

Public interest is once again centred in the Trans-Atlantic flight which it was thought some five weeks ago would then take place, but owing to adverse weather conditions had to be postponed from time to time until at last the attempt has been made in earnest. The feat is such an amazing one that the average "land-lubber" fails to grasp the marvellous daring and intrepidity of those who have essayed the task of flying a couple of thousand miles over the open sea. Long distance flights partly by land and sea there have been, but a flight entirely across the ocean with its varied and ever-shifting air currents is manifestly a much more difficult and hazardous feat, and constitutes a distinct development of the possibilities of aviation. The Americans have been the first to jump off. On Friday three seaplanes left Trepassey Bay, Newfoundland, for the Azores or Western Isles in the North Atlantic, a distance of 1,367 miles. After a flight of fifteen hours, and an average speed of ninety miles an hour, one of the three seaplanes, N C 4, reached Horta, Azores, on Saturday afternoon, thus accomplishing two-thirds of the distance to Europe. This is not a non-stop race, the remainder of the course being by the north African coast to Lisbon, and finishing at Plymouth. Owing to unfavourable weather the flight, it was announced, would not be continued yesterday. As it is, however, Lieut-Commander Reid is to be heartily congratulated upon having made the first continuous flight from America to the Azores. The airman met with no mishap of any kind, and most of the flight was made at an altitude of 3,000 feet until mist compelled the seaplane to descend. N C 1 followed close behind the leader, but owing to fog was forced to alight in the open sea (which by the way, was marked by a "ribbon" of destroyers fifty miles apart), and assistance quickly came to her, while No 3 was reported off the course, but she also with her crew was safely picked up by a United States steamer. Keenly interesting as the seaplane flight is, that from Newfoundland to Ireland, in which British airmen had prepared to take part, is far more so to this side of the Atlantic. Here in Limerick there was a great deal of animation over it about the middle of last month, when Major Wood was daily expected to make Bawnmore, near the city, his jumping-off ground for the Atlantic flight, but adverse weather conditions prevented the attempt. The long-awaited start took place from Newfoundland at 5.51 Greenwich time on Sunday afternoon, when Mr Hawker jumped off with his Sopwith machine under favourable weather conditions—cold, clear, and sunny, with cloudless skies. Immediately after Mr Hawker's departure, Mr Raynham decided to follow with his Martynside machine. Unfortunately his seaplane

change in the dramatic persona from last week, but that in no way affected the production. Owing to a family bereavement, Mr W G deCourcy, who had been playing the role of "Marcus Pomponius" with almost inimitable success, was obliged to forego his part, and it was taken by Mr A. Enright, who had been in the chorus. At very short notice he stepped into the breach, and his rendition of the role of Prefect was, under the circumstances, a highly meritorious achievement. He gave a very gratifying portrayal of the character, his acting being remarkably good, while he sang the numbers that fell to his lot with excellent effect. "A Greek Slave" will be repeated to-night at eight o'clock, and to-morrow night, at the same hour, the final performance will be given.

### DEATH OF MRS E. SULLIVAN.

The death, which we regret very much to record, took place at Strand House on Saturday night of Mrs Ellen Sullivan, at the early age of 35 years. The deceased lady had been ailing for some weeks past, and, despite the best medical and nursing skill, she passed away, as stated, on Saturday night to the great grief of her family. She was wife of Mr J M Sullivan, B.L., of Dublin and New York, and third daughter of Mr Stephen O'Mara, our esteemed and respected fellow-citizen. She was a lady beloved by a wide circle of friends; generous and warm hearted, and in the city, where she was well known, her death has evoked the utmost sorrow. Passing away at such an early age, her demise is a great blow to her husband, children and family, who have the sympathy of the public in their bereavement.

