

THE STORY OF PELORUS JACK; FAMOUS PILOT NEW ZEALAND

By T. J. Simmons, A. M., LL.D.

To make this fish story absolutely true, I shall begin by saying that the subject of the story is not a real fish at all, but a strange animal that so resembles one that he is known throughout the Southern Hemisphere as the wonderful pilot fish of New Zealand. Instead of being equipped with the usual breathing apparatus of the fish, he is a mammal more akin to the whale. He is a true cetacean, but in his movements, he is much more active than a whale. In size he resembles some species of a large fish. His length is fourteen feet, his weight is of course unknown—perhaps 600 or 700 pounds.

This remarkable creature's home is in the center of New Zealand, in Cook's Strait, which separates the North and South Islands, and in that part of the Strait known as Pelorus Sound. Pelorus Jack is the name by which it is universally known. Not only is his name a household word throughout New Zealand, but even the Governor himself is not such a celebrity as is Pelorus Jack; and believe it for it is true, that New Zealand Parliament has officially taken pains to perpetuate his name and fame to future generations of New Zealanders in recognition of his disinterested services to the shipping interests of the country.

It may be stated incidentally that this special legislation on the part of Parliament of New Zealand was enacted at the time when the country was aroused over the news that some one had attempted to kill this famous pilot, and it was the object of the enactment to protect him by heavily penalizing any similar attempt in the future.

This story of Pelorus Jack is entirely authentic. I took pains to get the story or history from many independent sources and only in very minor details was there the slightest variation. But to read about Pelorus Jack is very different from seeing him. We had heard so much about him that my wife and I determined to have this experience no matter what else we might have to omit among the wonders of New Zealand.

A coaching party of three days took us through the marvellously beautiful Otago Gorge and Buller Gorge and on to Nelson, from which port, after a quiet rest of two days, we took passage on the steamer Pateena, for Wellington by way of Pelorus Sound. The reason for taking this voyage, as I have already stated, was to see Pelorus Jack, the pilot. He was a trifle late in keeping his appointment with the steamer Pateena, probably having gone a little too far while fishing in an adjacent bay. To digress a moment, it may be added that Pelorus Jack is said to substitute on his catch of Octopus or Devil Fish, which is getting rather scarce in his own sound, and he has to make continually longer excursions in search of his food, though he does not allow this to interfere with his business as pilot in making his regular trips six days in the week—meeting steamers on Tuesdays, Thursdays and Saturdays from Nelson, and, in opposite direction, Mondays, Wednesdays and Fridays from Wellington.

While waiting for him to pick up the steamer Pateena, I conversed with other passengers who being natives of New Zealand, have made this trip frequently and are perfectly familiar with Pelorus Jack. The gentleman on my left, an actor, was so fortunate as to have gotten a kodak picture of him on a previous

trip, the best extant photograph of Pelorus Jack, and was paid by a post-card publisher \$400.00 for the negative. Not only during the little wait, but during the entire voyage, some passengers who were making the trip with the same object as ourselves spent their time asking questions and getting information as to the history of Pelorus Jack, which I shall try to repeat accurately.

But, here comes Pelorus Jack himself, realizing that he is a little late, he has hurriedly left his fishing ground some miles away, travels a circuitous route to get back into Pelorus Sound, rounds a promontory, and the remaining three miles between him and the Pateena he travels with incredible speed, calculating so accurately the relative velocity of his own swimming, and the steaming of the Pateena, that the trip from the promontory is made in an absolutely straight line a feat that a human pilot would hardly be able to accomplish.

We had all been standing on the forward deck, scanning the water ahead of us, looking for Pelorus Jack to come, and just as he rounded the promontory, the gentleman at my elbow said: "Yonder he comes," pointing in that direction. I missed the sight, but continuing to look, I saw in an instant something jump out of the water, again and again, nearer and nearer until in an incredible short time he was with us. Hearing the story without an explanation of his method of swimming, one would naturally inquire, "How is it possible that one can see a fish in the water swimming at, say a rate of 25 to 30 miles an hour, as much as three miles off?" "Could one see that far off, any kind of a fish at all even if he were as big as a whale?" Certainly not, but remember please, that he travels in the air as well as through the water and it was only while he was out in the air that we could see him on his rapid run to meet his appointment with our steamer.

