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TRANSPORTATION NOTES

SEVEN TIGERS BAGGED IN INDO-CHINA WITH THE HELP OF MOTOR VEHICLES: What can be accomplished with the help of the motor car and trailer in the way of big game hunting has recently been abundantly demonstrated by two China coast sportsmen, Mr. Ernest Edgar of Newchwang and Mr. Rowland Bandinel, formerly of the Russo Asiatic Bank. Readers of "Shooting Notes" in this journal will be familiar with the splendid shooting that is to be had in Indo-China, as we have published accounts of this as well as photographs of the bags made by various sportsmen in those regions from time to time, but we believe that the present account of a two and a half months' trip by the two sportsmen just mentioned will eclipse anything else that has been published by us or any one else on the subject.

After having visited the country in which they intended to hunt a number of times and having familiarized themselves with conditions there, they prepared their last winter's campaign with great care. Realizing that mobility was one of the all important factors of success in their determination to secure their tigers, which was what they were chiefly after, they hit upon the plan of taking their own motor vehicles with them. For this purpose Mr. Bandinel shipped his car, a Fiat, to Saigon, while a two-wheeled trailer of French make (since this would be duty free) was ordered from Paris and arrived in due course. It must be explained that the French authorities have built excellent motor roads all through Indo-China, in many areas penetrating the heart of the jungle.

The two sportsmen had already decided on the particular piece of country they were going to hunt in, and on December 11 last, with tents, stores, ammunition and other gear, and accompanied by a Chinese "Snipey" from Tientsin, a cook and a *Banta*, as a Moi chief is called, supplied by the authorities as a sort of guide and guard, they left Saigon. In less than a day's run they had reached their chosen field of operations, stopping for a couple of days at a friend's bungalow, and then going into camp. The area they had chosen was traversed by a thirty-five kilometres stretch of road, and during the whole of their shoot they stuck to this road, which they traversed daily in the car, hardly once leaving it more than a quarter of a mile or so.

The plan of campaign was to set a number of "kills" out as bait for the tigers, building what are there called *miradors* over the "kills," which were examined every day. If it was found that one had been touched by a tiger, one of the sportsmen and a native would take up his position in the *mirador* over it early in the afternoon and wait till it was dark. At about seven or eight o'clock the other sportsman accompanied by natives and showing lights would come and fetch the watcher back to camp. It was soon found that the country was full of tigers, and the method just outlined proved very successful. Previous experience had taught the sportsmen that the tigers came to the kill as often as not in broad daylight, so it was decided to concentrate on daylight shooting and not on the far less certain night shooting, which required the use of electric head-lamps.

The bait used for the tigers consisted of the carcasses of game, chiefly sambar, which were very numerous, although wild pigs, muntjacs and gaur were also used. Gaur were not shot for this purpose, however, only the deer.

By this means no fewer than seven tigers, or rather, six tigers and a tigress, were bagged, while at least a couple that were hit got away and two or three were missed altogether. It would have been utterly impossible to cover the ground necessary in inspecting the kills daily, in shooting bait, and in going to and from the *miradors* over kills that had been touched without the motor car, while the trailer proved invaluable in shifting the heavy gear about.

While the sportsmen concentrated mainly on tiger hunting, they took time off to do a bit of other shooting, Edgar bagging a fine gaur that was almost a record, a second smaller gaur, wild pigs and some sambar stags with fine horns also being bagged. On one occasion, while proceeding along the road in a dense mist, they almost ran into an elephant that was quietly walking along in front of them. They also devoted a couple of days to hunting a herd of elephants in the vicinity. Once they got right into the middle of the herd in long grass and reeds, but dared

not fire for fear of being trampled to death by the herd if it was thrown into a panic. On March 1, they broke camp and returned to Saigon after what is unquestionably the most successful tiger hunt we have ever heard of. The most interesting point that comes to light from their experiences is the fact that in wild country such as the Indo-China jungle, the tiger will go to a kill and start feeding in daylight. One of the tigers killed was shot early in the afternoon, long before dusk, while almost all that were encountered came before it was dark.

