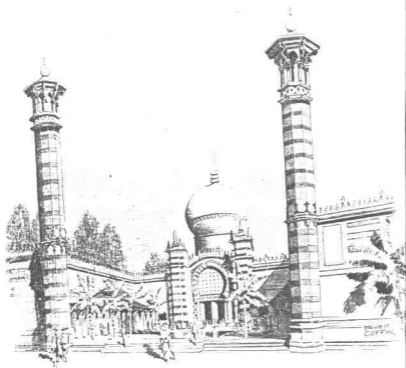


SPORT
AND
MOTORING
IN
MALAYA



*MALAY STATES INFORMATION AGENCY
88, CANNON STREET LONDON, E.C.*



*Malaya Pavilion
British Empire Exhibition
Wembley, 1924*

The text portion of this pamphlet is printed on Rubber Latex Paper

Big-Game Shooting

BY

THEODORE R. HUBBACK

WITH AN ARTICLE ON "THE TIGER" BY

H. H. BANKS

AND

Motoring in Malaya

BY

J. H. M. ROBSON

MALAY STATES INFORMATION AGENCY

88, CANNON STREET, LONDON, E.C.4.

1924



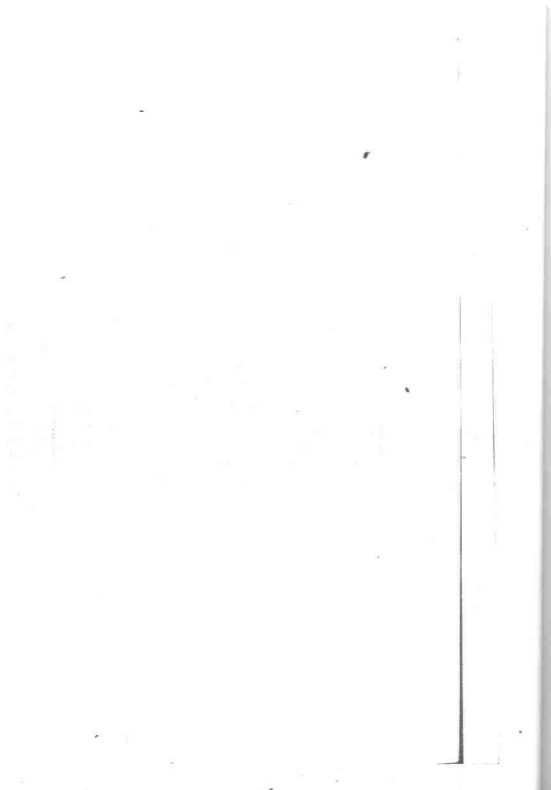
MALAY WITH TIGER.

PREFACE

THE two articles published in this pamphlet form part of "An Illustrated Guide to the Federated Malay States," edited by Mr. C. W. HARRISON, of the F. M. S. Civil Service. As Mr. ROBSON'S article states, the road system throughout the Malay Peninsula is excellent, and the use of the motor car is general from end to end of the Peninsula. Facilities have increased in recent years for the execution of repairs and for the supply of petrol, remote districts being thus rendered more accessible to the motorist. In the Federated Malay States alone, there are about 3,000 miles of roads available for motoring, passing through tropical scenery of great beauty, and touching populous centres where the tourist is assured of good food and comfortable quarters for the night.

Mr. THEODORE HUBBACK, as the author of an authoritative work on the principal forms of big-game shooting in Malaya, is able to give the best advice to anyone contemplating a hunting expedition in the forests of the Peninsula.

The article on "The Tiger" is from the pen of Mr. HOWARD HENRY BANKS, a recognised authority on tiger-shooting in Malaya.



SPORT AND MOTORING IN MALAYA

BIG-GAME SHOOTING

BY THEODORE R. HUBBACK

Author of *Elephant and Selandang Hunting in Malaya* (Rowland Ward, Limited, London)

THERE is a certain fascination about the expression "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.

Introduction.

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 inquiry 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.

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

**Equipment,
Rifles, etc., etc.**

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 hunts in will be within a limit of twenty-five yards, very frequently much closer than that. It will be at once apparent that when facing dangerous game at such near quarters a powerful weapon is absolutely essential. Some years ago, before the advent of cordite rifles, the few local sportsmen when in pursuit of big game armed themselves with the heaviest rifles that they could obtain, ranging from four bores to twelve bores; the twelve borites, however, did not as a rule prove so successful as the devotees of the heavier guns. Shooting in dense forest, the discharge of an eight-bore rifle burning 10 to 12 drams of black powder resulted in the gunner being enveloped in a thick smoke through which he could see nothing for several seconds, and the vicinity of which, if he was a wise man, he left as quickly as the thick undergrowth would allow him. Nowadays all this is changed, and to those who can afford to supply themselves with cordite rifles the terrors of the black smoke of the eight-bore are no more. A good battery for a shooting trip in the Federated Malay States would consist of two cordite rifles -450 or -500 bore, a twelve-bore shot gun, or ball and shot gun. Rifle cartridges should be put up in hermetically sealed tins containing not more than ten cartridges in each case, and an exceptionally strong cartridge bag should be obtained with a very large flap to keep one's cartridges dry during the heaviest rains. Camp equipment may consist of a great deal or very little, according to the requirements and the purse of the hunter. It must, however, be remembered that the lighter the camp-outfit the better chance one has of getting about the country quickly, the less difficulty one will have in obtaining carriers, and the more likelihood one has of getting up to game. It is quite unnecessary to take tents. The Malays who would be with the party can

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MALAYAN JUNGLE.

in a very short time put up a most respectable shelter, made out of small jungle saplings and the leaves of one of the many ground palms that can be found in almost any part of the virgin forest; so a very cumbersome and expensive item is dispensed with. The following light camp outfit would prove quite sufficient to provide the hunter with all the comfort that he would require. An American camp bed, camp chair and camp table, an aluminium canteen such as is sold at any of the large London stores, a couple of waterproof sheets about seven feet square, two pillows, a muslin mosquito net, which should be specified as sandfly proof, a good rug, a couple of small hurricane lamps, and the outfit would be complete. A good addition to the equipment would be a small camera which would be able to reproduce the pleasant spots that lie hidden far away in the depths of the Malayan forest, but only one of those specially built for the tropics should be taken. Most of the provisions required on a hunting trip for the white sportsman have to be taken with the expedition. The Malay carriers can generally find their own stores, which consist of little more than rice and dried fish.

Provisions should be put up in boxes about the size of whisky cases, but should not weigh more than 30 pounds apiece, for in the event of one having to transport these cases through the jungle with Malay coolies, 30 pounds a man will be found to be about their limit. There is, however, a better way of carrying one's goods through the jungle should a long journey be contemplated, and that is by making the Malays take with them the native carrying baskets which are known as *ambong* or *galas*. This basket is made of split rattan or bamboo, and is constructed so that it can be strapped on to the back of the coolie, and is also supported by a broad bark strap across the man's forehead. All sorts of stores can be placed in these baskets, from one's canteen to one's tinned fish or meat, and it would be found most convenient to the sportsman who intended going on a trip to see that his Malay carriers were provided with them before they set out on their journey. Such

baskets are commonly used by Malays and can be found in almost every village.

Before starting out on any expedition after big game the sportsman must arrange to take with him a good Malay hunter, who will be able to take him to the most likely places for the game, who must be a first-class tracker, and must also have a very considerable local knowledge of the jungle. It must be borne in mind that all hunting in Malaya is done on foot. The game has to be followed up with the help of native trackers until it is found, and when the shot is taken the hunter is frequently within a dozen yards or so of his quarry, probably in dense jungle, and always unable to see his game quite distinctly.

Trackers and Carriers.

To engage the services of a good Malay tracker is a most difficult business. The older generation of Malays is passing on, and the younger generation are not the men their fathers were where hunting and woodcraft are concerned. The only way to obtain the services of a good tracker is to inquire through the nearest official source if such a man is to be found in the district. If so, and he has a good reputation, engage him to go with you on your trip and make the best terms possible.