Of course a large aquatic mammal like a common whale, being too heavy to throw his entire body out of the water, can live only by bringing his head to the surface to take the air into his lungs and as we travel through the different oceans, we are all familiar with the sight of whales blowing. It is different with Pelorus Jack. Being a mammal, he must breathe, of course, but he has not the time to do it in whale fashion. Traveling as he does, at a speed of from 15 to 30 miles an hour, it is much easier for him to adopt the method of the flying fish, and this is what he does,—swims, jumps entirely out of the water, without varying his speed in the slightest degree.

This explains how we watched him when he came in such a hurry to meet his appointment with the Pateena. This explains also how it is possible to get a photograph of him, and why it is so difficult to get a good one; for the attempt to photograph a fish in the sea would be absurd; and if a camera should snap at him while he is blowing and is covered with the spray the result would be an indefinite mass of white that would not be of any value as a picture.

It has taken longer to tell how Pelorus Jack came to meet the Pateena than it took him to make the trip.

As I was standing on the very front of the bow, looking down on the left, Pelorus Jack came up to the ship immediately below me and

rubbed his nose against the vessel, apparently delighted at being with the ship again. This salutation struck me with amazement, for it looked as if there were some connection between this and the common salutation of the Maoris or native dark-skinned people of New Zealand, who on meeting each other always rub their noses together instead of kissing. Then he dived under the ship and saluted it in the same way again and the other side, as if he expected these salutations to be appreciated by the passengers and wished to show his perfect impartiality.

After these salutations were over he then took charge of the ship, swimming immediately before her, exactly in front of her nose, seeming to say, "Be careful to follow exactly where I lead."

I fancy that the unusual exercise of trying to get to the Pateena in time from his distant fishing grounds, though I have only the statement of the New Zealanders that he was probably off looking for Devil Fish when he arrived in Pelorus Sound, was probably the cause of his breathing (or blowing) somewhat faster than usual, for his jump out of the water seemed to occur at intervals of a minute each.

It must be confessed that my surprise and excitement and the fact that I had not much more than a fifth of a second to manipulate my kodak, caused me to snap it without any attempt to sight it definitely at him; and so, although I was fortunate enough to get two or three pictures of him, in not one of these did I get him in the center of the field; and thus, although some of them were well timed, no picture that I made succeeded in getting his whole body.

It must not be supposed that Pelorus Jack in piloting these ships that ply between Nelson and Wellington accompanies them through their entire voyage, any more than one would expect a pilot in charge of a ship starting from New York to Liverpool to accompany it all the way across the Atlantic. There is only one certain piece of water—Pelorus Sound—in which he does duty as a pilot, the exact distance I do not know. Naturally in my excitement and interest in Pelorus Jack, I did not think to look at my watch, but I fancy that the time he remained with the Pateena was about thirty minutes, and the distance was therefore eight or ten miles. This is merely a guess, of course.

Pelorus Jack is said to be without relatives and without friends except the people who travel thru these waters and whose welfare he devotes his life to. There is said to be an extant animal that resembles him—no other member of his species. We may call him a small white whale, but he is very unlike any other whale. Doubtless he is a freak, disliked by any other whale or fish, and who has no other companions than the people on the ships he pilots. It is said that whales sometimes live to be 1,000 years of age. As to the age of Pelorus Jack, it is guessed that it is about 200 years old. He has been engaged in this business of piloting for thirty-five years.

His duties as pilot take him regularly through these waters six days in a week. For four years however, instead of making all six of these trips, he has kept a very rigid boycott of the steamer Penguin, and the most singular part of the story is that during the entire time, he never made a mistake in the calendar or failed to distinguish between the ships he piloted, avoiding the Penguin unerringly.

The Penguin was the ship from which the person to whom I have referred, made the attempt upon the life of Pelorus Jack—shot at him.

