

# NEW ORPHEUM

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TONIGHT! TONIGHT!

George B. Howard and Company  
..... in .....

## "Sherlock Holmes"

MATINEE TOMORROW AT 2:30.  
(Any Seat in the House, 25 Cents)

FAREWELL PERFORMANCES—

NEW YEAR'S MATINEE

—and—

NEW YEAR'S NIGHT

Fifth Cavalry Symphony Orchestra  
Evening Prices ..... 25c, 35c, & 50c

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(Management of Sam Kubey.)

Two Entrances—  
Hotel Street, opp. Bethel.  
Pauali, near Fort.

Honolulu's Largest and Safest  
Playhouse.

ED. QUIGLEY,  
Monologist and Expert Dancer.

MIKE PATON,  
Honolulu's Entertainer.

GLADYS MIDDLETON,  
Everybody's Favorite.

A NEW MUSICAL COMEDY,  
By the Whole Company.

NEW PICTURES.

HUGHES' ORCHESTRA!

A FIFTY-CENT SHOW  
..... for .....

10c..... and ..... 15c.

POSITIVELY NO HIGHER.

## Empire Theater

Hotel St., opp. Savoy  
(Management of J. T. Scully)

Matinees Every Monday, Wednesday  
and Saturday at 2:30 p. m.

ANOTHER CATCHY VAUDEVILLE  
BILL TONIGHT!

Continued Success of the  
GLADSTONE SISTERS

More Harmony Singing—Dainty Skirt  
Dance—New Aerobatic Feats.

EDNA RANDALL

Operatic Mezzo-Soprano, in High-Class  
and Popular Selections.

THE GREAT SNOOK

(Formerly of Kolb and Dill)  
Will Escape from a Regulation Strait-  
jacket in Full View of the  
Audience.

Coziest and Most Complete  
VAUDEVILLE THEATER—  
in the City.

SPECIAL FILM DISPLAY.  
Orchestra under the direction of  
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Last Week of the Great—  
MORRIS AND WILSON

Acrobats and Tumblers

First Week of—  
HOWARD AND EDWARDS

Great Fancy Dancers

Closing Night of—  
MEDORA AND SANDARTE

Artists in Oil and Sand

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## NOVELTY THEATRE

THE VAN-BARKLEY CO.,

MARGARET LOWELL,  
Ballad Singer.

MASTER JIMMIE VAN.

## Wise & Milton

—and—  
LATEST MOTION PICTURES

## Aviation Meet

### Moanalua Polo Grounds

SATURDAY, SUNDAY, MONDAY  
December 31, January 1-2

## See the Man-Bird Fly

MAES, BALDWIN, SHRIVER  
World Famous Aviators

CIRQUE BIPLANE

Free transportation from end of car-  
line to Moanalua grounds.  
Flights start at 3 p. m. each day.  
Tickets on sale at Empire Theater.

Tickets \$1.

THREE FLIGHTS DAILY

# MANY ORPHANS TO SEE FLIGHTS

(Continued from Page One.)

be good for any day—tomorrow, Sun-  
day or Monday—which ever suits the  
convenience of the children, but if the  
weather is pleasant the first day it  
would be well to take in the show then  
for what it will be the next day is  
beyond accurate forecast.

Brand New Machine.

The last thing to agitate the minds  
of the high flyers yesterday was what  
to name the new machine that Mars is  
going to soar in. It used to be the  
fad, said Mrs. Mars, to christen new  
planes before they took their maiden  
flights, but this custom is going out of  
vogue now in the States. It was sug-  
gested, however, that the fad hadn't  
hit here yet and it might be just as  
well to introduce it. So the bird man's  
better half said she would perform the  
ceremony with the bottle of sparkling  
effervescence. Various Hawaiian names  
were mentioned and it was proposed to  
throw the burden of choosing an ap-  
propriate name upon the public. "All  
the 'Skylarks' I ever rode," said Mars,  
"were smashed up, but then they all  
go that route any way, so I guess it  
doesn't matter. Ed. Lewis, who's  
got the aviation craze, wanted to call  
the biplane Aloha, but after everybody  
on the field had ventured a guess, some  
one said: "'O, let everybody in Hono-  
lulu send in a name to The Advertiser,  
and then pick out some of the best to  
vote on."

Suggestions are now in order.

A Stout Craft.

Mr. and Mrs. Mars, Mrs. Schriver,  
Capt. Thomas Baldwin, Whipple Hall,  
Ed. Lewis and some newspaper men  
went out to Moanalua Field yesterday  
afternoon to see what progress was  
being made with the biplane. After look-  
ing it over Baldwin remarked, "That's  
the most substantial machine I ever  
saw put together," and here he called  
attention to how the framework was  
connected.

