

Big-Game Shooting

By

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AND

Motoring in Malaya

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TRANSPORT ELEPHANTS, RAUB PAHANG.

BIG-GAME SHOOTING

By THEODORE R. HUBBACK,

Author of "Elephant and Seladang Hunting in Malaya."*

There is a certain fascination about the expression **Introduction.** "Big-Game Shooting" which appeals to most Britishers, and a country which provides such shooting will invariably be sought after by a certain section of the sport-loving community from our Island home.

Malaya has been visited up to the present by very few sportsmen in search of Big Game, chiefly because very few people know anything about the country as a field for the big-game hunter, and also because the many difficulties to be encountered have frequently proved on enquiry to appear so great that the would-be hunter-visitor has turned his attentions to some better known locality.

But the difficulty of obtaining a trophy generally enhances its value to the possessor, and those who are prepared to face a certain amount of hard work and inconvenience, and are well posted up with the information that is necessary to enable them to organise a hunting trip, should be able to obtain trophies that will well repay them for the hard work, energy and time expended.

Equipment, Rifles, etc., etc. The sportsman who contemplates coming to Malaya to shoot big game will probably be already equipped with a battery, but perhaps a few hints on what class of rifle is suitable will not be out of place. It will be shown later on in this article that most of the opportunities to shoot at big game that may occur in the dense jungle that one

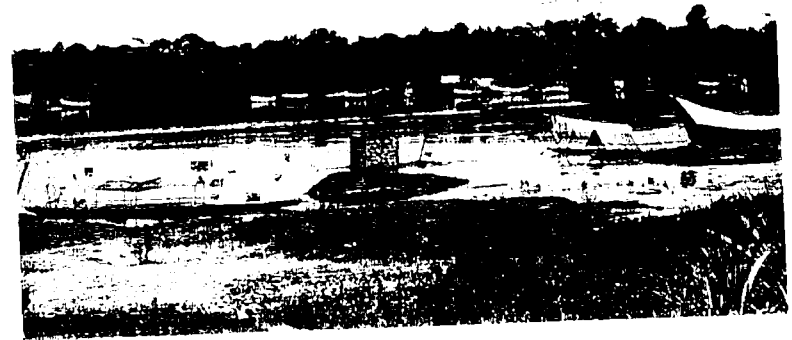
*Rowland Ward, Limited, London.

cows in the jungle, and mistakes are made at times even by the most experienced men. It is, of course, simple enough to distinguish a very large bull and to know that it is a bull; where the trouble lies is in mistaking the old cows for bulls, especially as they may often be found a little way from the herd. There is absolutely no difference in the colour of the old beasts, an old cow is just as black as an old bull; the only sure test is the size of the dorsal ridge, which in the old cows is never developed like it is on the old bulls. The horns, if they can be clearly seen, are an infallible test, but the dorsal ridge is much more noticeable in the jungle and can nearly always be distinguished. The horns of a big cow, with the help of the lights and shades of the forest, may appear quite large and be mistaken for those of a bull; the dorsal ridge, never.

The horns of an old bull are much corrugated at the base; the tips, which are black, are frequently worn away and stripped of the outer covering of horn, and that portion of the horn which lies between the base and the tip is generally of a dark olive green colour. This makes them very difficult to pick up in the jungle, and the head of an old bull can seldom be seen quite distinctly. On the other hand, the horns of a young bull are not much corrugated at the base, are of a light yellow colour shading off to black at the tips, in fact, very readily attract the eye, and have led to Malays continually saying that they have seen a seladang so old that its horns (they generally add its head, too) were quite white. A seladang that is successfully stalked, that appears to have the top of its back flapping about as if it was loose, that does not appear to have much to look upon in the way of horns, is, in most cases, a prize worth getting; the very bulk of the beast seems to dwarf his height, and the oldest bulls in thick jungle do not make as good a show as their younger brethren.

Seladang will generally be found resting during the middle of the day, and when tracking them between the hours of 10 a.m. and 2 p.m. the hunter must be prepared to find them lying down in thick covert, when they are most difficult to see and have to be approached with the greatest caution. In the early morning seladang in certain localities can sometimes be found in open clearings, and good opportunities may present themselves, but they seldom remain in the open after 7 a.m., except on dull or wet mornings, when they occasionally stay out as late as 9 a.m.

In the evening also they occasionally visit the clearings, but it is frequently dusk before they are seen. Seladang often visit salt licks, the localities of which will be known to the Malay tracker. These licks are excellent places to go to to pick up tracks, those of any seladang in the vicinity probably being found there. In localities where they have been much disturbed, however, they fully realise the danger of the salt licks and travel long distances after their visits, the tracking of a beast from a



BURIT CHANDAN, PERAK, FROM KOTA LAMA KANAN.

salt lick often being a long affair; on the other hand, if a lick is visited which has been left unvisited by man for some months, it is quite possible that the beast may be found lying up close to the salt lick, and every precaution should be taken in approaching the spot.

The Rhinoceros. There are two species of rhinoceros to be found in the Malay Peninsula, the Javan and the Sumatran: the former is scarce, and has only been recorded from the northern State of Perak, and probably does not exist in Pahang at all. No special comments are necessary concerning the hunting of rhinoceros; they are not numerous anywhere, the most likely places to find them being in the mountain ranges,

where a great deal of climbing must be undertaken. They are very shy, and will prove difficult beasts to come up to when once disturbed, but they seem to be easy to approach so long as they do not get one's wind, and should be stalked with the same precautions observed when following an elephant.