A first-class man will have to be paid between \$20 (£2 6s. 8d.) and \$30 (£3 10s.) a month. Carriers have also to be engaged, the number of whom will depend on the amount of baggage, which again depends a great deal on the length of time that one intends to devote to hunting. Should the party be working from a river, where the bulk of one's goods would be transported by boat, extra carriers would be engaged at the villages where news was obtained that game was in the vicinity. Malays should be engaged as carriers on the best terms that can be arranged. During the last few years, wages have risen a great deal, and it is a little difficult to lay down any wages' rate which would be applicable to the entire Federation. In many places, a wage of 50 cents a day, with a food allowance—the food allowance should consist of rice and salt fish—would be

ample; but it may be necessary in districts where large wages have been paid during the late golden age of the rubber industry to increase this rate to 60 cents a day, with a food allowance. This should be ample, although the writer is fully aware that many people have paid much more than this for casual Malay labour. It is not, however, necessary at the present time.

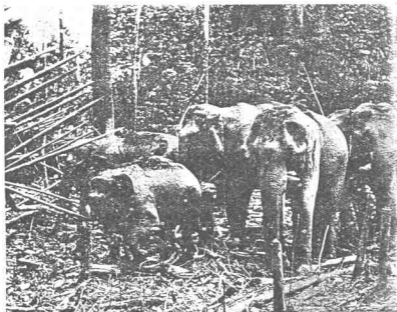


Photo by

WILD ELEPHANTS IN KUBU.

[L. Wray]

Some advances will have to be given to those Malays who elect to accompany the sportsman; the villager invariably wants to leave money with his relations before he starts on a journey—or says he does.

When working from a river, the boatmen who are engaged for the rowing or poling of the boat are engaged under the same circumstances as the carriers, and will act as carriers when a trip is made inland in search of game. Under such

conditions two men would probably be left in charge of the boat, or if the boat was left at the landing-place of a village one man would suffice; all the rest of the party would take what was necessary for the "commissariat," and depart up-country or wherever news of game took one. If Malay coolies are treated like children, are not asked to do much work or carry more than 25 to 30 pounds a day, are allowed

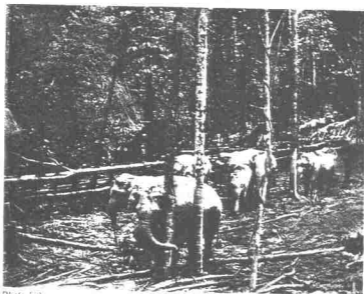


Photo 67]

WILD ELEPHANTS IN KUBU.

[L. Weay.

to amuse themselves as they think best when the day's work is over, even though their singing does set one's teeth on edge, the sportsman will find that he can manage fairly well with them, and that they will enter into the spirit of the expedition as far as their intelligence will allow them to do so; but if, on the other hand, they are treated at all harshly or even like what they really are, paid servants, they will spend most of their time sulking, and will not help towards the enjoyment of the trip.

Big-game shooting in Malaya means the hunting of

elephant, sêlâdang (the local type of *Bos Gaurus*), and rhinoceros. On a shooting trip the game will have to be searched for and tracked until found. A lucky chance may give the hunter the opportunity of sitting up for a tiger, but such chance should in no way be counted on.

Elephant and sêlâdang, on the other hand, can be found with fair certainty in many places in the Federated Malay States, and although with the opening up of the country one has to go farther afield to reach the hunting districts, facilities for travel have so much improved since the advent of the automobile that one is able to reach a district in a day, which a few years ago would have taken three or four to reach. There is now little hunting to be obtained in Selangor or Negri Sembilan, the greater portion of these countries having been opened up with roads and railways, and it would not be worth while for the visitor to try and obtain game in either of them. In Perak elephants are still to be found near the coast, and in Upper Perak sêlâdang, rhinoceros and elephant can still be obtained, but the State where by far the best shooting is likely to be accomplished is the eastern State of Pahang. Very little of Pahang has been opened up, and there are many valleys which are sparsely populated, are well watered, and hold quantities of big game. The State of Pahang is watered mainly by the Pahang river, which is the name given to the river made by the junction of the Tembeling and Jelai rivers; there are numerous other smaller rivers which help to swell the broad flood of the Pahang, notably the Krau, the Semantan, the Triang, the Bera, the Jinka, the Jumpol, the Luit and the Lepar. All these, which are navigable for small boats for some distances from the main river, lead one to good hunting grounds, and a trip of a couple of months spent in Pahang in search of big game would, with reasonable luck, result in success.

It must, however, be remembered that the hunting is difficult, that, although there is plenty of game to be found, it is not always easy for the visitor, who would presumably

the language, to get the village Malays to hunt for them, and many disappointments must be expected before good trophies are obtained. The best rewards will come to those who work the hardest and will put up with the many inconveniences that the jungle is bound to present to those unaccustomed to its vagaries: the trophies are not to be had, though it may mean hunting for several weeks before an opportunity occurs, occur it will to those who keep their eyes open, and get that "it's dogged as does it."

The elephant, from its immense size and magnificent appearance, is the prize which will probably appeal most to the hunter, although the *sêlâdang* presents more difficulties to bring successfully to bag; but the hunter who is in search of special trophies will most likely find it more difficult to obtain a really good specimen of an elephant in the Malay Peninsula than he will a *sêlâdang*.

On making inquiries about big game, reports will be received from natives that elephants have been seen in such and such places, and in many cases the news bearers will report a herd containing a big bull or a solitary bull with big tusks. In the majority of instances these reports are entirely incorrect, in all cases they are exaggerated, and in all events they are based on no personal knowledge of all. No reliance can be placed on the news which is usually received from the Malay villages, and the only reports which may be of use to help the visitors to avoid disappointments.

The hunter's experience tends to prove to him that in only a few exceptional cases do the old bulls come into the cultivated areas, and then only for a night, or at the most two. They are to be searched for farther afield, near the hill country, or the Sakai, or up the uninhabited rivers, or along the banks of streams far from the abode of man. There are, of course, many exceptions to this rule, but it is best to work on that basis when searching for the big bulls. Do not believe the reports of the Malays regarding the size of elephants or the size of their tusks; they exist merely in the imagination of the

villager's mind. He has in ninety-nine cases out of a hundred never seen the beast at all, let alone his tusks.

Where an elephant is reported to have done considerable damage to cultivated crops, and to be continually hanging about the vicinity, and provided the report has some spice of truth in it, the beast is probably a young tusker carrying small tusks, which will not exceed 30 pounds a pair in weight. More frequently, the damage done to standing crops is the work of a herd in which there may or may not be a small



GROUP OF SAKAI WITH BLOWPIPES.

tusker; there is hardly ever a big one with these marauding herds.

A small herd is frequently reported as a solitary elephant, probably designated as a *gajah tengkis*, which generally is meant to convey that the beast has one small foot and will prove invulnerable if fired at. The simple villager, having seen the tracks of elephants and probably noticing different sized footprints, at once remembers the stories that he has heard of a terrible elephant with a small foot, and the yarn hatches at once. The only way to verify the conflicting statements that one continually hears from Malays when searching for big game is to go oneself and spy out the land, or, if one has a reliable tracker, send him and await his

report, being always prepared to find that the entire story is a fabrication. Work on the basis that the really big bulls must be searched for in the back country, that the medium-sized bulls are occasionally to be found near the villages, especially during the rice season when the crops are coming into bearing, that the herds seldom contain a bull worth shooting, that all native reports must be taken with a very large grain of salt and a large stock of patience, and the



SAKAI TIGER TRAP.

hunter will with a little luck come across something worth shooting.

