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Papua New Guinea Patrol Reports

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WESTERN DISTRICT PATROL REPORTS

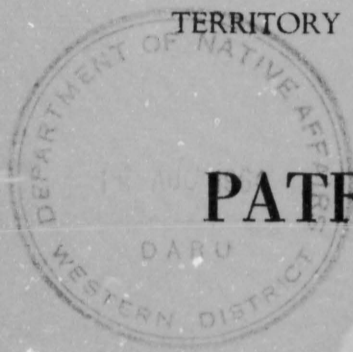
1964/1965

KIUNGA & MOREHEAD

<u>Report No.</u>	<u>Officer Conducting Patrol</u>	<u>Area Patrolled</u>
<u>KIUNGA</u>		
1 - 1964/1965	R.E. Randolph	Kiunga - Senamrae & return
2 - 1964/1965	R.E. Randolph	Kiunga-Ningerum-Kiunga- Ningerum-Moian C.D. Kiunga
<u>MOREHEAD</u>		
1 - 1964/1965	W.G. Speldewinde	Part Bensbach Census Div.
1A- 1964/1965	P.J. Farnwell	Upper Morehead Census Div.
2 - 1964/1965	E.B.C. Johnston & I.M. Douglas	The Upper Morehead Div.



TERRITORY OF PAPUA AND NEW GUINEA



PATROL REPORT

District of **WESTERN**.....Report No. **KIUNGA No. 1 of 1964/1965**..

Patrol Conducted by **R. E. Randolph, Cadet Patrol Officer**.....

Area Patrolled **KIUNGA - SENAMRAE and return**.....

Patrol Accompanied by Europeans **Nil**.....

Natives **Ten (10)**.....

Duration—From **3/8/1964** to **5/8/1964**.....

Number of Days **3**.....

Did Medical Assistant Accompany? **No**.....

Last Patrol to Area by—District Services **10/4/1964**.....

Medical **5/1963**..

Map Reference **South Avim Fournil/**.....

Objects of Patrol **To journey to Sehamae village and return D.N.A. canoe, dinghy and outboard motor to Kiunga.**

Director of Native Affairs,
PORT MORESBY.

Forwarded, please.

20/8/1964

District Commissioner

Amount Paid for War Damage Compensation £.....

Amount Paid from D.N.E. Trust Fund £.....

Amount paid from P.E.D.P. Trust Fund

.....
.....
.....

67-3-1

Department of Native Affairs,
Konedobu, Papua.

8th September, 1964

The District Officer,
Western District,
DAHU.

PATROL REPORT NO. 1 - 64/65 KIUNGA

Receipt of the abovementioned report and covering comment is acknowledged with thanks.

Young officers should not be discouraged from throwing up new ideas. Mr. Randolph has done a good job.


(J.K. McCarthy)
DIRECTOR

67. 3. 1①

TERRITORY OF PAPUA AND NEW GUINEA



Telegrams IAH'CR
Telephone 67-5-1
Our Reference.....
If calling ask for
Mr.....



District Office,
Western District,
DARU.

August 19th, 1964.

The Director,
Department of Native Affairs,
KONEDOBU.

PATROL KIUNGA 1-64/65 - SOUTH AWIN CENSUS DIVISION
(PART)

... Attached is a Report of the above short patrol by Mr. R.E. RANDOLPH, Cadet Patrol Officer.

- 2. The Report is well covered by the Assistant District Officer's covering memorandum.
- 3. This represents considerable improvement on Mr. RANDOLPH's KIWAI Census Division effort (one of the PR. DARU 10/63-64 series), and shows good powers of observation.

I. A. Holmes
(I. A. Holmes)
DISTRICT OFFICER

(6)

67-1-2

Sub-district Office,
KIUNGA,
Western District.

13th August, 1964

The District Officer,
Western District,
DARU.

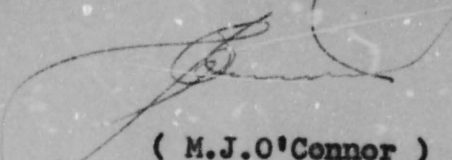
Kiunga Patrol 1-64/65.

Two copies of the report of the abovementioned patrol are forwarded herewith. The report calls for little comment being written mainly as an exercise in observation, deduction and expression.