In the State of Perak, near the coast in the vicinity of the Dindings, there were at one time large numbers of the Sumatran rhinoceros, and they can still be found there, but in most parts of the Malay Peninsula they are only to be found near the mountain ranges.

Malays often report the presence of a rhinoceros on the evidence of the tracks of a tapir, which they carelessly mistake for the tracks of a rhinoceros; the track of the latter, which distinctly shows the broad blunt-ended centre toe-nail, should never be confounded with the track of a tapir, which is smaller, and which has four toes on the front foot— a rhinoceros only has three the largest toe-nail on the fore foot being much more pointed than the centre toe-nail of a rhinoceros.

Tapir are fairly common over the centre Peninsula, but are not likely to be sought after by sportsmen. They carry no trophies, are extremely shy, and although interesting animals can scarcely be classed as "Big Game."



MOTORING IN MALAYA

By J. H. M. ROBSON.

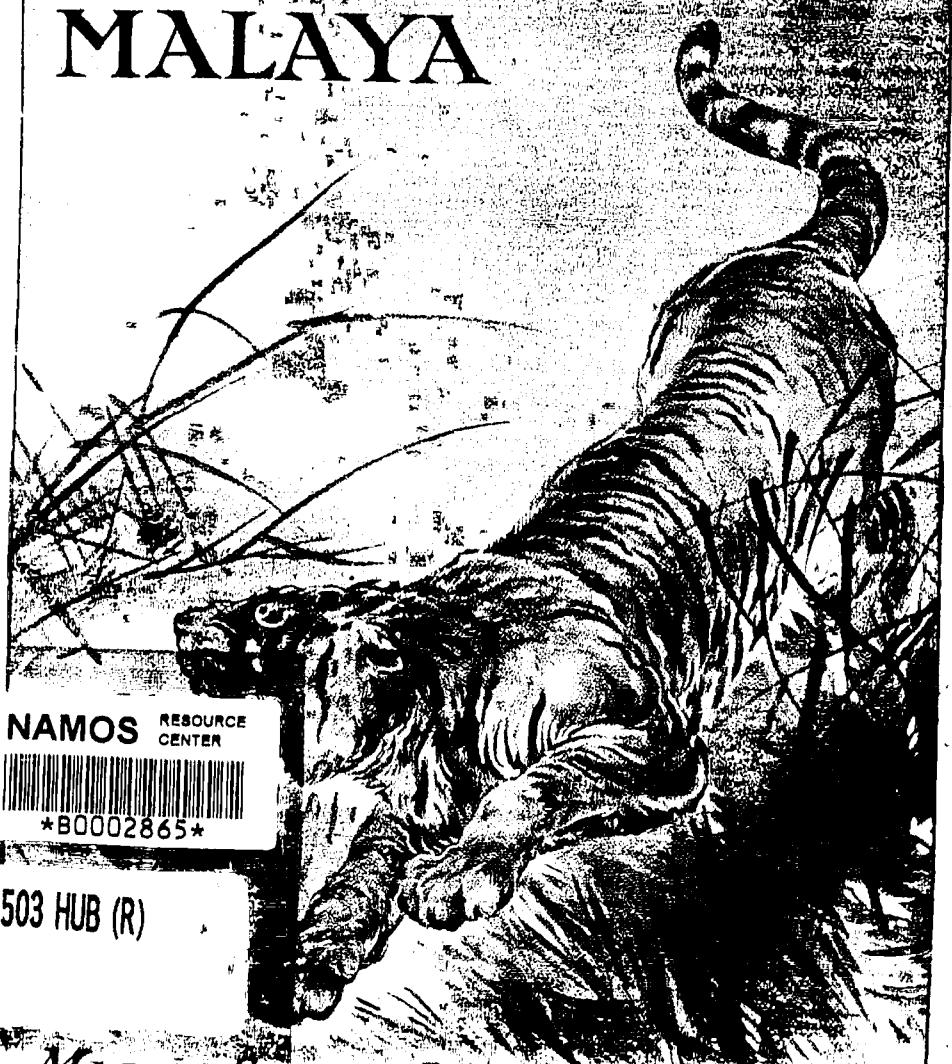
PROVINCE WELLESLEY (opposite Penang) and the Federated Malay States on or adjacent to the west coast of the Malay Peninsula possess an excellent road system of over two thousand miles. The roads in Malacca territory are not so good, but are passable. The best time for motoring in Malaya is during the dry season, which lasts from April to September. The temperature, which varies between 70° to 90° F. in the shade, is about the same all the year round.

Type of Car.

No special type of car is required for Malayan roads, but the more efficient the water cooling system the better. Two ladies, attended by a native, have travelled through the Peninsula on a 10 h.p. single cylinder Adams car (*vide* "Autocar" of November 16, 1907, in which a useful route map is shown). The journey has also been done on de Dions of all sizes, Alldays, Daimlers, Fiats and other cars. De Dion cars are to be met with all over the Peninsula. For two people not overburdened with luggage, a 9 h.p. single cylinder de Dion would be a suitable little car, because it is economical to run and well understood in the local garages. On the whole, however, a more suitable type of car for comfortable touring would be the 14-20 h.p. Siddeley, fitted with dual ignition—a class which would include such cars as the 15 h.p. Zedel, the 15 h.p. Napier, the 14 h.p. Vulcan, the 16 h.p. Humber, etc. Cars with only a 6-inch clearance from the road are not suitable for use in Malaya. There is no speed limit, and the road surfaces are good, but the roads themselves are somewhat narrow, and in many places form an unending succession of sharp corners, which



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