A wild elephant is an easy beast to approach in the thick jungle of Malaya, provided one precaution is observed, and observed continually. Never get to windward of the beast that you are stalking and you can get as close to him as you like. This sounds very simple advice and possibly unnecessary advice, but it is much easier to write about than to carry out. Except in the very early morning, the wind in the jungle never remains in the same quarter for more than a few minutes at a time, and it is useless to take the

position of the wind and then work one's stalk on the assumption that the wind is likely to remain where it was at the moment you ascertained its direction. The thick jungle, intermingled with patches of slightly clearer undergrowth, with an occasional open space where some giant of the forest has blown over or died from old age, produces during the slightest breeze a continual series of eddies which no amount of care can altogether overcome. The writer has always made it his practice to ascertain the position of the wind, which may be taken to mean the ever-changing eddies, by striking matches every minute or so while approaching an elephant. After following up the fresh tracks of an elephant until the signs of fresh droppings indicate that the quarry is near at hand, it is as well to test the wind to put one on guard should the eddies be following the line of the elephant's footprints. No really systematic wind testing can take place until the exact whereabouts of the elephant has been found out by the sounds which he makes when feeding, when sleeping, or when just idling along doing nothing. In the former case one may frequently hear one's quarry as far away as a quarter of a mile, in the other cases one may get very close indeed without hearing him. A sleeping elephant, that is an elephant sleeping lying down—they frequently sleep in an upright position leaning against a tree—makes very little noise. He occasionally lifts his ear and lets it down again with a sound smack which can be heard quite a long way off; he also often rolls up his trunk and unrolls it again, making a noise like air escaping through water, but this noise can only be heard at quite close quarters. When he is resting standing up he is very hard to locate, occasionally flapping his ears, and even then with such a very languid air that they hardly make any noise at all. If he is doing anything but feeding, one requires a certain amount of luck to be able to ascertain his whereabouts before he gets one's wind. A solitary elephant does not, in the Malay jungle, feed at regular hours, so it is impossible to judge beforehand what one is likely to find him doing at any given time of the day; on a hot, dry day he will



Photo by

[Capt. H. Berkeley, I.S.O., M.C.S.]

TRANSPORT ELEPHANTS, UPPER PERAK.

probably not be feeding during the middle of the day, but that is as far as one dare trust him.

Supposing that the conditions have been favourable, and that one's tracker has brought one up to within about a quarter of a mile of a good-sized solitary elephant which is feeding, the crack of a branch will probably be heard and the hunter would immediately halt and listen for further indications of the author of the noise—monkeys make a great deal of noise in the jungle which is frequently mistaken for that made by an elephant by any but the most experienced trackers, but the noise made by an elephant is never mistaken for that made by monkeys. Another branch cracks and one's doubts dissolve, one's pulse quickens, and the critical time is drawing near for which one may have waited for weeks. Now test the wind and if it is blowing in the direction of the elephant make a wide detour to avoid him, continually testing the wind and tacking accordingly. Sometimes the eddies change so quickly that even with the greatest precautions the elephant will get one's wind and vanish, with or without noise, as his temperament may decide; but let us suppose that in this case all goes well, and presently with a steady wind blowing in our faces we see the great brown mass of what is evidently a big bull elephant. Even in the lightest jungle that this part of the world produces it will probably be necessary to approach within twenty-five yards of one's quarry before there is the least likelihood of being able to see his tusks. We will again suppose that everything is favourable and at twenty yards' distance the bull proves to be well worthy of the hunter and carries a good pair of sizeable tusks, which will look quite a golden yellow colour in the shade of the jungle. Possibly the approach has brought one up in a good position. He is standing broadside on and his ear can be distinctly made out. The actual earhole should be localised and a bullet placed very slightly in front of it. This should prove immediately fatal, the beast probably dropping so quickly that the gunner would be unable to see him fall. But it must not be supposed that the approach will often, if ever,

be quite as simple as this, and a few notes as to what may happen, what has actually happened to the writer times without number, may be a help to those who follow. It might almost be taken as a golden rule never to attempt the frontal shot, the shot at the base of the trunk, in the dense jungle that elephants are nearly sure to be in when found. The writer in no way wishes to disagree with the many great authorities who have laid down that this shot is one of the most effective against the Asiatic elephant, but local conditions are such that what proves a valuable shot in other places proves on actual experience almost useless here. The spot to aim for, to kill an Asiatic elephant by the frontal shot, lies in the middle of the forehead at the base of the trunk which is well defined by a large bump. This spot is about three inches above the eyes which more or less define its position. Now to localise this spot it will be readily understood that one has to know the position of the eyes as well as be able to see clearly the point one aims for in the centre of the bump, in other words, one requires to see the whole of the bump as well as the eyes, which resolves itself into a very large portion of the head. It is almost impossible ever to get such a clear view of an elephant's head in the thickness of the jungle, with the result that, if taken, the frontal shot is guessed at, with what result I need scarcely state.

The shot *par excellence* is undoubtedly the ear shot, but here again a word of warning is necessary. Old elephants have very tattered ears which are so dilapidated that, when they flap them forward, they hang like a curtain with heavy tassels, and in very thick jungle one of these tatters may easily be taken for the ear-hole. If the brain is missed the elephant, having been fired at from the side, will probably be stunned and will fall over, but will recover himself much more quickly than one would suppose and will be up and away before it is even realised that he has got up. A bullet that misses the brain by being too far back is much more likely to stun the beast badly than one that has been placed too far forward, and if the elephant has fallen at the shot

but shows convulsive movements of the legs or trunk it will only be a question of seconds before he is up and off. Fire immediately at him if there is the slightest doubt, but do not attempt to find the brain, fire into the body between the forelegs or, if he is on his knees, directly behind the shoulder. The chances of rectifying the first mistake are infinitely greater by doing this than by again attempting to put a bullet in the extremely small area of the brain. Firing with a cordite rifle three or four shots can be made within ten seconds if the hunter is quick with his gun, and an initial failure may be turned into a success.

In the event of being unable to take the ear shot, owing to the denseness of the jungle or the position of the head, the shoulder shot should be tried, but should be taken from slightly behind the beast so that the bullet will rake forward into the heart or lungs. This shot will frequently result in a subsequent chase, as it is most difficult to localise the position of the heart or lungs when so little of the beast that one is firing at can be seen; of course, a bullet placed in the heart will quickly prove fatal, and a bullet through the centre of the lungs equally so, but a bullet that merely reaches one lung, or which even passes through both lungs high up, will require to be supplemented before the beast is brought to bag. In attempting the shoulder shot, if it is possible to approach the beast from behind and get a view of the light patch of skin which shows up just behind the junction of the foreleg and the body—this patch can only be seen when his fore leg is stretched forward in the act of making a step—a bullet placed in this patch firing from a position slightly behind that which would be taken up for the ear shot would prove almost instantly fatal.

The following up of a wounded elephant in the Malayan jungle is a very tedious and at times a very trying affair.

An elephant wounded in the head and allowed to get away without any subsequent body shot will certainly not be seen again for two days, possibly not for a week, despite the fact that you are following him as hard as you can go. It is difficult to make one's Malay followers take in the

situation. At first they believe that the wounded elephant, which they know actually fell over, is going to die of the wound, and they follow cheerfully enough expecting to come across his carcase every few yards; but when after tracking him for a day or so they find that his tracks, which at first were exceptionally short, have gradually lengthened out into a strong stride, that he seems to be gaining on those following him and getting farther and farther away, the Malays soon decide that it is foolishness to follow any more, and consequently sulk for the rest of the journey.

Perseverance will certainly bring the hunter up to the elephant again in the course of a few days, and if the beast is a big one and is finally bagged, the sportsman will probably in years to come look back on that period of fatigue and discomfort as some of the finest hunting he ever had in his life.

Although the elephant has a much larger distribution than the *sêlâdang*, the latter practically not being found on the coast at all, any visitor coming to this country to shoot would probably make such inquiries as would enable him to go to a district where he would be able to get news of both elephant and *sêlâdang*.

The procedure would be much the same as with elephants, and most of the previous remarks concerning the hunting of the elephant would equally apply to *sêlâdang*. In isolated places, generally the clearings of Sakai, *sêlâdang* undoubtedly come down and feed off the standing crops; in fact, in some places the writer has seen the crops strongly fenced to keep out *sêlâdang*, generally with no success, and much rice and Indian corn have been trampled down. But as a rule the *sêlâdang* is an exceptionally shy animal, and where much disturbed is most difficult to get up to even with the greatest precautions. It is generally presumed that the best bulls are to be found by themselves, and the track of a solitary animal is always followed up in preference to those of a herd; but it is more than probable that old bulls which are

generally the masters of some herd in the vicinity are more frequently to be found with the herd, and that the majority of solitary bulls that are found far away from the main body of *sĕlādang* are young bulls unable to hold their own against the heavier old bulls. Very old bulls may be entirely solitary, but they are, in the writer's opinion, few and far between.

