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Mr. and Mrs. Warold Sheffield wish to thank their many friends for kind-ness shown during the sickness and death of their little sen, Ivan.

Mr. Mortimer Wiltse and family wish to thank friends and acquaint-ances for kindness shown during the bereavement of their son and brother, Arza Wiltse.

LARGE POCKET BOOK containing two five dollars bills and 65c. in silver; also a list of names. Kindly leave at A. W. Johnson's, Post Of-fice, Athens.

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TO RACE ACROSS OCEAN

Rival Airmen Are Preparing for Spectacular Contest.

Aspirants for Daily Mail Prize Will Leave Newfoundland at the Same Time as the Sopwith Team and Make an Effort to Complete Aerial Dash Across the Atlantic

ST. JOHN'S, Nfd., April 15 .- An actual transatlantic air race loomed as a possibility for the first time yesterday, when a sudden adverse weather shift forced. Hawker and Grieve to postpone their flight for the Daily Mail ten thousand pound prize for at least twenty-four hours. Hawker's golden opportunity slipped by Saturday, when the delay in the final tuning of the Sopwith biplane made it impossible for him to rise, with a forty-mile wind in the right direction at his back and the ground hard enough to' permit getting the heavily-laden machine into the air. The rain came at midnight and lasted all day, with an accompanying fog and leaden skies and boggy spots. At the same time what may generally to postpone their flight for the Daily leaden skies and boggy spots. At the same time what may generally be described as an east wind sprang up, though in the course of a few hours the breeze literally boxed the compass swearing in from all hours the breeze literally boxed the compass, sweeping in from all directions. The Government meteorological officers' reports indicate a general area of depression over the North Atlantic, with the probability that things may go from bad to worse for a week or more. With Rayham and Morgan, aided by their group of mechanics, toiling unceasingly to get the Martynside biplane ready to compete, Hawker and Grieve are naturally much disturbed by the setback, but are taking it good-naturedly, and Hawker is manifesting much less nervousness than festing much less nervousness than on the day the Martynside expedition came to dispute the field with him. Hawker has felt for some time that

failure to take the air at the psychological moment might mean ten days' delay, but he is determined now to devote every minute of the forced de-lay to putting the keenest edge on his entire apparatus and equipment. In one respect the delay may be an advantage to both contestants, as the meteorological reports from the coast stations and ships at sea, gathered under the direction of the British Ad-miralty, are now beginning to come in at a rate permitting a study and

in at a rate permitting a study and even a rudimentary charting of probable mid-Atlantic and coastal conditions. This data will probably be in much better shape, however, for the flying boats of the British and American navies on their later attempts. Spurred on by the arrival of the Martynside biplane with its pilot and navigator, Harry G. Hawker, and Lt.-Commander Mackenzie Grieve of the Sopwith team, strove furiously all Sunday to start their machine on the transatlantic flight for the London Daily Mail prize of \$50,000. At six o'clock last night, after a group of Newfoundland officials, technical aviation experts and newspaper men had waited five hours to see the Sopwith biplane start her historic cruise, Hawker announced that he could not start.

Capt. E. P. Rayham and Major C. W. H. Morgan, respectively pilot and navigator of the Martynside, put

and navigator of the martyname, putin a hard day superintending the
carting of the parts of their biplane
to Quidt Vidi, where they will start.
A high wind all Saturday kept
them from erecting their canvas hangar, and the prospect is that they
cannot get tuned up ready for a start
before Monday afternoon at the very before Monday afternoon at the very latest. Thus Hawker and Grieve still seem to have the best of the race though they were frankly wor-ried when the Martynside party ar-

Major Arthur Partridge, official starter for the Royal Aero Club, recorded the engine number and placed a seal on one of the plane's struts. In the meantime Governor J. Alex. Robinson, Minister of Finance Cashin, and a group of other troop of Boy Scouts worked like lit-tle beavers, hustling a runway of loose rock from the hangar to the straightaway starting stretch, and a group of laborers with dump carts and road rollers struggled to fill in and iron out the rough spots on the starting field, which is far too small

starting field, which is far too small at best.

The Postmaster-General handed over the mail bag, containg letters from the Governor to the King and others. No other persons availed themselves of the Sopwith Co.'s offer to carry letters for \$5 an ounce for the sake of getting one of the few of the first issue of transatlantic air mail postage stamps.

Just as Hawker and Grieve had shifted into the inner layers of their flying clothes, while their rubber life-saving suits hung nearby, Capt. Rayham strolled across the field, and

life-saving suits hung nearby, Capt.
Rayham strolled across the field, and in a typically casual British manner wished his rival good luck.

The two lean, thin-faced, cleareyed young men grinned broadly at each other and then turned calmly to a discussion of the technique of their

game.

The announcement that they would drop the undercarriage, coming after the news that reliance on wireless would be reduced to a minimum and the start made in advance of the completion of a destroyer patrol across the ocean, confirms the belief of the group of experts here, doing all in human power to give them the benefit of every agency of science and invention, that Hawker

them the benefit of every agency of science and invention, that Hawker and Grieve have calmly decided to stake their lives on "the big hop."

It is now evident that once they rise from Glendenning Farm on the hill with a full load of gasoline and oil, bringing the total weight of their machine to 6,150 pounds, they face the alternative of falling into the sea or crashing down on land.

British Take Trebizond.

LONDON, April 15. — British forces have occupied Trebizond, Asiatic Turkey, according to a Constantinople despatch, under date of Thursday, to the Exchange Telegraph Co.



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