Year

MEDICINE HAT, Aug. 7.—Officers of the Western Canada Irrigation Association were elected this morning as follows: Hon. President, Hon. Arthur Meighen; first honorary vice-president, Hon. A. L. Dunning; second honorary vice-president, Hon. T. D. Pattullo; president, Hon. Duncan Marshall; first vice-president, G. R. Mustard; second vice-president, S. S. Dunbaugh; executive, Hon. Duncan Marshall, Mayor Chugan, Salmon Arm; H. J. Wylie, Maple Creek; L. Peterson, Parkwell; F. H. Peters, Calgary; G. Stirling, Kelowna; J. E. R. Wood, Vernon; D. W. Hays, Medicine Hat.

MACKENZIE KING OR FIELDING LIKELY TO LEAD LIBERALS

Most Bitter Fight On In Otta wa Convention—Rumor That Fielding Will Retire Is Vig orously Denied By His Friends—Much In trigue In Camp

OTTAWA, Aug. 7.—On the first ballot King secured 344; Fielding, 297; Graham, 153; McKenzie, 153.

(From the Calgary Herald's Ottawa Bureau)

OTTAWA, Aug. 7.—A spectacular and dramatic fight for the Liberal leadership, unparalleled in the history of Canadian politics, is in progress. The voting does not start until 2.30 this afternoon, and nominations will be accepted up to that hour. At the hour of writing, Andrew Haydon, secretary of the convention, and returning officer, stated that he had received three nominations, one of them only complimentary. He would not give the names, but it is understood the two on hand are for Hon. George P. Graham and Hon. Mackenzie King. D. D. McKenzie will also be sure to run. There are rumors that owing to the determined opposition of Quebec that Hon. W. S. Fielding will retire from the field, but his friends vigorously deny this statement.

It is useless to predict what will happen. There is so much intrigue and so much wire-pulling going on behind the scenes that there may be surprises. At present the fight looks like one between Graham and King. The managers of the convention are afraid of both these men as leaders and are still pulling for Fielding or Martin. Between the lot of them, D. D. McKenzie the temporary leader, has a splendid chance of slipping in.

Premiers Pin Session

The provincial premiers held a secret conference last night to discuss the situation. It is believed they are all for Fielding, but in view of the determined opposition of Quebec, his chances look slim. Until late yesterday afternoon, the betting was Fielding. A Quebec caucus was held from four to six, when no vote by the elder statesman was made to swing the delegation to Fielding. The young bloods were determined and came to their decision. They wanted nothing to do with any candidate who described Laurier. They pointed out that they expected to fight the next election in Quebec largely on the attitude of the Union government towards conscription.

If Fielding was the leader, their hands would be completely tied. They were all for Mackenzie King. He had stood loyally by Laurier and opposed outright conscription. Then his name appealed to the French imagination. He was a grandson of the great Liberal rebel, who was a commander of Papineau. They showed their feeling for King in the remarkable demonstration they gave him when he addressed the convention later in the evening.

A Bitter Fight

The fight has developed into a bitter one between the three men, Graham and King. The feeling is intense and this is the only chance for McKenzie or Fielding. If the Graham supporters find they can elect their man, they might swing to Fielding or McKenzie, and vice-versa. The feud between the two factions has developed over the story that was circulated and published in one of the Ottawa papers, that Sir Clifford Sifton was backing Graham. Graham's supporters characterize the tale as "a dastardly attempt to stab him in the back." They seem to think that the villain with the dagger is in the camps of Mackenzie King.

(Continued on Page Seventeen)

BITTER ATTACK BY KNOWLES ON HON. N. W. ROWELL

(Special to The Calgary Herald)

OTTAWA, Aug. 7.—A bitter and somewhat heated attack was made on Hon. N. W. Rowell by Hon. W. E. Knowles at the convention, just before closing hour this morning. Mr. Knowles, in mentioning Mr. Rowell's name, turned his head and spat, as he did when speaking of Hon. Mr. Calder. This action brought the delegates to their feet in one tremendous shout of applause, the cheering and tumult lasting for upwards of five minutes.

"I love an honest man," said Mr. Knowles, "and I love a good Christian, but I do not love Mr. Rowell." This again caught the popular fancy and resulted in Mr. Knowles getting one of the most generous rounds of applause from a convention marked by the generosity of the platform speakers.

LIBERAL LEADER WILL BE DECIDED EARLY TONIGHT

Arrangements for Taking Vote at Convention Are Very Complete

OTTAWA, Aug. 7.—Even if five votes are required to elect a Liberal leader, convention officials are hopeful that the result will be known not later than 7 or 8 o'clock this evening.

The arrangements for taking the ballot are very complete.

Scrutineers and tellers have been named for each province in sufficient numbers to ensure a speedy compilation of the returns, which will be handed in to the general secretaries by provinces. At 2 o'clock the different delegations meet in their committee rooms, where the ballot books will be distributed. The delegates must give a receipt for the book.

It is possible, however, that unexpected developments might delay the taking of the final ballot. On the other hand, should a candidate receive a majority of the votes cast on the second or third ballot, the result should be known comparatively at an early hour.