The tracking of a *sĕlādang* is a much more careful affair than the tracking of an elephant, a *sĕlādang* being able to take care of himself with the help of his eyes and ears much better than an elephant can. It is not necessary or even usually possible to test the wind when tracking a *sĕlādang*; one seldom knows where he is until you see him or hear him rushing off alarmed. It is most difficult to distinguish the bulls from the 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 as 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,

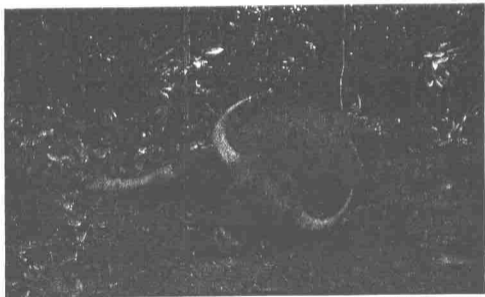


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[T. R. Hubback (Copyright).

YOUNG BULL SĒLĀDANG (BOS GAURUS HUBBACK), SHOT IN 1908 NEAR KUALA KRAU.

in fact very readily attract the eye, and have led to Malays continually saying that they have seen a sêládang so old that its horns (they generally add its head too) were quite white. A sêládang 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.

Sêládang 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, where they are most difficult to see and have to be approached with the greatest caution. In the early morning sêládang 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. Sêládang 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 sêládang 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 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.

It must be borne in mind, however, that it is not a legitimate way to obtain game by waiting for it in a salt lick; in fact, under the present game laws it is considered a serious offence. In the past, it has been a common practice for Malays and Sakai to build *machans* in salt licks and wait

for the game to come to them, instead of tracking it in the jungle. This habit is now punishable by a heavy fine.

Fresh tracks picked up in a salt lick may have been made by some beast now many miles away. It is, of course, an extremely interesting experience to find tracks in this way, and eventually to bag the same beast hours later after long and careful tracking. No sportsman worthy of the name would think of sitting up in a tree to shoot such a magnificent beast as a wild elephant, a seladang or a rhinoceros.

There are two species of rhinoceros to be found in the Malay Peninsula, the Javan rhinoceros (*Rhinoceros sondaicus*) and the Sumatran rhinoceros (*Rhinoceros sumatrensis*). The former is very rare, and, as far as the writer knows, has never been recorded south of about four degrees north of the equator.

The Sumatran rhinoceros is still to be found in remote spots in the mountain range which forms the backbone of the Peninsula. Their hunting requires a very considerable amount of patience and a good deal of endurance. A rhinoceros is one of the most exasperating animals to hunt. It loves the hills and adores the mountains. Immediately on becoming aware that it is being followed, it will make for the steepest ground that it can find in the near vicinity, and its short sturdy legs soon make short work of any mountain side, however steep. A rhinoceros thinks nothing at all of going straight up a thousand feet or so for the pleasure of going straight down the other side. No zigzagging about for him, no hammering down a path in front of him in the way an elephant does in steep ground, just a sharp dig with his three toes, and probably a little gritting of his teeth, and up he goes until he reaches the top.

A rhinoceros, however, is a fool until he gets the hunter's scent; then he becomes one of the wisest animals in the jungle. In hunting rhinoceros, the chief thing to do is to try and locate him before he locates you. This is very difficult, because a rhino does not make much noise feeding,

only occasionally breaking down saplings to feed on the leaves, and when he sleeps, which he does quite frequently, he makes no noise at all. He has, however, quite an extensive vocabulary of his own, consisting of little squeaks and chuckles when he is feeding or wallowing, no doubt to show his contentment, and roars and grunts when alarmed, no doubt to try and pass on some of his own fear to the source of his alarm, and sometimes the hunter can locate him by the sounds he makes in this way.

Like all other branches of still hunting and hunting by tracking, luck enters into the thing a good deal; once on the red-hot tracks of a rhino, a little luck and you will get a shot.

Perseverance also counts a great deal in hunting rhinoceros. It may seem absolutely impossible in dense jungle to hope for a further chance at a beast which has broken away perhaps half a dozen times during two days of most exhausting hunting, on each occasion the chance of getting a shot having seemed a certainty; but the opportunity will come, and the trophy, if the entire head is taken, is worth quite a lot of trouble to secure. In hunting rhinoceros in the mountains, the sportsman must be prepared to follow a rhino for a week or longer if he is determined to take home the much-coveted trophy.

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 has only three—the largest toe-nail on the fore foot being much more pointed than the centre toe-nail of a rhinoceros.



Photo by

(T. R. Hubback (Copyright).

RHINOCEROS (SUMATRANENSIS), SHOT IN 1914 AT 4,000 FT., ON MAIN RANGE ABOVE
KUALA LUMPUR.

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."

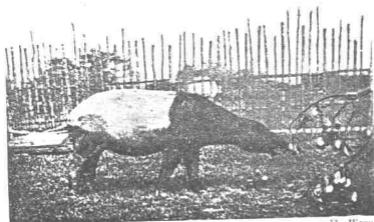


Photo by]

MALAYAN TAPIR.

[L. Wray.

Game Wardens have now been appointed to each State, and full particulars will be supplied by them to any resident or visitor who wishes to hunt big game in the States of the Federation. Letters addressed to the Game Warden of the State at the State capital would reach their destination.

THE TIGER

BY HOWARD HENRY BANKS

THE tiger is generally distributed throughout the Malay States, and the sight of his tracks is a common event to those whose business or pleasure takes them into the jungle.

The animal himself, however, is most elusive, and to arrange a meeting is a matter of some difficulty. To locate a tiger in a certain area is frequently fairly easy, but to get a shot or even catch a glimpse of him is quite another matter.

The visitor to Malaya, in search of sport, whose time is limited, has very little chance of obtaining a tiger except by some lucky accident. If he is on a shooting trip, however, and has a month or two at his disposal, he may have an opportunity of sitting up over a kill, and the following notes are written in the hope that they may be of assistance to the sportsman who has at last received the welcome news of a kill and decides to try his fortune.

The forests of Malaya are too thick to allow of driving, except under special conditions and with very complete arrangements. Indeed, in most cases it would be impossible to find beaters, so as a rule it is a choice between a perch on a tree or a screened pit on the ground, the former being preferable as there is less risk of being winded by the tiger on his return. The latter alternative is not to be despised and is not nearly so dangerous as it sounds. The country beloved by tiger is a stretch of *lalang* grass country, broken up with ravines and dotted with patches of secondary jungle and backed with forest-covered hills. Here the wild pig afford him a plentiful food supply, while his travels farther afield bring him into contact with the cattle and goats of the villagers.

It is now that the sportsman begins to hear of him, and at this stage in the game happy is he who possesses a large reserve stock of patience, for frequently the news will arrive too late, the carcase having been either finished or the scene of the kill so disturbed by the curious, that the Tiger has abandoned it; but sooner or later, provided the sportsman sticks to it, news of a fresh kill will be forthcoming. The sportsman should proceed to the place in person and see that arrangements are made to receive the tiger on his return. If this is impossible, a trustworthy man should be despatched to the spot at once, the sportsman following as soon as possible. The kill may have been dragged some distance, and search will have to be made for it probably in dense bush or thick grass. As a rule, there will be little difficulty in following the drag, but it greatly depends on the nature of the country how far the tiger takes his prey. If the neighbourhood is quiet, it is unlikely that he will go far with it; on the other hand, if he has made his kill near a road or a village or in the open, he may, and often does, drag it for some considerable distance, sometimes as much as a mile. The carcase having been found, a suitable platform must be erected in a convenient tree. This should be done as silently as possible, as tigers sometimes lie up quite close to their kills. The height at which the platform should be placed is largely a question of individual taste. The higher it is, the less chance is there of being winded by the tiger on his return. On the other hand, a very high perch is harder to shoot from than one at a lesser elevation. Ten to twelve feet is sufficient. If possible, have the platform so constructed that it is possible to lie facing the kill, or at any rate to sit in a reasonably comfortable position. A Malay is able to sit cross-legged on a tiny platform of sticks in a position that would give a European cramp in a few minutes. Screen the platform with living branches, taking care to leave a clear view of the kill.