ANTELOPE AND BUSTARD SHOOTING FROM MOTOR CARS:

Readers of this issue of the *China Journal* who are not regular subscribers may be referred to the last issue (April), in which under "Shooting and Fishing Notes" appears an interesting account of shooting antelopes and bustards with the use of motor cars. The Mongolian antelope or gazelle is such a fast animal that it cannot be overtaken by a man on horseback, while, living on the flat plains and being extremely alert, it is practically impossible to stalk it. The motor car enables the sportsman at least to come within range and get in his shot, as well as to cover sufficient country for him to pick up and chase several different herds, all of which is impossible by any other means. Very much the same applies to bustard shooting, the motor car enabling the sportsmen to get up close to the birds before they take wing. They do not seem to mind the car until it is almost on top of them. The bags mentioned in the letter referred to were eight gazelles and thirty-three bustards.

USE OF MOTOR VEHICLES IN EXPLORATION WORK:

Anybody who has followed the recent trend of field work and exploration carried out by scientists will have realized how essential the motor car and motor lorry are becoming in this line of work. There is hardly need to call to mind the brilliant achievements of the recent Mongolian Expeditions of the American Museum of Natural History under Dr. Roy Chapman Andrews, which could not have been accomplished without the aid of motor transport. While the bulk of the heavy outfit, gear and supplies was sent on well ahead by camel caravan, the personnel of the expeditions, their tents and personal baggage and necessities were carried by cars and lorries, crossing the deserts and overtaking the slow moving caravans in a few days, thus cutting out an enormous amount of hardship and fatigue which otherwise would have had to be endured, and must, in the end have impaired the work of the explorers.

But Mongolia is not the only desert country that has been conquered by the motor vehicle. We have received an interesting note from Messrs. Thornycroft's representative here of a regular motor route across the northern part of the Arabian Desert from Beirut to Bagdad which is traversed at all times of the year by their famous six-wheeler lorries. The distance is 580 miles, but it must not be imagined that it is all dust and sand. About seventy-five miles of it is down the valley of the Euphrates, where the tenacious mud gives a great deal of trouble, while nine-tenths of the rest of the route is over soil which consists chiefly of a top layer of hard mud or rough small pebbles on a limestone foundation. Where the mud has been washed away on the higher ground only the crumbled limestone appears, but in the valleys and where the ground is flat there is often a considerable depth of mud, and naturally after rain this mud becomes very soft. It will thus be appreciated what it means for these heavily laden lorries to cross this stretch of country at all seasons of the year in the service inaugurated by the Nairn Transport Company. Here is an excellent example for the Chinese to follow, since there are many stretches in this country which could be successfully traversed in the same way.

It is not long since the Kalahari Desert was crossed by a party of British explorers using British six-wheeler lorries, while some extraordinary tests have been made in other parts of the world with Thornycroft machines. One, an "A3" loaded with two and a half tons, went from San Paulo to Presidente Wenceslau, a distance of about 1,000 kilometres over the roughest country without proper roads, was accomplished in some seven days, an astounding feat, all things considered.

An American vehicle that has accomplished great things in the way of rapid transport across rough country where improved highways are non-existent is the new six-speed "International Harvester" truck. This vehicle has a high range with three speeds for fast work on good roads or across flat country, and a low range with three speeds for hilly and bad country of every description. In low range, low gear, the truck speed is decreased from thirty-five to three and a half miles an hour, providing an increase in power at the rear wheels ten times that at high speed. This assures unusual ability to get out of holes, cross fields, climb hills and traverse sandy and other difficult places.

It is vehicles like these that are of such valuable assistance to scientists in their explorations in out-of-the-way parts of the world, although, of course they have really been designed to serve commerce and industry. Their value in pioneering in countries such as China can hardly be estimated.

HYDRO-GLIDERS ON THE CHIEN T'ANG RIVER: In the accompanying illustration are shown two of the hydro-gliders in use on the Chien T'ang River.