There is an incident which would seem incredible if it were not undisputedly proven, about the piloting of the Penguin. After four years, Pelorus Jack decided that he would withdraw his boycott and pilot the Penguin as formerly; and so he did. That very night, twelve hours after he had safely piloted her through Pelorus Sound, the Penguin in a dense fog off the coast of North Island, as she was nearing Wellington, mistook the shore light and went in at the wrong place. She got upon the rocks and went down with a great loss of life. Of course there was no connection between her being piloted by Pelorus Jack at noon and her destruction at Wellington at midnight of the same day; merely a strange coincidence.

With The Davis Co.

Mr. O. H. McKagen has recently accepted the position of district salesman of the Davis Acetylene Co., of Elkhart, Ind. Mr. McKagen will have as his territory the states of North Carolina and South Carolina with headquarters at Camden. A number of these gas plants have been placed in some of the best homes and business houses in Kershaw county and are proving as convenient to the rural residents as the electric light service is to the city man. Mr. McKagen will give all correspondence his personal attention.

In Old Kentucky.

A press dispatch sent out from Louisville, Ky., dated March 18th, says: "Place, crowded ball room; time 4 a. m.; actors, two men; plot, satisfaction of an old grudge by 'shooting it out'; result, both actor mortally wounded, a bystander shot through a leg, and the 'chorus' panic stricken. Thus did former Police Lieutenant Jesse Gardner and Jack Hafferman break into prin in this city this morning in Liederkranz hall."

To Build New Church.

Bishopville, March 11.—The Methodists of this town are preparing to let the contract for their new church. This is to be a very handsome building. The building and furnishings are to cost \$40,000. Rev. Mr. Edwards is pastor of this church.

The Presbyterians have let the contract for a new manse.

SOUTHERN RAILWAY WORKING TO HELP FARMERS OF SOUTH

HAS INAUGURATED IMPORTANT
MOVEMENTS FOR BETTER-
MENT OF AGRICULTURAL
AND INDUSTRIAL CON-
DITIONS IN
THE SOUTH-
EAST.

A LEADER IN DEVELOPMENT

How the Southern Railway System is Working to Aid the People Already in the Southeast and to Attract Capital and Desirable Settlers to This Section.

Much attention has been attracted, in recent years, to the work which many of the great railroad systems and a number of the lesser companies have been doing in the line of practical development work for the territories they reach. There is little question that this work has had an immense influence in the advance made in nearly all portions of the country and in the general prosperity and growth of the nation. People recognize this fact, and are so impressed by it that many communities and districts have come to look to the great transportation companies which serve them for leadership in nearly all efforts to develop their resources. The business of the railroad company is to handle traffic. Whatever work is undertaken outside of that should properly have a direct relation to the increase of the road's traffic.

It is generally known today that in well planned and effective work to increase the business of the road by adding to the population of its districts and the utilization of the resources and opportunities of the various communities it serves, the Southern Railway System is a leader, while in many lines of this work it has been a pioneer. A resident of Oregon, connected with one of the great transcontinental lines, who has been making a study of the work of railroads in this direction, recently stated that in its development work the Southern had the best organization in the country.

METHODS OF AIDING FARMERS.

A recent publication of the United States Department of Agriculture said that the manifestation of interest by the transportation companies of the country in the betterment of agriculture has recently become so pronounced and general as to attract the attention of all who are engaged in rural development; that this interest has been shown principally in their providing and running special trains for the dissemination of agricultural information among farmers, and in their appointing agricultural experts to position in the management of the roads to give attention to the development of rural communities, and to the proper handling of agricultural products shipped from distributing points on their several routes of railway.

In all these directions the Southern Railway System has been prominent. Its activity, however, are not confined to the lines of agricultural work mentioned, and in the way of industrial and of general development work the field of labor has been very broad.