On no account leave the kill unfastened. Lash it securely to the trunk of a tree, or, failing that, a strong stake driven deeply into the ground. If this is not done, the tiger will

probably drag the kill away before a shot can be fired, often before the sportsman realises that the beast has arrived. A strong rope, or, better still, twisted wire should be used, a slip knot being made round the neck of the carcase which may be moved slightly to allow of a clear view being obtained, but care should be taken not to move it so far as will prevent the tiger seeing it at once on his return, as the absence of the carcase will, in the majority of cases, arouse

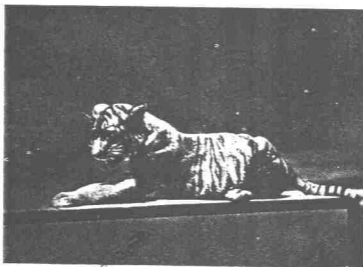


Photo by]

Arpusa Kean
Malaysia

BABY MALAY TIGER.

[L. Wray.

his suspicions forthwith. The less cutting done near the kill the better, and the sportsman should refrain from wandering round the vicinity of the carcase. The line the tiger has taken on departing should be noted, as in most cases he will return by the same route.

Everything being in readiness, the sportsman should repair to his perch about 4 p.m. In very out of the way places it is a good plan to take up position even earlier than this, as tigers have been known to return to their kills as early as 2 p.m.; frequently 5 o'clock is early enough. This

the sportsman must decide for himself as occasion arises. Unless the sportsman has a trustworthy man who can be depended upon not to cough, shake the platform or snore at the critical moment, it is better to sit alone. A rug or cushion to sit on, together with some food and drink should not be forgotten, a cup of hot tea out of a thermos flask is very comforting at 2 a.m. A warm jacket or sweater should be taken aloft, as the early mornings are often chilly; a veil for the head is useful and will prevent the mosquito holding high carnival. For the same reason, the clothes worn should be capable of resisting their bites. As soon as evening begins to draw on the tiger may be expected, his movements being heralded by great outbursts of chattering from the monkeys and extraordinary interest on the part of the squirrels, who will frequently follow Stripes from tree to tree. Hints of this nature should not be ignored, and the sportsman will do well to listen intently for them and to be keenly on the alert for a shot.

Should the tiger appear before the sun has set, and just before sunset is a very favourite time, the watcher will have a large mark at close range, and provided he keeps cool and shoots straight should secure the coveted trophy; but, and there are as many buts in tiger shooting as in other forms of sport, the tiger may not be so obliging as to put in an appearance before darkness cloaks his doings, and the sportsman may wait many an hour, indeed many a night, before a slight rustle in the bush announces that the critical moment has at last arrived. If the tiger fails to appear early in the evening, the watcher need not give way to despair, as very often the beast will return in the small hours—2 a.m. being a very favourite time. Should the moon be up and the tiger clearly visible, no time should be lost in taking the shot, as at any moment the animal may detect the watcher and make off. Should the night be dark or the moon obscured by clouds, the sportsman's position will be about as exasperating as can well be imagined. As the tiger crunches and tears at the kill, the desire to try a shot into the darkness is well-nigh overwhelming, and generally

anyone who has sat up several times without success has tried it and got nothing. It is far better to wait and try the following night. On dark nights, an electric light suspended over the kill will be found useful, the switch being in the tree with the sportsman. A tiger will often stand long enough for a steady shot to be taken when the light is turned on, and sometimes will take no notice of it whatever. An electric torch fastened to the rifle in such a manner that the backsight is illuminated as well as the foresight is better than nothing, and at a pinch an ordinary hurricane lamp may be hung over the kill, as cases have occurred when tigers have come right under it.

As to weapons, a ball and shot gun is as useful as any, or an ordinary 12-bore shot gun may be used, loaded with lethal or other suitable bullets. Many a tiger has been killed with buck shot fired from a 12-bore, but many more have been wounded and lost. If the sportsman decides to try it, however, the largest size obtainable, six to the charge, should be used, the head shot being recommended. A white card with a V cut in it makes an excellent night sight, being secured to the barrel just behind the bead with a rubber band, aim being taken between the V. Luminous paint or white enamel night sights are also useful, the latter showing up well when an electric torch is used. If a shot is obtained, the sportsman should make every effort to prevent the wounded beast getting away. A little more shooting at once may make all the difference of bagging or losing. This is sometimes forgotten in the excitement of the moment, but the next day after following the wounded beast for many hours and finally having to abandon it, it will come home with full force. It must be remembered that a wounded tiger has plenty of time to make himself scarce, the effect of his wound may wear off and by the time there is sufficient light to take up the tracks the beast may be miles away.

It is often a good plan to lash the kill and leave it the first night, as should the animal return and be suspicious he may spend some time prowling round at a respectful

distance before coming in to feed. His fears being set at rest, he will most probably return quite boldly the following night, and pay the penalty. Should the tiger not return the first night, the same procedure may with advantage be followed, the kill being visited the next morning on the chance of the tiger having returned to it. If he has, there is every hope of a shot on the third night.

HINTS FOR MOTORISTS

BY THE HONOURABLE MR. J. H. M. ROBSON,
Member of the Federal Council

BRITISH MALAYA possesses an excellent road system of about three thousand miles. The main trunk road down the length of the Peninsula runs from Prai (on the mainland opposite Penang) to Singapore. North of Prai this peninsular trunk road will ultimately connect with Perlis and the Siamese boundary. Large sections of this northern extension have already been completed. Johore Strait is crossed by a ferry, and so is the river Muar.¹

Port Swettenham on the west coast and Kuantan on the east coast are now connected by a main road, which, after crossing the main range into Pahang, passes through many miles of uninhabited primeval forest. Lower down the Peninsula, another and much shorter west to east road is under construction to connect Batu Pahat on the west coast with Mersing on the east coast. This eighty-eight miles of road will be entirely in Johore territory.

The main trunk road from Prai to Singapore carries a good deal of motor traffic, is perfectly safe and comfortable to travel over and is never very far away from the railway line. The best time for motoring in Malaya is during the dry season, which lasts from April to September. The temperature, which varies between 70° and 90° Fahrenheit in the shade, is about the same all the year round. The hours

¹ Since this article was written, a rubble causeway has been constructed across the Straits of Johore, linking Singapore Island with the mainland. The causeway, which was opened for railway traffic on October 1, 1923, will, when completed in 1924, carry in addition a 26-foot motor roadway.
—Ed.

of daylight are unchanging throughout the year. It is quite light at 6 a.m. and lamps have to be lit by 6 p.m.

No special type of car is required for Malayan roads, but the more efficient the cooling system the better. For two people not overburdened with luggage a little 10-12 h.p. car would do just as well as in England, but for really comfortable travelling a car of about 20 h.p. is recommended. Ford cars are in the majority. Hupmobiles, Overlands, Dodges, Buicks, Chevrolets and other American cars are very much in evidence. The more expensive English and Continental cars are not in such general use, although a certain number of Wolseleys, Austins, Napiers, A.C.'s and so forth are still to be seen. There is no speed limit, and the road surfaces are good; but all the roads are not yet as wide as they might be, and in many places form an unending succession of sharp corners, which may hide slow-moving bullock carts. An average of 18 miles an hour would be quite enough for strangers to attempt. Petrol and tyres can be obtained in every town and some of the larger villages.