The frame is made of bamboo poles,  
joined by steel sockets, instead of being  
bolted together. The engine was  
set in place and the propeller adjusted  
to it. This is carved out of pine and  
shaved down so thin that it doesn't  
look as though it could churn the air  
with force enough to drive the machine  
along at a rate of forty-five miles an  
hour, but Baldwin said, "You wait  
until Saturday, and you'll see it do it."

Mars climbed upon his perch to see  
if all the controllers were adjusted to  
suit him. There are two foot levers in  
front to work the motor and switch.  
The wheel, which is within easy  
reach from the seat, works the rudder  
in the rear by turning and the forward  
plane can be tilted up or down to rise  
or dip by simply working the wheel  
forward or backward. Then the ailerons  
which balance the biplane are shifted  
by the side movement of the aviator's  
body. To fly in this machine the bird  
man is kept busy all over.

The vulcanized silk wings look just  
like thin rubber sheeting that would  
rip like tissue paper, but the three  
mechanics walked around on them  
while they were adjusting the two  
hundred and thirty pound motor back  
of the seat with heavy shoes on yester-  
day, and never left a footprint.

Lieutenant Kilgore and Captain Low  
of the Marines were on the scene to  
absorb some of the mysteries of avia-  
tion and even Captain Notley of the  
Japanese baseball team of the Oahu  
league was looking on and wondering  
if he couldn't use one of those queer  
things to go up after flies in.

Mars repeated a suggestion that the  
girl who thought of the prettiest name  
for the Deitz Schriver biplane gets a  
free ride in the air with him, whereat  
Mrs. Mars said, "No you don't. You  
won't let me go skylarking and you  
can't take any other ladies with you."  
"That settles it," was the bird  
man's refrain. "You see who is mis-  
tress of aviation."

Mars, however, explained that the  
objection was only on the ground of  
safety, and that he would have to de-  
vise his entire attention to getting up  
and away from the surrounding hills,  
while a passenger might distract him at  
a critical moment.

There is one man in town who says  
he is going to go up with Mars if he  
has to pay five hundred dollars for his  
passage. Baldwin said, however, that  
it would all depend on the success of  
the three days of flights, and if Mars  
found the air currents here easy to  
negotiate he might take this one man  
up on the last day of the exhibition.

No Woman's Game.

"Did you ever aviate all alone?"  
Mrs. Mars was asked.  
"Oh, no," she replied; "my husband  
wouldn't let me. I talked a good deal  
about wanting to learn how to fly my-  
self, but when Mr. Mars realized that  
I really meant it he said: 'You dismiss  
that idea from your mind. Flying is  
no game for women to indulge in.'  
There are not many girls in the States  
who have ventured up except as passen-  
gers. There was one young woman,  
near Belmont Park, Long Island, where  
the big aviation meet was held last fall,  
who thought she would like to learn.  
She got so she could describe a half-  
circle just off the ground, and then she  
said to me one day, 'This flying isn't  
altogether what I thought it was. I  
don't know whether I have lost my  
nerve or not, but anyhow I've lost my  
enthusiasm.'"

"I have seen so many learn to  
fly that I can tell almost as soon as  
a man gets into a machine whether  
he is going to make a success  
of it. It isn't a dare-devil stunt at  
all. It just requires a keen eye, a  
steady nerve and presence of mind to  
know what to do and do it on the in-  
stant. The most dangerous part of fly-  
ing is when you are near the ground.  
If you fall from a height of thirty or  
forty feet you don't have time to do  
anything, but if you are up several  
hundred or several thousand feet it  
is not so hard to maneuver the machine so  
you will light more gently."

Spying Out the Land.

After looking over the biplane for a  
while Lewis took the aviation party  
jubilantly over the hills to show them  
the views of Pearl Harbor, the salt lake  
and to give them a birdseye glimpse of  
Honolulu. "Notice that pocket!" said  
Mars to Captain Baldwin, as a puff of

ozone wafted by. There was nothing  
in it so far as the others of the party  
could see, but the bird man was quick  
to notice the freakish zephyr. The  
winders scanned the tops of the hills  
toward Moanalua field and com-  
mented on several soft spots to light  
on in case there should come up a blow  
while Mars is doing the spiral glide  
from high altitudes. Lewis broke a  
rear axle of his automobile in turning  
around and everybody got out to  
watch him fix it. This occasioned some  
delay, but Lewis worked himself out of  
breath and before long the aviators  
were on flight for the Pali.

Air Garages Wanted.

When Wilbur Wright started to mon-  
key with machine birds some seven or  
eight years ago he could flop over the  
ground like a highly elated rooster, and  
when he got so he could fit about in  
the air, he thought he had realized the  
dream of centuries, and so he had,  
but it is still that flopping against the  
earth in the getaway and the alighting  
that presents the most serious problem.  
If the machines could be garaged in  
the air and have elevators to connect  
up with them, it would be all right,  
and everybody might realize the dreams  
of centuries.