There are four of these craft already in use, two large and two small. The engines are of American make, aeroplane type, 150 H. P. for the larger craft and 100 H. P. for the smaller craft. Their maximum speed is 20 miles an hour. The hulls which are of wood with rivetted seams were built at Zakhow and the boats commenced operations in January, 1929. The larger type has accommodation for 30 passengers and the smaller type for 20 passengers, seated along the sides with a table between them. The engines are mounted at the rear of the boats. The fuel consumption is 12 gallons of benzine and one gallon of lubricating oil for the larger type, and half these quantities for the smaller type per hour. Two more craft are now being built and the engines have already arrived. It is proposed eventually to bring the number of craft up to twelve. The Company operating them is the Ta Hwa Navigation Co. of Hangchow. The larger type draws 6" empty, 8" loaded and stationary and 4" when running; the smaller type 4½", 6" and 3" respectively. The services so far opened are:

Hangchow	— Lanchi	— Changshan	160 miles
"	— Tunki		170 "
"	— Huchow	— Wusih	120 "

Meals are provided on board, the upstream fare, Hangchow-Lanchi, being \$6.20 including food, and the downstream fare, Lanchi-Hangchow, \$4.40.

KEEPING THE OMNIBUS SERVICE EFFICIENT: Maintenance of a fleet of vehicles is the most important task which confronts the passenger service operator. Arrange he his time schedules and fare-tables never so wisely, without reliable vehicles his labour is lost. It should be of interest, therefore, to the general public to learn something of the methods employed which enable the modern bus operator to maintain his service regularly and punctually, so that the following notes regarding the China General Omnibus Company, which operates in the International Settlement of Shanghai, may not be out of place. This Company's spacious garage is situated at No. 263 Connaught Road, where accommodation for the Company's whole fleet of 75 buses is provided, occupying a space of 24,200 square feet, in addition to well equipped machine, electrician's, coppersmith's, carpenter's and blacksmith's shops, as well as large store and paint rooms.

The buses are kept in tip-top condition, and, to achieve this, a schedule of maintenance is gone through each night of which a short description follows. In addition to these operations are the day-docking and overhauling programmes, in accordance with which each bus is docked for one day each month or longer if found necessary, and is completely overhauled annually. During the latter operation the body is lifted off the chassis, the engine, dynamo and motor are removed, wheels and axles are taken off and spare parts are fitted in their places. During

the time occupied by this work the body is renovated and repainted, and the vehicle returns to duty on the routes a few days later in as good condition as a new bus.

The parts taken from it when it came in for overhaul are taken down, cleaned, repaired and reassembled, so that by multiplication of spare parts most of the work of overhaul is accomplished while the bus for which the renovated parts are destined is still on duty on the routes. The ordinary maintenance routine is undertaken almost entirely at night, and occupies the attention of a small army of fitters, electricians, greasers, cleaners and coolies, all under the direction of a foreign superintendent. Buses returning from route duty from 10.30 p.m. on are replenished with gasoline on arrival and the tyres of the later types are inflated with air. The bus is then shunted into position, and in this connection a word of appreciation of the wonderful skill of the shunters is not out of place. These men acquire extraordinary accuracy in handling buses, and this will be realized when it is understood that when all buses are housed for the night there is just sufficient room for the maintenance staff to move round them in the course of their duties. They can back their buses into position to within an inch, and even the slightest accident to a bus while under their control is practically unknown. Once the bus is in position, the real work of testing its efficiency rapidly proceeds. Wheels are jacked up, tested for alignment, extraneous matters are removed from the treads of tyres, and brakes are tested and adjusted as found necessary. Compression is tested, spark plugs cleaned and adjusted, dynamos, motors, magnetos, in fact, all parts of the vehicle come in for a share of attention. While the fitters are thus employed the greasers are busily engaged applying oil and grease as laid down in carefully compiled schedules, and simultaneously the work of thoroughly cleaning and disinfecting the body is proceeding. As the maintenance schedules call for examinations and operations numbering something over 6,000 nightly, it will be to some extent realized what an enormous amount of care and supervision is necessary to get the work done efficiently, especially as it can only be done at night when the vitality of workmen and supervisors is at its lowest ebb. A particularly interesting machine is the Hutto Grinder—believed to be the only one of its kind in China—which is used for grinding out slightly worn cylinders. This is done to a thousandth of an inch and after the job is completed the cylinder is as good as new except that it requires a slightly larger piston ring or in the case of more heavily worn cylinders an over-size piston. The Company expects very shortly to be in a position to undertake work of this type for the general public.