Generally, the report is very commendable taking into consideration the inexperience of the patrolling officer and the short time spent on patrol. In particular, the recommendation on radios, p.3, l.20, is very much to the point. However, I do feel that some suggestions, e.g. flat bottomed barges and goats, do not take all relevant factors into consideration. This is purely a result of inexperience and Mr. Randolph does show that he has an active and fertile mind which, when tempered with local experience, will be an asset to the Administration.

Various weak points of expression have been pointed out to Mr. Randolph and he will be given more practice with a typewriter.




(M.J.O'Connor)
a/Assistant District Officer

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THE TERRITORY of PAPUA AND NEW GUINEA

(5)

Sub district office
KIUNGA,
Western District

10/8/64

The Assistant District Officer,
KIUNGA

Patrol Report Kiunga No1 of 1964/1965

OF THE three day patrol to SENAMRAE village, West Awin
division.

Officer Conducting: R.E.RANDOLPH
CADET PATROL OFFICER.

Personnel Accompanying: No 1924 Sen Const DUNA
No 11347 T/Const KEWENG
Agriculture Assistant-
FLETCHER TOALA
Seven carriers.

Duration of Patrol: 3/8/64 to 5/8/64 - 3days

Objects: To journey to SENAMRAE village, and
return D.N.A. canoe, dinghy and outboard motor to KIUNGA.

Map Reference: Sketch map attached.

INTRODUCTION @

The Patrol was, by its nature, a short and
specific one with no express administration in mind, the
essence of it being simply to bring back to KIUNGA, in
readiness for a future patrol by Mr O'Connor (ADC), a
large canoe, an aluminium dinghy and a 23hp Johnson
outboard motor, all of which had been taken up to
Senamrae for his use by P.O. J.A. Edwards of NINGERUM.

Due to the definite aims of the patrol and
the fact that only two villages were visited, to wit,
SIUKNAI and SENAMRAE, very few observations of any
interest were noted.

Patrol Diary:

Monday 3rd August 1964.

We departed Sub-District Office KIUNGA at 0815hrs for SENAMRAE via SIUKNAI, stopping for 30 mins at 1200hrs for refreshment and arrived in SIUKNAI at 1500hrs. Lunch was eaten and we left at 1600hrs to arrive in SENAMRAE at 1730hrs.

Walking time= 7hrs 45mins.

Tuesday 4th August 1964.

Rose at 0700hrs and spent day in SENAMRAE village making craft ready for tomorrow. The Aid Post Assistant Walter Abua conducted me on a tour of the roadwork being done in the area. A test run was made of the outboard motor in the dinghy. No1924 Sen Const DUNA and his seven carriers stayed in SENAMRAE as he was continuing on to NINGERUM.

Wednesday 5th August 1964.

Breakfasted and left SENAMRAE at 0800hrs, arriving at ATKAMBA U.F. Mission at 1130hrs. T/Const KEWENG, the Agriculture Assistant and carriers were taken care of in the village, while I was treated to lunch by Mr G. BARTLETT of the mission and his wife. ATKAMBA was left at 1330hrs and we turned into the Fly River at D'Albertis Junction at 1500hrs. A little engine trouble at about 1730hrs was experienced and running aground at the 'Cut Through' (due to my lack of fluency in Motu) were our only setbacks and KIUNGA was reached at 1900hrs. The canoe was unloaded and the Police and carriers dismissed.

Sailing Time- SENAMRAE TO KIUNGA
=8hrs 30mins.

End of Diary.

OBSERVATIONS and IMPRESSIONS:

Native Affairs:

Due to a number of factors i.e. the general climatic conditions, topography of the area, lack of population and the large area over which this small population is spread, administration has and always will be a very slow process, unless accelerated by astronomical financial aid. The difficulty of regular contact with these people is a great pity, but, unfortunately unavoidable. They are, generally speaking a happy people and willing to offer their services as Administration labour, such as carrying or roadmaking

To my mind the 'bush' people are of a far better type, being cleaner and possessing some dignity, than the young men who make it their business to hang around the station for work. This has its exceptions of course! Whether only the no-goods leave the villages or they are influenced by a few types already on the station is a moot point. The majority of men from both SIUKNAI and SENAMRAE seemed to be absent when the Patrol passed through presumably working with Mr Edwards on the SENAMRAE-NINGERUM road.

/The village women.....

Native Affairs: (cont)

The village women, although seemingly shy never failed to come forward hesitatingly to offer food and firewood to the Patrol.