In 1896 a German engineer by the  
name of Otto Lilienthal succeeded in  
sailing through the air by means of a  
glider which he built and he was killed  
by falling from his wings. He was the  
first martyr to aviation.

On December 17, 1903, Wilbur Wright  
succeeded in flying 852 feet in a bi-  
plane of his own construction. This is  
the first biplane flight of record. He  
accomplished the then marvelous feat  
at Kitty Hawk, North Carolina, in 59  
seconds.

On October 28 of this year Maurice  
Tabuteau covered a distance of 289  
miles in continuous flight in a Farman  
biplane. This feat, however, has been  
surpassed carrying a passenger. On  
the seventeenth and the eighteenth of  
the same month Henry Wynnalen, the  
Dutch aviator, flew from Paris to  
Brussels and back with a passenger.  
The distance is about 350 miles and  
the flight was made in fifteen hours,  
thirty-eight minutes and twenty-eight  
seconds. The aviator who accomplished  
this feat received a prize of \$35,000  
from the municipal council of Paris.

In March, 1908, Leon Delagrangé  
took the first passenger up in a biplane.  
Henry Farman accompanied the avia-  
tor for a four hundred foot flight  
which was accomplished in three sec-  
onds.

The first woman to fly was Mile.  
Therese Pietter. She went up with De-  
lagrangé at Turin, Italy, on July 5,  
1908, and then flew a distance of five  
hundred feet.

On April 30 of this year Roger Sam-  
ner took up the record number of pas-  
sengers. Three men and one woman  
accompanied him on high near Moun-  
tunion, France. The combined weight  
of this human freight was just forty  
pounds less than the weight of the bi-  
plane, and the party stayed up five  
minutes.

Lieutenant Fequant made the best  
speed record for long distance flight  
with passengers. He took two men  
along and flew from Chalons to Vin-  
ennes, a distance of one hundred and  
five miles and a half in two hours and  
a half.

Grahame-White holds the sustained  
speed record of sixty-two and one-tenth  
miles in sixty-one minutes, four and  
three one-hundredths seconds. This was  
when he won the Gordon-Bennett cup.  
His average speed was sixty and eight  
one-hundredths miles an hour.

Aviator Hamilton has beaten this  
speed over a four mile course. He made  
the distance on the second of this  
month in three minutes and one second,  
making his average speed seventy-nine  
and two-tenths miles an hour.

Le Blanc made an average speed of  
sixty-six and a half miles an hour over  
a circuitous course. The first lap was  
done at a rate of seventy miles an hour.  
The distance traveled, in nineteen laps,  
was fifty-nine and thirty-seven one-  
hundredths miles, and the elapsed time  
was fifty-two minutes, forty-nine and  
three one-hundredths seconds.

John Moisant, the Chicago aviator,  
made the record crosscountry speed at  
the Belmont Park aviation meet last  
October. He went from the park near  
Mineola fair grounds over the borough  
of Brooklyn, city of New York, crossing  
the inner bay of New York harbor,  
encircled the Statue of Liberty on Bed-  
lowes Island and returned to Belmont  
Park, at Mineola. The distance record-  
ed was thirty-four miles and Moisant  
covered it in thirty-four minutes and  
thirty-eight seconds.

Two years ago Wilbur Wright made  
the altitude record of three hundred  
and sixty feet. This was accomplished  
at Anvers, France, in a sixty-mile  
flight on December 18, 1908. Ralph  
Johnstone, who was recently killed in  
a fall, went up 9714 feet at the Bel-  
mont Park meet and this record was  
just beaten by Hoxsey, who reached an  
altitude of 11,494 feet at Los Angeles  
on Monday of this week. It took Ralph  
Johnstone ninety minutes to reach an  
altitude of 9714 feet, and he came  
down in ten minutes. His engine went  
dead and he coasted down the air, in a  
manner termed volplaning in the aero-  
nautical vocabulary, at the rate of two  
hundred miles an hour.

NOTED ANIMAL  
TRAINER IS DEAD

BERLIN, December 17.—Karl Hagen-  
beck, the noted collector and trainer  
of wild animals, died yesterday at his  
home near Hamburg. He bore many  
sears received in conflicts with wild  
animals.

The deceased was born in Hamburg  
where his father was engaged in a con-  
siderable trade in animals. The son  
finally assumed control of the business.  
In order to enlarge the enterprise he  
sent annually transports out from Ham-  
burg. Later he traveled through Euro-  
pe, giving ethnological exhibitions  
representing the various races of Africa,  
Oceania and the far North. In  
1886 he visited the United States  
where he conceived the idea of forming  
a circus. During the World's Fair  
at Chicago in 1893 he revisited the  
United States, bringing with him 1000  
animals including lions, tigers, leop-  
ards, bears and wild boars. Hagen-  
beck has been styled "the Moltke of  
menagerie owners."