Turning to the traffic side of bus operation in Shanghai, the record of this company is one of steady progress. One of the most recent efforts to meet further requirements is the inauguration of Express Services. These are operated on various routes on the principal that passengers who care to pay a reasonable sum for transport are entitled to reasonable comfort in return.

The latest type of Tilling-Stevens gear-driven vehicle is used. They are comfortably upholstered and no standing is permitted.

The fare charged is twenty cents big money per trip for any distance and it is gratifying to learn that the public are showing their appreciation of the efforts made to meet their requirements by patronizing these services. It is hoped to increase them as the exigencies of traffic require.

The Company welcomes suggestions from the public for the improvement of their services, for it is their aim to meet the convenience of passengers to the fullest possible extent.

AN ASTOUNDING USE FOR OLD MOTOR TYRES: Travellers in the Gobi Desert are aware of the fact that the Mongols, in order to save the soles of their camels' feet in country where the surface consists of sharp stones and gravel, sew leather pads on to the animals' feet. During the Mongolian Expeditions of the American Museum of Natural History headed by Dr. Roy Chapman Andrews, both motor cars and camels were used for transport. While watching the process of changing tires on one of the cars, Iserin, the Mongol camel leader, got a brain wave. He asked for the old tyre and forthwith proceeded to cut out suitably sized patches, which he used as sole-pads for the camels, finding this new material

far superior to the raw hide hitherto used. The tyres used on these expeditions were U. S. Royal Cord, and in a letter by the leader appearing in the *U. S. Tyre Retailer*, he is full of praise for their serviceableness.

A PLEA FOR THE NARROW GAUGE RAILWAY: While everybody agrees that the development of China is possible only through better means of communication, discussions are going on as to the best way to create such transportation facilities. Many people are in favour of building motor roads in order to have the service of motorbusses all over the country.

While it is true that the construction of a motor road—especially when it is an ordinary mud road without stone surfacing—costs comparatively little it must be admitted that the upkeep of roads, not to mention the upkeep of the motor cars, is rather expensive, and, under actually existing circumstances, not always economical. Motor cars use gasoline or kerosene as fuel, which material has to be bought from foreign countries.

Others recommend the building of railways, which alone, as they point out rightly, will allow of the economical transportation of large quantities of coal, mineral, agricultural products and passengers. The adherents of the railway system also point out that steam-driven locomotives use coal as fuel, and that the consumption of coal on the railways gives work to labourers in the mines, so that through the expense of the railways other sections of the population than railway workers are benefited.

Against the plan to build all over China standard gauge railways is the tremendous initial outlay involved, a very serious consideration in the present state of the country's finances. A way out of this dilemma is the construction of narrow gauge light railways of, say, 600 m/m to one metre. Provincial authorities as well as private enterprises have found that the narrow gauge railway gives them wonderful service. They have seen that all over Europe, over India and Japan many thousands of miles of such light railways exist and are giving extraordinarily good service. Chinese mining concerns have started to build such railways for transporting their coal and ore either to the nearest river or to the nearest standard gauge railway, and the old method of transporting in small baskets by coolies or donkeys has been abandoned. Once these railways have been established, the people have wanted to profit by them, and now passengers also to the extent of many thousands are transported over them. Following this example, cities which are situated some distance from the standard gauge railways have built similar light lines to connect them with the main lines. Last, but not least, the light railway has come to stay in regard to the development of outlying districts with only small populations, where the building of standard gauge railways would not be justified. If one considers that the saving in a narrow gauge railway over a standard gauge railway is something between 40 and 70 per cent., one can easily understand the favour which the narrow gauge railway has found in the eyes of people who want things to be done in an economical way. To-day, perhaps, 1,000 miles of light railways are in use all over China, and we believe that this figure will be increased considerably once the Chinese have put their house in order and start the development of the rich sources of their country in an economical way.