While it is unlikely, the contest might involve the taking of seven ballots, the four ballots with all candidates in the field and three eliminating ballots. It is more probable that the lower candidates will drop out early in the race and the final vote reached on the third or fourth ballot.

ELECTRIC EMPLOYES GO OUT ON STRIKE

Power for Toronto Street Railway Will Be Cut Off

NIAGARA FALLS, Ont., Aug. 7.—Employees of the Toronto Electric Power Company, which supplies the Toronto street railway, decided last night to call a strike Saturday at noon unless in the meantime a conference of the men and company has been called and guaranteeing given that wages will be increased and working conditions improved. The men claim they approached the company in June but received no satisfaction.

GREY A POSSIBILITY

LONDON, Aug. 7.—Viscount Grey today was unofficially added to the list of possibilities for appointment to the post of British ambassador to the United States.

RECIPROCITY FAVORED BY LIBERALS

Believe Trade Relations With United States Would Be Improved

MOTION TO CO-OPERATE IN AGRICULTURE

Resolution Under Consideration for Cash Grants to Dependents

OTTAWA, Aug. 7.—Proceedings at the national Liberal convention in the third and last day are still marked by much enthusiasm. The consideration and adoption of resolutions was continued when the morning deliberations of the big gathering was resumed.

A resolution affirming the faith of Liberals in the reciprocity pact, and expressing the hope that it will not be repealed by the Washington government, gave Hon. W. S. Fielding his first opportunity of being heard by the delegates. Like the other candidates who spoke last night, Mr. Fielding got a good reception.

Speaking to the resolution, Mr. Fielding asserted that Conservatives, as well as Liberals, knew in 1911 that improved trade relations with the United States would be a good thing for Canada, but the pact was defeated by politicians. He had too much respect for Sir Robert Borden, he said, to think that the prime minister did not know that reciprocity would be a good thing for the country. But the then leader of the opposition had been tempted, and the interests opposed had defeated reciprocity by the aid of a campaign fund so large that it could not be all absorbed in the contest.

Farm Encouragement

A resolution on encouragement to agriculture was introduced by Hon. Sydney Fisher, and seconded by Hon. Mr. Tweedale, of New Brunswick. It proposes to encourage co-operation and greater investment in farming, to eliminate waste in handling food products by providing elevator and cold storage warehouses and transportation facilities, and to arrange for the distribution of fertilizers at the lowest possible cost.

Hon. W. E. Knowles, seconded by Mr. Sinclair, moved a resolution calling for the exercise of severe economies in connection with the administration of public affairs, and the imposition of graduated taxes on business profits, and applicable to all incomes above reasonable exemption.

Balloting In Commerce

The convention then adjourned till 2 o'clock for the distribution of ballots.

At 3.30 voting will commence, and consideration be given to the following resolution, moved by Col. Ralston, and seconded by Mr. Delisle:

1. Whereas it is considered that it is a paramount and urgent duty for settlement of the problem of civil reconstruction, that there should be special treatment to soldiers in all vocations, having regard to the length and nature of service;

Resolved, that this convention declares that the adoption of a system of cash grants to the soldiers and to dependents of those who have fallen is the most satisfactory and effective means of civil re-establishment; such grants to be in addition to the present gratuity and to any pension for disability resulting from service.

Further resolved, that this convention further considers:

2. That the whole of the education of the returned soldier be placed in the hands of competent educators to provide for the co-ordination, improvement and extension of a system of educational training, both vocational and general.

Cost of Insurance

3. Insurance. That provision should be made whereby any increased cost of insurance in favor of the dependents of the soldiers should be borne by the state, where such increase arises from disability incurred during the war.

4. Pensions. (a) That such pensions or allowances be granted as shall enable soldiers or their dependents, as the case may be, to maintain a liberal standard of living sufficient to guarantee health, education and all the necessities, comforts and amenities which go to make up a standard of citizenship and to maintain citizenship. (b) That soldiers permanently disabled should be provided for some useful occupation selected from occupations for which they are fitted or can be fitted for such length of time as shall render them efficient in same, and after being so trained should be assisted by the government in obtaining employment at a rate of remuneration adequate to the services rendered to such employment.

Should Receive Pensions

(c) That from the moment of discharge and until said training is complete and such employment found, the soldiers permanently or partially disabled, as aforesaid, and their dependents should receive pensions or allowances amply sufficient to enable them to maintain the liberal standard of living as aforesaid, and when employment has been found and soldiers upon the completion of their training if the remuneration received in such employment is not sufficient to maintain such standard of living, the government should provide the deficiency. (d) That soldiers who have returned or shall have or return partially or totally fit, and disabled, and their dependents should receive during the period of such disability pensions or allowances amply sufficient to enable them to maintain the standard of living aforesaid.

Medical Examination

5. Medical examination. That steps should be taken to secure uniformity in medical examination as to disability by establishing permanent travelling medical appeal boards.

6. That more effective employment agencies should be created and the divergent efforts of the various organizations now in existence should be co-ordinated in a central authority.

7. That reference to soldiers in this resolution is intended to include as well sailors, airmen and nurses, whenever applicable, and Canadian soldiers serving with any of the imperial or allied armies as far as the benefits hereinunder have not been provided for by the imperial or allied government.

Favor Agriculture

OTTAWA, August 7.—At the opening of this morning's proceedings of

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