A very few words of Malay will suffice for the needs of passing travellers, but it is advisable to engage a Malay driver or cleaner to assist with tyre renewals. He should not be allowed to make any adjustments to a strange car. The cleaning may or may not be of a somewhat perfunctory nature, but Malays are generally good-tempered and obliging. The man's name and not the word "loo" (you) should be used in addressing a Malay. The word "loo" is only used when addressing Chinese coolies. Strangers are apt to pick up this word and use it to the wrong people. Wearne Bros., Ltd., who have garages at Singapore, Kuala Lumpur, Ipoh and Penang, will be found helpful in the matter of unshipping a car or engaging a driver. At Singapore, there are also the Central Engine Works and the Straits Garage to apply to. The wages of a Malay driver ought not to exceed £1 a week and expenses.

India, Ceylon, British Malaya, Java and parts of French Indo-China are the motoring grounds of Asia. In cases where the travelling motorist intends to stay some time in



RAFFLES SQUARE, SINGAPORE.

each of these countries, it may be an advantage to bring a car from Europe: otherwise, it would be more economical and save a lot of trouble to hire a car in whichever country it was desired to travel. Several steamship companies maintain a regular fortnightly service to and from the Far East. This enables eastward-bound travellers to break their journey at Penang, have twelve days' motoring in the Malay Peninsula and to join the next steamer at Singapore. Similarly, travellers from Japan, China or Australia who are



BOTANICAL GARDENS, PENANG.

en route to Europe or India can leave their steamer at Singapore, hire a car, and have nearly a fortnight's motoring before catching the next steamer at Penang. An alternative procedure for travellers arriving at Singapore would be to take the through night mail to Kuala Lumpur and engage a car there, thus saving a part of the expense incidental to sending the car all the way back to Singapore after arriving in Penang. Hitherto, there has been very little tourist travel by car in the Federated Malay States. So it is not possible to give any exact estimate of cost. Hire of car

ought not to exceed £35 a week, inclusive of all running expenses. It would be advisable to write in advance to one of the garages mentioned to secure a car for a fixed date. Light clothing is, of course, a necessity, and a pair of dark or yellow glasses will protect the eyes from the glare of the sun and considerably add to the comfort of the traveller. A revolver is not necessary, but if carried a police permit is necessary. The best time of the day for travelling is between



CHINESE TEMPLE, AYER HITAM, PENANG.

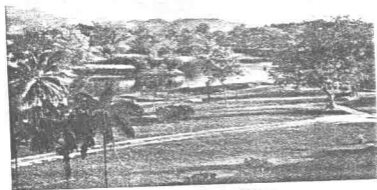
7 a.m. and noon and between 4.30 p.m. and 6.30 p.m. Of course, in the towns, many people use their cars in the cool of the evening, both before and after it becomes dark.

Travellers bringing a motor car to the Island of

Route.
First Day.

Penang will have no import duties to pay beyond a two-dollar (4s. 8d.) wharf fee, but a call should be made at the chief police office to obtain information about a car licence and the shading of head-lights. This licence will hold good in the Federated Malay States. If sent on

in advance by cargo steamer to save expense, or if in a crate, the unloading of the car can be entrusted to Messrs. Wearne Brothers, Ltd., Penang. A pocket Malay vocabulary, maps and local literature can be obtained at Messrs. Pritchard & Co., Beach Street. The streets of George Town, Penang, are too narrow and congested for comfortable driving, but the suburban and island roads are excellent. The Eastern and Oriental Hotel is not far from the jetty used by the railway ferry steamer which conveys cars across to the mainland



GARDENS, TAIPING (PERAK).

(fee 85.20 = 12s. 2d.). Careful steering is required when driving cars on and off these steamers. The first early morning steamer should be taken, full information about which can be obtained at the railway offices or hotel.

By taking the first steamer of the day travellers can pass right through Province Wellesley in the cool of the early morning, and breakfast at Parit Buntar (25 miles) or Bagan Serai (another 9 miles) in Perak. To save time a telegram should be sent from Penang to the resthouse keeper of the selected place advising him of ex-

Second Day.

pected arrival and number of people requiring food. There are so many roads in Province Wellesley that travellers would do well to inquire frequently if they are on the direct road to Parit Buntar. In the Federated Malay States sign-posts are to be found at the more important road junctions. From Bagan Serai to Taiping is another 22 miles, which can be managed before lunch. Bagan Serai is the headquarters of the Krian Irrigation Works, which have provided the Malays with a large extent of well-watered country for rice



MALAY VILLAGE.

growing. The travellers will see more Malays in this part of the country than anywhere else on the main roads of the Peninsula. There is a resthouse at Taiping, situated on the road to the railway station and opposite King Edward VII School. It may be advisable to fill up with petrol before proceeding to Kuala Kangsar, which is 23 miles farther on. A start should be made about 4 p.m., so there is not much time to see Taiping.

Kuala Kangsar is a beautiful spot where the Sultan has his home, and will well repay a short walk between 5.30

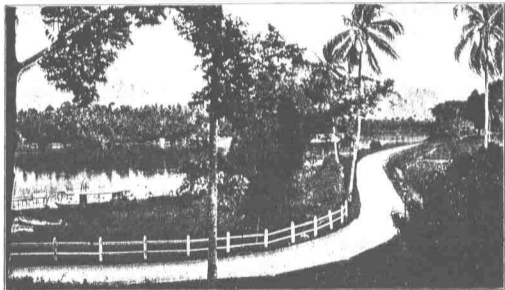
and 6.30 p.m. and again next morning at 6.30 a.m. The resthouse is situated above the town, close to the Club and Government Offices. A telegram from Taiping is not absolutely necessary, but advisable. There is one long precipitous hill when nearing Kuala Kangsar which requires careful driving, but it is the only hill of any importance to be met with for the first two days on the mainland.

Total mileage, second day, 79 miles.

Chief features: Fine roads, Malay cultivation and the headquarters of a Malay district.

A start at 8.30 a.m. for the first stage of 32 miles from Kuala Kangsar should bring the traveller within sight of

Third Day. Ipoh—an important tin-mining and trade centre—before 11 a.m. The Enggor pontoon bridge, four miles from Kuala Kangsar, looks more terrifying than it really is: motor cars cross it daily. The road is good all the way. In order to avoid delay, a supply of petrol should be obtained on arrival at Ipoh in the morning. Lunch can be obtained at the Ipoh railway station hotel. When in the neighbourhood of Ipoh the opportunity should be taken of visiting one of the large tin mines there, which can most conveniently be done between 2 and 4 p.m.—before the coolies stop work for the day. Ipoh is essentially a Chinese town, and is one of the most rapidly growing centres of Malaya. An English daily paper is published giving the usual Reuter's telegrams. There are branches of the Chartered Bank of India, Australia and China here, at Kuala Lumpur, Klang, Malacca and Seremban. A visit to the club in the evening will bring the travellers into touch with their fellow countrymen who live and work in this part of the world. Letters of introduction are always useful, but failing these, a personal call on the Secretary of a social club will usually be found sufficient to secure the privilege of visiting membership. The hotel at Ipoh is often full, so it is advisable to inquire by wire from Penang if rooms will be available on the day required. Should no accommodation be available, there will be no hardship in continuing the third day's journey for about another twelve



ROAD SCENE BY PERAK RIVER, KUALA KANGSAR.

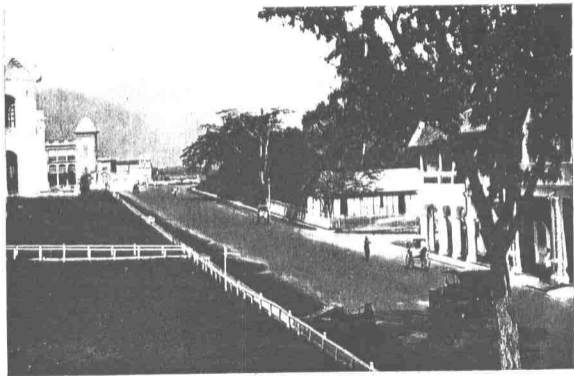
miles to the pretty little township of Batu Gajah, where, as elsewhere except in Ipoh, there is not likely to be any difficulty about resthouse accommodation. In any case the run out to Batu Gajah makes a pleasant evening drive, but in view of the dust nuisance (to other people) the pace should be moderate.