The activities of a railroad company in promotion and development work must be based on the special needs and opportunities of its field. Beginning with the organization of the Southern Railway Company this work has been planned with a view to the largest and best development of both the agricultural and industrial resources of the Southeastern States. This has meant a study of the agricultural, mineral, forest and manufacturing resources and opportunities, the advertising of them, participation in the work of educating our people regarding the value of their farm lands and natural resources and of the best utilization of them, and of efforts to secure the fullest co-operation of all interests in the sections advanced.

EXTENT OF THE WORK.

The Southern Railway System, through its various lines, reaches into and serves, nearly all the industrial and agricultural districts of Virginia, the Carolinas, Georgia, Kentucky, Tennessee, Mississippi, Alabama, Georgia, Northern Florida and Southern Indiana and Southern Illinois. This includes a vast empire, in extent, and one in which nearly all manner of conditions, resources, needs and possibilities are found. To properly serve such a territory the development work must embrace many different avenues of activity.

It has been carried on with the idea that to fully utilize the resources and to bring about the needed and desired development new men and new capital from the outside must be brought in to work either independently or in connection with the men and capital of the Southeast in developing our forest and mineral wealth and in extending our manufacturing interests, that more farmers must be

induced to locate on our improved and unutilized lands and that the farmers already in the Southeast must be made to more fully understand the opportunities at their command and to adopt the lines and methods of farming which will give them the best results.

Co-operation must be the keynote of all the development or educational work a railway company does. It can accomplish little without the sympathetic and active co-operation of the people and the various agencies for development in its states and communities. All the Southern's work, therefore, has been based upon the co-operative idea, has been to assist national and state authorities, educational institutions, commercial organizations and individuals in efforts to advance individual and general prosperity.

The work for developing and improving the conditions along its lines is done by the Southern Railway System to increase its traffic and its earnings. However favorably, though, this character of work may affect a railroad company and its stockholders, it is worth much more, if carried out wisely, to the people and the several communities in the road's territory. The railway can profit from it only subsequent to, and as a result of, the greater prosperity of the people.

SOUTHERN RY. ACTIVE IN AGRICULTURAL WORK

Co-operates With State and Federal Authorities and Has Its Own Horticultural, Live Stock and Dairy Agents.

Today the greatest attention is paid to the development of the agricultural resources. This development must be largely through the efforts of the people already on the farms and resident in the states of this section. The homeseekers from the North and from Europe will aid by their work and their practical experience, but it is through better farm education and better farming and the improvement of farm conditions that the best and widest development will result.

To the efforts of the United States and State department of Agriculture, the college of agriculture and the experiment stations, the Southern Railway is giving the best co-operation it can. Through President Finley and through the Land and Industrial Department it is helping to circulate the bulletins and other publications of the Agricultural Departments which are of special value to the Southern farmer. A few years ago when it was decided by the United States Department of Agriculture to operate model farms in different parts of the country the Southern secured the location of many of these farms in its territory and the farms so located have been of great value in improved farm methods in many communities. To the United States farm demonstration work in the South the same co-operation has been given, and today the Southern's own agricultural agents are working in co-operation with the agents of the farm demonstration bureau. A few months before his death the Land and Industrial Department arranged with the late Dr. S. A. Knapp for a series of a dozen addresses in the South in which he discussed, in the most comprehensive manner ever undertaken, the special needs and opportunities of the Southeastern farmer. These addresses brought about greatly increased interest in farm improvements and more profitable farming throughout the territory.

The company is in constant co-operation with the various state departments of agriculture, enlisting their help for the farmers of particular districts, making use of their investigations and securing their suggestions in the introduction of new crops or the development of special lines of agriculture in various communities; and, wherever possible, aiding these departments to make their work more efficient.

Special agricultural and horticultural agents are maintained by the Southern Railway to study the agricultural possibilities, to do direct work with farmers in giving instructions, where desired, regarding improved methods of farming and crop diversification and working for new lines of farm development. Co-operation is given fruit growers in the packing of fruit for shipment and in marketing it.