There seems very little friction between the varying factions in the area as was observed at the scene of the new road, where Ungerums and Ningerums were working together in apparent harmony, and the carriers and police were well received. Transport across the Ok Mart to the village was readily and cheerfully offered by the local men, who put aside their tasks to do the job.

There should be no opposition to a united effort in the formation of a L.G.C., but, as mentioned above a closely knit council would be nigh on impossible as outlying councilors would have great distances to cover for any central meeting. For this reason the transfer of the Sub District Office from KIUNGA to NINGERUM and the construction of good light vehicle roads centering on Ningerum is unsurpassed. The people are still extremely 'bushy' in outlook, having very little contact with outside happenings. The issue of radios to all villages as in the KIWAI area will help bring these people into the 20th century. This is of premier importance in this area being a section of the much vaunted 'Border' area. Most of the people are aware of the Indonesian influence in 'Irian Barat' but generally treat it with indifference as though it were on the other side of the world (which it could be as far as it concerns them at present) Though at the moment the general idea is that the Administration are the 'goodies' and the Indonesians are the 'baddies'. As childish as this sounds I am of the mind that even if this impression is not actually fostered it should not be condemned.

Economic Development:

The economic development in the area is, unfortunately, very low. The soil being particularly poor and extremely waterlogged. The staple crop is Sage, and due to the distances involved has no economic value. This aspect of acute lack in the fields of marketing is a serious setback to any economic attempt at all in the region.

There is an abundance of good timber but the nature of it is such that, although the conditions are ideal to suit a similar scheme as used in Canada, in the floating of timber down the waterways to market, the local timber is of an extremely dense type and will not float. The use of large flatbottomed barges may offer some solution but the cost would be far beyond the resources of the people at the moment.

There are a great number of ventures, economically sound that these people could turn to, but all suffer from the one drawback, this being the lack of marketing facilities.

The Agricultural Assistant from Kiunga joined the patrol in order to check a small coffee plot at Senamrae. The results were not very startling as the beans were of a rather inferior quality. Not being a botanist I can offer no suggestions as to why the crop was not successful.

/The missions at both.....

Economic Development: (cont)

The Missions at both Kiunga and Atkamba have introduced cattle with seemingly great success as all the animals are putting on weight and look very healthy. In addition to cattle the Atkamba Mission has a few goats, which are doing exceptionally well except for a little foot rot. These would be quite a reasonable village animal as they need little care and no imported food. They would supply the people with both meat and fresh milk thus adding some very important elements to their rather staid diet.

Health:

Considering the diet the general health seems good, apart from the prevalence of tinea imbrocata. The Missions and an Aid Post at Senamrae seem to be doing their job successfully.

Education:

All education in the area is in the hands of the missions who are doing a creditable job. But I think the introduction of an Education Department School to take the brighter children, after they finish at the mission school, to a higher degree of learning would be a great help in producing some leaders of education in the community.

Transport:

The means of travel is mainly by canoe as a fine river system prevails. Inter village tracks are in very good condition except where they pass through sago swamps and in areas subject to flooding. Bridges are generally good, many with hand rails etc.. The Senamrae- Ningerum road, up to its present stage of development, is quite good but I think that possibly trees from too close to the edge of the road leading to severe erosion on the slopes.

are being removed.

Conclusions:

The overall picture of the area is very good and administration is progressing, now at a far greater rate than before due to an increase in finance and interest brought to the area on account of its geographically strategic position.

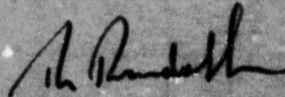
The objects of the patrol were fulfilled.

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A Report on Patrol Personnel:

Reg No. 1924 Sen Const DUNA Excellent! An extremely capable and cheerful man

Reg No. 11347 T/Const KEWENC quite good, but as yet not very experienced. He has local affiliations which tend to show in a certain lack of bearing.


(R.E. Randolph.)
Cadet Patrol Officer.

DUBLICATE



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of WESTERN Report No. 2 of 64-65

Patrol Conducted by R.E. Randolph C.P.O.