Total mileage, third day, will depend on whether the night is spent at Ipoh or Batu Gajah, and the amount of local travelling done in the neighbourhood of Ipoh.

Chief features: Crossing the Perak river, view of a tin mine worked by Chinese coolies, and Ipoh town.

Starting from either Ipoh or Batu Gajah in the early morning the well-built town of Kampar can easily be reached

Fourth Day. in time for breakfast (24 miles). This place is also a great mining centre and a smaller edition of Ipoh. From Kampar to Sungkai, passing through Temoh, Tapah and Bidor, is 31 miles. Lunch can be taken here or at Tanjong Malim, but travellers are recommended to go straight on to the latter place before stopping, because the last 39 miles, after passing Sungkai, is a somewhat lonely stretch of road devoid of human habitations. Like all Perak roads, it has an excellent surface, but winds about a good deal and is flanked on both sides by heavy jungle. It reminds one of a road through a well-wooded park. If Kampar is reached and breakfast there finished by 9 a.m., it is quite feasible to run straight through to Tanjong Malim (70 miles). Sungkai is a mere village, but Tanjong Malim is a small town where there is quite a good resthouse. This place is on the boundary between Perak and Selangor. The numbering of the milestones will be *from* Kuala Lumpur after leaving Tanjong Malim. A comfortable rest can be taken after lunch before proceeding on the last stage to Kuala Kubu (16 miles). This place is the starting point for a main road which crosses the mountain range into the east-coast State of Pahang. A full supply of petrol should be purchased here. It is generally on sale, but if there is any difficulty, one of the local car owners will probably come to the assistance of travellers.



STATION ROAD, IPOH (PERAK).

Total mileage, fourth day, 110 miles.

Chief feature: Park-like road through the jungle.

The suggested trip for the fifth day will take the travellers across the main range of the Peninsula by one route, and

bring them back by another, leading direct to

Fifth Day. Kuala Lumpur, the capital of the Federated

Malay States. It is a long journey, and a route which will necessitate careful driving, but the magnificent forest scenery should not be missed. Starting in the early morning from

Kuala Kubu there is a steady pull uphill on a gradient of about 1 in 30 for about 15 miles, in a distance 21 miles, to

a place called The Gap, which is the boundary between Selangor and Pahang. There is a resthouse here, and a

motor road leading up to Fraser's Hill, a hill station now being rapidly developed, the only hill station accessible by

car; distance from The Gap, $5\frac{1}{2}$ miles. From this place there is a drop down for about 13 miles to the little village

of Tras, and thence another 10 miles leads to Raub, where there is an old-established gold mine. The road itself is

excellent, but it forms an unending succession of corners, is not too wide and is flanked in places by precipices.

Although not actually dangerous—public service motor vehicles driven by Malays pass up and down every day—the

trip is not recommended for nervous people. For others the grandeur of the jungle scenery is well worth the climb.

Brakes should be examined before starting, and on descending grades the car should be kept well in hand. Times should

be arranged so that neither the up nor down motor omnibus is actually met on the road. Necessary information on

this point can be obtained from the Stationmaster at Kuala Kubu, and motor traffic signals should be noted at the

Kuala Kubu and Gap resthouses. Gabriel horns are useful on this road. The return journey, after an early lunch at

the Raub resthouse, would be on the same road to Tras and Tranum (11 miles) and thence to Bentong (total 30

miles). From Tranum to Bentong the road is very tortuous. From Bentong the climb up to the Pass has an average

gradient of 1 in 40, with lengths of 1 in 30. On the Selangor



THROUGH THE HILLS.

side of the Pass there is a short length of 1 in 26, and the rest 1 in 30. Careful driving is necessary. Distance from Bentong to Kuala Lumpur 50 miles. Or the day's journey may be shortened by omitting the visit to Raub, turning off at Trantum, 12 miles from The Gap, and proceeding direct to Bentong for lunch, or by taking Fraser's Hill instead of going to Raub. The petrol required at Kuala Kubu before undertaking this suggested Pahang trip will depend on the tank and mileage capacities of particular cars.

There is very fair hotel accommodation at Kuala Lumpur, visitors being catered for by the Empire or Station Hotel. There are no garages attached to these places; visitors generally leave their cars at one or other of the town garages.

Total mileage, fifth day, 124 or 102 miles.

Chief features: Magnificent jungle scenery on thickly wooded hills.

Apart from overhauling the car, taking a rest, and doing a little shopping, the Museum, Public Gardens, Golf Links,

Government Buildings, Polo Ground, Schools, **Sixth Day.** Hospitals and so on are all worth visiting when in Kuala Lumpur. A daily paper is published in the afternoon, giving latest Reuter's telegrams, etc. There are quite a number of enthusiastic motorists in the capital, and a stranger would have no difficulty in getting into touch with one or other of them, who would be only too pleased to afford assistance and information. About an hour's run from Kuala Lumpur are some famous sulphur baths attached to the Dusun Tua resthouse, which are reputed to be of therapeutic value for people with rheumatic tendencies. Apart from the hot baths there is no special attraction at this place. If sufficiently interesting the stay at the capital might be extended to two days, but this must be left to individual inclination. On the assumption that one day suffices, arrangements should be made to leave on the seventh day, after a seven o'clock breakfast, to make a circular trip of the chief rubber-growing districts.

Returning north along the Batu Road for 18 miles to a

small town called Rawang, a steep hill has to be negotiated at the tenth mile. Between the eighth and twelfth mile-stones there are many corners, and the road is generally hilly. Just before reaching Rawang Railway Station a turn to the left is taken leading to Kuala Selangor, on the coast. Distance from Kuala Lumpur 19 miles. The road is hilly for about half the distance between Rawang and Kuala Selangor, but on reaching the rubber belt it becomes flat. Whilst on this road, the oppor-



LAKE CLUB, KUALA LUMPUR.

tunity may be taken to visit the Malayan Collieries situated on a private road leading off at the 27th mile-stone (8 miles from Rawang). There is an alternative route from Kuala Lumpur, via Batu, Kepong and Bukit Rotan (43 miles). Inquiry should be made in Kuala Lumpur as to comparative state of the roads on the two routes. Cars are left at the foot of the hill on which the Kuala Selangor resthouse stands. The run after lunch from Kuala Selangor to Klang (28 miles) is on a perfectly flat road, flanked by some of the finest rubber estates in

Malaya. The milestones record distances from Klang on this section. The Klang resthouse, where a halt may be welcomed for tea, is situated near the railway station. The best of two routes to Kuala Lumpur is followed by crossing the iron bridge over the river and then turning to the right (23 miles).

Total mileage, seventh day, 103 or 107 miles.

Chief feature: View of rubber estates.

After breakfasting in Kuala Lumpur, lunch can be

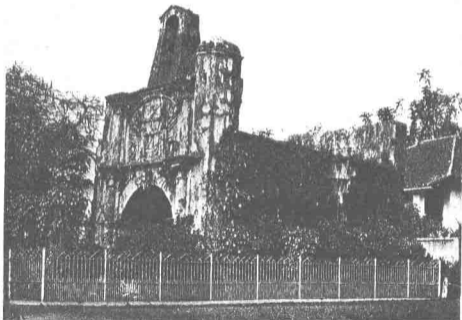


BATHING AT PORT DICKSON (NEGRI SEMBILAN).

arranged for at Seremban, the capital of Negri Sembilan.

Eighth Day. Leaving Kuala Lumpur via Market Street, Yap Ah Loy Street and Cross Street, and passing Sultan Street Railway to the suburb of Pudu, from this point there are two alternative routes to the town of Kajang, one straight on, via Cheras, and the other by turning off to the right at the Pudu Police Station and passing through the important mining centre of Sungei Besi. The latter is about four miles longer.

On reaching Sungei Besi, it is necessary to turn down one of the two streets on the right and then turn to the left to get on to the main road. Passing Serdang and the rubber estates, the road to Kajang is easily followed. Distance by direct route 15 miles, or via Sungei Besi 19 miles. From



GATEWAY OF OLD PORTUGUESE FORT, MALACCA.