The development of the live stock industry is given special attention. President Finley has personally given much time to the circulation of literature calling attention to the loss to the Southeast from the cattle tick in the infected districts and to the practical work of eliminating the tick. A dairy agent, under the Land and Industrial Department, is at work to develop the dairy interests, and his work is doing much for this industry. A live stock agent, under the Freight Traffic Department, assists the farmer in his shipments, in developing markets for his stock and in other ways of advancing this industry.

The Southern Railway System is co-operating with the state agricultural authorities in running institute and other special trains. A dozen trains have been run in a single year. The work of these trains is carefully followed up.

From time to time pamphlets, leaflets and circular letters are printed for the benefit of the Southeastern farmer.

Many a man is seen in a miss-fit position because he hesitates to start on a canvass for a new one.

A want ad will find the place you want and should have.

It is needless to remind you that the position hunts for a man a better salary is inevitable.

Wants—For Sale—Rents

Ads inserted under this heading for 1 cent per word. No ad taken for less than 25 cents.

LOST—Gold cuff link with initials "T. A." engraved. Finder will please notify this office.

LOST—Black silk Umbrella, handle, initials "M. B." Substantial reward for the return of same to Baruch.

LOST—Black fur Collar, between polo field and the Court Inn; reward will be paid if returned to the office.

LOST or strayed—one shorn horned red heifer, will weigh about 500 pounds. Finder please notify Roberts Market and receive reward.

LOST—Conklin Fountain Pen. Finder will please notify Wm. Stoney, 1511 Fair street.

EGGS FOR HATCHING—Five strain White Leghorn Eggs, \$1.50 per setting. Apply to F. Leach Zemp at residence or W. R. Zemp, drug store.

FOR SALE—Sweet Potatoes. Choice slips of Triumph and Georgia Bucks for sale by G. C. Alexander, Camden, S. C.

FOR SALE—Having sold my farm I offer for sale cheap the following: One 2 horse wagon; two mowing machines; one hay rake; two cultivators and Dixie plows; two-ton and corn planters; a lot of plows; one farm bell; a lot of hoes, shovels and pitch forks; two fertilizer distributors; two harrows; a lot of bridges, collars, etc. See these before buying new ones. Call save you money. F. M. Zemp, 46-47.

FOR SALE—Seed corn. My Red Cob seed corn guaranteed 90 percent pure corn. Price 50 cents per peck. Willie Barfield, Camden, S. C., Route No. 3.

WANTED—You to bring us your automobile tires to vulcanize. Work guaranteed. H. E. Beard & Co.

FOR RENT—Two rooms, conveniently located on Broad street, will rent them furnished or unfurnished. Apply 1214 Broad street. Up stairs or Chronicle office.

FOR SALE—One horse mule, and two horse wagon, comparatively new, cheap for cash. H. Truesdel, Camden, S. C.

FOR RENT—Tract of land in West Waterlee, known as the Dot Place, property of the Santee Rice Cypress Lumber Company. Apply to L. A. Wittkowsky, Camden, S. C.

FOR SALE—My Indian Runners are blue ribbon winners and layers of large snow white eggs. Can please you in quality and price. Have white and fawn and white runners, black and buff Orpingtons, White Wyandottes, Cornish Indian Games and Brown Leghorns. Eggs at reasonable prices. G. A. DeKay, Camden, S. C. 46-47.

JUST RECEIVED—Large assortment of glasses of every description to be sold at 2 for 5c. Switzer 10c Store.

FOR SALE—My deep grained leaf seed corn. Guaranteed 90 percent pure corn. Price 50c per peck. Willie Barfield, Camden, S. C., Route 3.

WHEN you plant Long Staple cotton, why not plant the Best? Anderson's Upland Long Staple. A few bushels for sale. \$2.00 per bushel. G. A. DeKay, Camden, S. C.

ADMINISTRATRIX'S NOTICE

All parties indebted to the estate of F. R. Alexander, deceased, are hereby notified to make payment, if they have any, and all parties having claims against the said estate will present them duly attested within the time prescribed by law.

(Mrs.) Belle Alexander, Administratrix
Camden, S. C., March 19, 1913.

Send us that next order for printing.



BILLY "SINGLE" CLIFFORD—Opera House Tomorrow Night.