Area Patrolled KIUNGA-NINGERUM-Kiunga-NINGERUM-MOIAN C.D.-KIUNGA

Patrol Accompanied by Europeans TWO (PART)

Natives THREE (minimum)

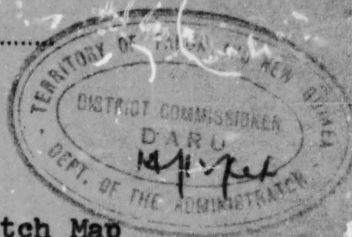
Duration—From 17/10/1964 to 30/10/1964

Number of Days 14 (Fourteen)

Did Medical Assistant Accompany? Yes part

Last Patrol to Area by—District Services 2/1963

Medical 4/11/1962



Map Reference Fly River Fourmil and Ok Tedi Sketch Map

Objects of Patrol To case goods to Ningerum P.P. and to meet Mr O'CONNOR to complete the moian Patrol with him.

Director of Native Affairs,
PORT MORESBY.

Forwarded, please.

/ / 19

District Commissioner

Amount Paid for War Damage Compensation £.....

Amount Paid from D.N.E. Trust Fund £.....

Amount paid from P.E.D.P. Trust Fund

17-2-24 (1)

(12)

67-3-24

19th February, 1965.

The District Commissioner,
Western District,
DARU

PATROL REPORT NO. 2 - 1964/65 - KIUNGA

Receipt of the above mentioned report together with your covering memorandum is acknowledged with thanks.

I was extremely interested to hear of the use of "jet boats". Will you please send me further information on their use such as, speed, load capacity, fuel consumption and approximate cost.


(J.K. McCarthy)
DIRECTOR

67. 3. 24 (11)



TERRITORY OF PAPUA AND NEW GUINEA

Telegrams DISADM

Telephone ATC:ROV

Our Reference 67-5-1

If calling ask for

Mr.....



Department of District Administration,
Western District,
DARU.

24th December, 1954.

The Director,
Department of District Administration,
KONDUBU.

KIUNGA PATROL REPORT NO. 2-67/65

Attached find a report submitted by Mr. Cadet Patrol Officer Randolph covering fourteen (14) days ferrying work between Kiunga and Ningerum.

Mr. Randolph's comments in respect of transportation problems have been noted. It is hoped that the Ningerum Airstrip will soon reach a stage where the bulk of supplies may be delivered direct by air. The factors involved in ferrying over these swift running rivers is fully appreciated and the zeal of the young officers carrying out this important task needs no further commendation.

Mr. Edward's comments in regard to the lay out of the report is agreed with. I have little doubt that Mr. Randolph will show a continued improvement as he gains confidence in using a typewriter and dictionary.

Camping allowance claims have been certified for payment.

F. A. Bensted
(F. A. BENSTED.)
DISTRICT COMMISSIONER.

TERRITORY OF PAPUA AND NEW GUINEA

10

Ref: 67-1-2

Sub District Office,
KIUNGA,
Western District.

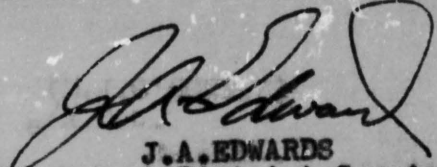
10th December, 1964

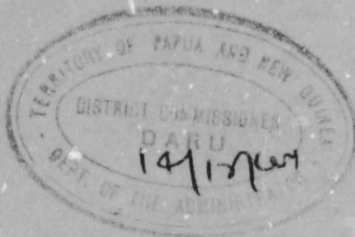
The District Commissioner,
Western District,
DARU.

KIUNGA PATROL REPORT No. 2/64-65.

Attached please find three copies of the above report as submitted by Mr. R.E. RANDOLPH.

2. A separate report covering the supply of NINGERUM by powered canoe has been submitted by NINGERUM and this report therefore calls for little comment.
3. The report is neat enough in appearance and the numerous typing errors can be split fifty/fifty between machine and man. Mr. RANDOLPH still needs to pay more attention to his spelling, punctuation, and expression which tend to mar an otherwise good report. The necessity to check through all work for errors, prior to presentation, will be brought to Mr. RANDOLPH's notice.
4. The report contains some shrewd observations and it is evident that Mr. RANDOLPH is getting the 'feel' of the area.
5. I take this opportunity ~~to~~ to express NINGERUM's appreciation of the assistance given by the KIUNGA Staff in re the matter of supplies.


J.A. EDWARDS
a/Assistant District Commissioner.



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Sub-district Office,
KIUNGA,
Western District.

23rd October, 1964

Mr R.E. Randolph,
Cadet Patrol Officer,
KIUNGA.

PATROL INSTRUCTIONS

On your return to Ningerum Patrol Post, I require you to return with the canoe and motor to EREKTA where you will meet me and accompany me to the completion of the Moian Patrol.