The funeral left Strand House at half-past eight this morning for the railway station en route by the 9.15 train for Dublin, where the interment took place in Glasnevin Cemetery to-day. There was a very large attendance of the general public in the cortege, notwithstanding the early hour and the inclemency of the weather. It was a fitting tribute to the memory of the deceased lady, and manifested the respect in which she was held by the citizens, and the sympathy felt for her family in the loss they have sustained.

The chief mourners were—Mr James M Sullivan, husband; Mr Stephen O'Mara, father; Mr James O'Mara, M.P., Rev Patrick O'Mara, S.J., Mr Alphonsus M O'Mara (Mayor), and Mr Stephen M O'Mara, brothers; Mr J O'Mara, Dr F O'Mara, and Mr R Ray, uncles; Mr S O'Mara, Mr S Rynne, and Mr M Rynne, nephews; Dr W O'Sullivan (Killarney) and Mr W G deCourcy, brothers-in-law; Mr T Ray, Mr J Ray (Santa Barbara) Mr John O'Mara, Mr James O'Mara, Dr W J O'Sullivan, and Mr T Daly, relatives.

The clergy present were—Rev Canon O'Driscoll, P.P., St Munchin's; Rev Fr Moloney, C.C., do; Rev Fr Halpin, C.C., do; Rev Fr Dwane, Adm, St Michael's; Rev Fr Thornhill, C.C., do; Rev Fr Hackett, S.J.; Rev Fr Hartigan, C.S.S.R.; Rev Fr Ferdinand, O.F.M., and Rev Fr Leonard, O.F.M.

Numerous wreaths were sent by relatives and friends.

### MOTOR CYCLING ACCIDENT.

A rather serious accident befel Mr John Walshe, Mallow-street, an employe of the Glentworth Garage Company, last evening, and which necessitated his removal to hospital. While motor cycling through Henry-street, the machine bumped outside Messrs F Spaight's, with the result that he was unseated. After falling heavily on the roadway he was dragged for some distance, and when picked up he was found to be unconscious. Word of the accident was conveyed to the Garage, from whence a motor car was

It would appear she had been a hundred miles back, the fact being in her wake. N.C 1 and N.C 3, however, owing to a dense fog. N.C 1, commander and crew of the steamer that went to the known what happened N.

### Mr Hawker

An Australian by birth, to fly at Brooklands on a machine by Mr T J M Sopwith, C. The earliest of British pilot Michelin Prize in 1911.

Since those early days responsible for the testing of the aeroplane type, and had a record of flying, with practically no mishap, which occurred when the aeroplane designed for the trial. On this occasion he came to St George's Hill, near Plymouth, without serious damage to the machine. His attempt to win in the R. Sopwith seaplane is one of the best performances of the earlier days.

His incredible "toughness" and amazement. He flew for many days, with nothing extraordinary, and when he attained an altitude of 25,000 feet he entirely exhausted his oxygen. He is a lifelong smoker.

Mr Hawker is already well known to the public as the plucky young man who, in 1913, in attempting to make a record in Britain on a hydroplane, crashed in Loughshinny Harbour, a few miles from Dublin. He was a competitor at the "Daily Mail" £5,000 prize. The prize was granted him a consolation. Mr Hawker explained the cause of the accident was due to a side rudder which he left to float on the rudder. The fact that his boat was blown sideways with great force.

### Mr Hawker

#### A Fine

The earlier despatches in connection with the race were concerned with Mr L. Sopwith's start. The first wire (Raynham) has been heard of Mr Hawker's such a spectacular fashion on Sunday. This fact that the aviator is in possession of the apparatus.

A wireless message was received regarding Mr Raynham's speed. He believed this news had the effect of lowering his speed as his rival in the contest. Commander Sopwith would head the start. We shall strike Ireland any day, we shall find our mark, but we shall be nearer home." Mr Hawker installed a wireless of 250 miles. The devices, except light skis, are, Mr Hawker and his little hope of rescue. He designed to keep them as close as their course lies outside the chances of their being picked up. Concentrated rations are fuel supply amounts to