# The SAVOY

Hotel, Opposite Bethel  
Largest Motion Picture Theater in City.  
MANAGEMENT OF E. J. LOVE

## NEW TALENT ARRIVES TODAY

ON THE SIERRA  
TO OPEN TONIGHT

**Crawford and Meeker**  
Best Comedy Duo Ever Brought Here!

SAVOY'S BEST PROGRAM  
CRACKERJACK FUN MAKERS

Malan-Magrath Jolly Comedy Company  
Presents a Funny Farce.

### Foiled Mashers

Dutch and Irish Comedy

FRANK ANDERSON'S ORCHESTRA  
Stage view never obstructed during entire performance. Every stage whisper heard.

POPULAR PRICES  
Never Changed

**AVIATOR**  
**DOT RAYMOND**  
In Her Own Skyplaning Airship!  
NEW SONGS!  
The Daintiest Act Imaginable!

**George Stanley**  
More New Ballads

New Films—Just Arrived

### AVIATION AFFECTS PEACE OF FUTURE

Nations. Now Backward. Ex-  
Pected to Hasten Move for  
Arbitral Court.

WASHINGTON, December 16.—The  
general efficacy of the courts of law in  
various countries, as opposed to the  
work of commissions, judicial or ar-  
bitral, was the general theme at to-  
day's session of the international con-  
ference of the American Society for  
Judicial Settlement of International  
Disputes. Henry B. Brown, formerly  
Justice of the Supreme Court of the  
United States, spoke on "Interstate  
Controversies in the Supreme Court of  
the United States."

In order to canvass every possible  
obstacle in the path of the establish-  
ment of a permanent court of arbitral  
justice, which is the ultimate aim of  
the society, Frederick D. McKenny, coun-  
sel for the United States in the Orinoco  
steamship arbitration, took up "The  
Objections to the Present Hague Tribu-  
nal," while to Henry B. F. McFarland  
of this city was assigned the topic,  
"Difficulties in the Way of the Success  
of Our Object."

Realizing that advancing progress in  
invention and science, particularly avia-  
tion, as it afforded a new means of  
espionage, might possibly affect the at-  
titude of some nations in hastening the  
movement for a court of arbitral jus-  
tice, the subject "Aviation as Affecting  
the Judicial Settlement of International  
Disputes" was discussed by Charles  
Noble Gregory, dean of the College of  
Law of Iowa State University.

FORMER NOTED AUTHOR,  
ELI PERKINS, IS DEAD

YONKERS, New York, December 17.  
—Melville Delancey Landon, better  
known as "Eli Perkins," author and  
lecturer, died at his home here yester-  
day at the age of 71. He had been ill  
for several years.

Landon had a varied career. He  
was born in Easton, New York, Septem-  
ber 7, 1839. After serving a short time  
in the treasury department he  
joined the staff of General Chetlain on  
the outbreak of the Civil War. He at-  
tained the rank of major, but resigned  
from the army in 1864 to take up cot-  
ton planting. In 1867 he gave up his  
farm and started for Europe, and on  
reaching St. Petersburg was appointed  
secretary to the American Legation.

Returning to the United States three  
years later, he took up lecturing, and,  
through his quaint humor, soon gained  
a name throughout the country. He  
was elected president of the New York  
News Association, and during the fol-  
lowing twenty-five years published  
many humorous books on national ques-  
tions.

### THE LIFE OF ROBERT BURNS

In Song and Story by—  
**MISS HELENE J. SLOANE**  
—Under the Auspices of—  
THE SCOTTISH THISTLE CLUB  
—in the—  
**Young Hotel Ball Room**  
January 2nd. 8:15 P. M.  
Tickets 75 Cents, on Sale at Bergstrom Music Co.

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Extraordinary Clothing Values  
We want to impress upon you that on every suit you buy  
in THE LEADER you save from \$4.00 to \$10.00.

To get you acquainted with us we want you to see  
our EXCEPTIONALLY LOW PRICES AND HIGH-  
GRADE CLOTHING then you will admit you have  
never seen anything to equal them. They are in two  
and three-piece suits. Worsteds, Cheviots, Cassi-  
meres, Flannels, French Alpaca, Self-Stripe and Blue  
Serges.

THE LATEST  
1911 Patterns  
In Stripes and Checks

They are the product of the best makers, the  
materials are excellent, the tailoring faultless, the  
styles pleasing to the quiet and to the fashionable  
dressers. It is to the interest of every man to par-  
ticipate in this great clothing event; plain to say, we  
give good, solid, honest value and value sticks out  
all over our clothing. PRICED FROM \$6.50 TO  
\$21.50; WORTH 40 TO 65 PER CENT MORE. Be-  
fore buying any clothing look at our goods and prices.  
It will convince you of our great money savers.

# THE LEADER

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Consulate

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