You should take with you one local constable I suggest Const. KEWENG, I want you to meet me on the afternoon of the 29th October at EREKTA.

En route to EREKTA please call at the villages

of MARAPKA No1, IOGI, MARAPKA No2, BONGABUN, ZKONKORDA, ARAN No1 and ARAN No2. I leave it to your discretion where you camp. You should expect to spend two days on the trip.

Please inspect all these villages and check for any disputes. I also want you to make a selection of five couples for the Adult Education Course commencing on 2nd of November. I would prefer mature but young couples but I leave that to your discretion.

You should expect to return to Kiunga on the 30th of October.

(M.J.O'CONNOR)
a/A.D.C.

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THE TERRITORY OF PAPUA AND NEW GUINEA

Sub-district Office,
Kiunga,
Western District.

30th November 1964.

The Officer-in-charge,
Kiunga.

Patrol Report Kiunga No2 of 1964/1965

OF the fourteen day patrol to Ningerum Patrol Post and
the Moian Census Division.

Officer Conducting:- R.E.Randolph C.P.O.

Personnel Accompanying:- M.J.O'CONNOR a/ADO

P.J.McKenzie P.O.

Const MIRA (Ningerum)

Walter Abua A.P.O.

Const SAHI (Kiunga)

N.B. Mr O'CONNOR took various police and
interpreters with him on the Moian Patrol

Duration of Patrol:- 17/10/64 to 30/10/64 -

14 days

Objects:-To shuttle cargo by canoe to Ningerum
Patrol Post and on completion of this to join Mr O'connor
for the completion of the Moian Patrol.

Map Reference:-Sketch map attached.

INTRODUCTION :

This Patrol was divided into four sections :-

(a) The first Kiunga to Ningerum and return cargo shuttle
with Mr McKenzie P.O.

(b) The second Kiunga - Ningerum shuttle also with
Mr McKenzie P.O.

(c) The return from Ningerum was spent visiting villages
on the Ok Tedi River as per Patrol instructions.

(d) The meeting of a/ADO Kiunga at EREKTA village
on the 29th of November. He was accompanied by
myself for the remainder of the patrol.

As can be seen, the majority of the patrol
(parts a and b) were of a specific nature and
any forthcoming comments are limited to more or
less 'technical' details of the actual river trip
itself.

Part (c) was carried out as per Patrol Inst-
ructions regarding a cursory inspection of village
sites and the choice of a number of couples to attend
the Adult Education Course in Kiunga

Introduction :- (cont.)

Part (d) involved the visiting of one village therein conducting a routine census and inspection

DIARY:-

Saturday 17th October:-

1230hrs Depart Kiunga per canoe and outboard.
 1415hrs Arrive D'Albertis Junction.
 1730hrs Arrive Atkamba U.F.M.
 1845hrs Arrive BONGABUN village . Slept.

Sunday 18th October:-

0630hrs Depart BONGABUN village.
 0845hrs Passed junction of Ok Mart and Ck Tedi rivers .
 1015hrs Arrive IOGI village. Deposited 44 of benzine for return trip.
 1130hrs MARAPKA village, river extremely fast.
 1500hrs Arrive MENDUA village.
 1700hrs Arrive at rapids too fast to be negotiated by canoe. A camp was set up with the canoe in a back water and the out board placed on the tradewind dinghy.
 1715hrs NINGERUM reached .

Monday 19th October:-

0800hrs Carriers leave Ningerum.
 0845hrs Carriers reach canoe place.
 0900hrs Canoe unloaded and cargo set off back to Ningerum.
 1015hrs Cargo arrives at Ningerum.
 Day spent looking over Ningerum station.

Tuesday 20th October:-

0800hrs Airstrip work and radio repairs Ningerum.

Wednesday 21st October:-

0800hrs Erecting new radio aerials and tuning A510 at Ningerum.

Thursday 22nd October:-

0645hrs Departed Ningerum by Tradewind dinghy.
 0700hrs Arrived at canoe and attached outboard to same.
 0715hrs Departed canoe place .A quick run down river stopping at IOGI and ATKAMBA.
 1830hrs Arrive Kiunga.

Friday 23rd October:-

0830hrs Accompanied Mr O'Connor to PUIN village to start MOIAN Patrol.
 1030hrs Loaded canoe in preparation for second Ningerum shuttle.