Kajang (turning to the left opposite the Government offices) the road runs direct to the Selangor boundary at Beranang, passing through Semenyih *en route*. Kajang to Beranang 13 miles. From this point the milestones record distances from Seremban, to which place the road, passing through Mantin and Setul, is good except for a long severe hill beyond Mantin. The gradient of this hill section is nothing out of the way for Malaya, but there is the usual unending succession of corners. One or two of them require careful negotiation. Total distance, Kuala Lumpur to Seremban, 44 miles by direct route, or 48 miles via Sungei Besi. A new road from Kajang to Seremban, through Labu (Selangor) avoiding Nilai (Sepang Road Railway Station) and through Labu (Negri Sembilan), will avoid this hill, but is several miles longer. If this route is adopted, the travellers go through the main street of Kajang and pass the entrance road to the Railway Station on their left—keeping straight on. Seremban is a prettily situated town, with a large resthouse on the hill above the lake not far from the railway station. After lunch here a visit should be paid to the P.W.D. office to inquire if accommodation is available at the Port Dickson Sanatorium (to avoid staying at the Port Dickson resthouse, which is some distance from the bathing beach), and arrangements should be made to reach Port Dickson by the new direct road (about 24 miles) by 5 p.m., as the best time for bathing is between 5.15 and 6.15 p.m.

Total mileage, eighth day, 68 or 72 miles.

Chief features: View of Seremban town and sea bathing at Port Dickson.

The return journey to Seremban would be along the sea-shore for 18 miles to Pasir Panjang, then 6 miles to Linggi, a planting centre, followed by 24 miles of give-and-take road to Seremban. Total 48 miles.

Ninth Day.

After lunch there remain 25 miles to bring the travellers to their next halting place, a good resthouse at Kuala Pilah, the headquarters of a Malay district. The surrounding scenery of this place is quite pretty. One severe hill has to be negotiated between Seremban and Kuala Pilah, and it is

well to inquire at what times motor omnibuses are likely to be on the hill section. *Travellers should be careful when leaving Seremban to ascertain if they are on the right road.*

Total mileage, ninth day, 73 miles.

Chief features: Coast road and a Malay district.

By this time the travellers will have obtained a general idea of the Federated Malay States, and there only remains a visit to the old-world town of Malacca.

Tenth Day. From Kuala Pilah to Tampin (24 miles) the road is good.



MALACCA RIVER, SHOWING TWIN TOWERS OF FRENCH MISSION CHURCH.

From Tampin to Malacca the distance is 24 miles. At Malacca there is a resthouse, but it is a very old building. There is a Government bungalow at Tanjong Kling, and permission to use this bungalow for bathing purposes can be obtained at the Public Works Office in Malacca town. The road to Tanjong Kling is flat and rather pretty.

Total mileage, tenth day, 48 miles.

If it is desired to avoid the long run from Malacca to Singapore, trains for Singapore (change at **Eleventh Day.** Tampin) leave Malacca morning and evening, or the car could run to Tampin and be entrained there, its

passengers going by the sleeping-car train. The car might not be delivered in Singapore till the 13th day, as it would be sent by another train, but the travellers would probably like to have two clear days for seeing Singapore. If proceeding to China and Japan there would be no difficulty in catching the succeeding mail steamer to the one left at Penang. The map included in this book will enable travellers to shorten or lengthen the tour at will, and of

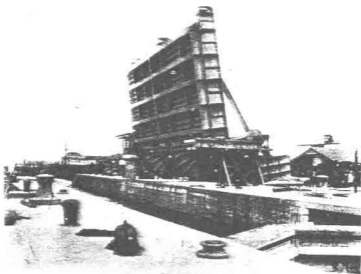


JOHORE CAUSEWAY FROM SINGAPORE ISLAND.

course longer daily distances might be attempted, for instance :

First day	..	Penang.
Second day	..	Ipoh, 111 miles.
Third day	..	Kuala Lumpur (direct), 148 miles.
Fourth day	..	Kuala Lumpur.
Fifth day	..	Tampin via Seremban and Kuala Pilah, 90 miles.
Sixth day	..	Arrive Singapore (by train).
Seventh day	..	Car do.

For people who intend to visit Rangoon, Madras or Calcutta after touring in Malaya, the trip should commence from Singapore, or even if returning to Ceylon there is a slight advantage in starting from Singapore by railway, in that cars are landed at Singapore direct on to a wharf and can then be shipped straight through to Tampin or Malacca by train. On the whole, too, the roads improve



ROLLING BRIDGE CARRYING JOHORE CAUSEWAY ROAD AND RAILWAY ACROSS LOCK.

going northwards. All steamers do not go alongside the Penang wharf, so it would be advisable to get there a day in advance, in order to arrange for a *tongkang* (sea barge) for taking car to steamer, unless the steamer is to go alongside the wharves at Prai on the mainland railway line opposite Penang.

For the benefit of people who would prefer to start from Singapore, the outlined tour may be briefly set down as follows :

First day	..	Arrival at Singapore. Forward car by goods train or local passenger train to Tampin or Malacca.
Second day	..	Leave by train for Tampin or Malacca.
Third day	..	Tampin to Malacca, 24 miles.
Fourth day	..	Malacca to Kuala Pilah via Tampin, 48 miles.
Fifth day	..	Kuala Pilah to Port Dickson via Seremban, 73 miles.
Sixth day	..	Kuala Pilah to Kuala Lumpur via Seremban, 68 or 72 miles.
Seventh day	..	Kuala Lumpur to Rawang, Kuala Selangor, Klang and back to Kuala Lumpur, 107 miles.
Eighth day	..	At Kuala Lumpur.
Ninth day	..	Kuala Lumpur to Kuala Kubu via Bentong and Trantum, 102 miles.
Tenth day	..	Kuala Kubu to Ipoh, 110 miles.
Eleventh day	..	Ipoh to Taiping, 55 miles.
Twelfth day	..	Taiping to Penang, 56 miles.

A short tour in Johore can be enjoyed by leaving Singapore by car and arriving at Woodlands before eight. The car's passengers cross in the ferry, and the car follows later whilst they are at the hotel in Johore Bahru breakfasting.¹

When the car arrives, a start is made along the Scudai and Ayer Hitam road, coming out at the fifty-seventh mile on the Kluang road. Batu Pahat is 20 miles farther, and there is a good resthouse there. Muar is 30 miles farther north, and Malacca beyond it another 30. From Batu Pahat the road also goes east across Johore to Mersing, on the China Sea, say 80 miles. To return to Singapore from Mersing, one can either motor back again or take the train at Kluang.

Compared with daily trips undertaken when touring in Europe, some of the suggested daily mileages may appear to err on the side of extreme moderation, but the conditions

¹ See note on page 35.



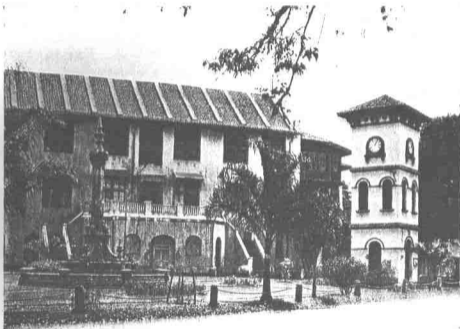
HOUSEBOAT ON PAHANG RIVER.

are so very different in Malaya that after allowing for longer runs on one or two days, any middle-aged man or lady would probably find the shorter runs quite sufficient, especially if stoppages are made at the different little towns and villages *en route*. The mileages given are approximately correct, but deviations, corner cuttings and such like improvements are being systematically carried out and this renders distances quoted liable to revision. Travellers are warned against consigning a car to any small railway station without first inquiring if there is an unloading dock. Some of the stations have no facilities for loading and unloading cars. Cars can be hired at \$4 (9s. 4d.) an hour, but rates are not advertised for extended tours.



PAHANG TRUNK ROAD.

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STADTHAUS AND CLOCK TOWER, MALACCA.

11 AUG 1982