Saturday 24th October:-

0700hrs Departed Kiunga via large canoe.
 1200hrs Arrive ATKAMBA U.F.Mission. Loaded goats and seed coconutsetc, for Ningerum.
 1400hrs Depart ATKAMBA.
 2000hrs Arrive SENAMRAE village off loaded Passengers (police wivesetc,..)

Sunday 25th October:- /

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Sunday 25th October:-

- 1700hrs Depart SENAMRAE village.
- 1200hrs Arrive IOGI village Patrol duties conducted and couple asked to attend Adult Education Course in Kiunga
- 1800hrs Arrive fast rapids, canoe left in backwater in the care of Constables MIRA and SAHI
- 1830hrs Left canoe and departed via tradewind.
- 1845hrs Arrive Ningerum Patrol Post.

Monday 26th October:-

- 0800hrs Carriers leave Ningerum.
- 0845hrs Canoe place reached.
- 0900hrs Canoe unloaded and cargo transported to Ningerum.
- 1015hrs Cargo arrives Ningerum. Day spent on Ningerum station.

Tuesday 27th October:-

- 0700hrs P.O. McKenzie left Ningerum via Tradewind and outboard to pick up cargo from SENAMRAE village.
- 0900hrs Const SAHI and myself left Ningerum to walk down to canoe place.
- 0945hrs Canoe reached and prepared for trip.
- 1030hrs Set off down stream paddling canoe.
- 1400hrs Met P.O. McKenzie at MARAPKA village sent Const SAHI and labour on to IOGI village with canoe. P.O. and self returned to Ningerum in the Tradewind.
- 1615hrs Arrive at Ningerum/

Wednesday 28th October:-

- 0900hrs Depart Ningerum via Tradewind.
- 1200hrs Arrive IOGI village, pick up two couples for Adult Education Course.
- 1400hrs Arrive at YERAN (MARAPKA No2) No couples available, Const SAHI left to accompany chosen pair to Kiunga.
- 1500hrs KONKONDA village checked and a couple chosen to attend course.
- 1600hrs BONGABUN village checked and candidates taken aboard.
- 1700hrs ATKAMBA Mission reached, passengers offloaded. Slept at Mission.

Thursday 29th October:-

- 0600hrs ATKAMBA River right down, canoe left high and dry, refloated.
- 0730hrs ARAN No 2 Village checked and couple chosen for course.
- 0930hrs ARAN No 1 Village checked.
- 1220hrs Arrive at EREKTA village Met a/ADO at village, all patrol gear loaded onto canoe and transhipped to KAWOK.
- 1630hrs Arrive at KAWOK village and slept the night.

Friday 30th October:-

- 0800hrs a/ADO conducted census and village inspection.
- 0830hrs KAWOK left.
- 1200hrs Arrive at KIUNGA. Patrol dismantled.

END OF DIARY.

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Our

F. M.

page 4

OBSERVATIONS AND IMPRESSIONS

Native Affairs:-

Before this patrol I was definitely of the mind that Ningerum Patrol Post would make a better Sub-district office than Kiunga, being in an area of greater potential and surrounded by a far denser population. But the establishment of the headquarters at Ningerum has one unsurmountable obstacle, that of the problem of supply. This lack of supply was the driving force behind the instigation of the cargo shuttles. To have the headquarters based at Ningerum would mean a drastic split in organisation, with the administrative center at Ningerum and the supply center at the northernmost point of permanent navigability for reasonably large vessels, Kiunga.

The shuttleing of relatively large amounts of essential cargo up the Ok Tedi by Mr McKenzie and myself has shown that it is an extremely effective method of supplying a Patrol Post, but the cost in manpower and materials for supply by this method, of a sub-district headquarters would most likely prove prohibitive.

The only requisites needed for this work are relatively powerful engines, to negotiate the fast water and, this is of essential importance especially in the upper reaches of this shallow snag infested river, short shafted underwater gear. It is the opinion of Mr Sage, O.I.C. Kiunga that a lack of the latter is the cause of the damage inflicted upon the K.B.S. 40hp Evinrude outboard in previous attempts to breach the Ok Tedi.

Since the Patrol numerous suggestions have arisen on more efficient, faster methods of river shuttleing. One or two of these may bear a little thought :-

(a) As the big canoes are extremely heavy and unwieldy, 'BRIGETTE' is 63 feet long and weighs around two or two and a half tons, one suggestion put forward was to construct Marine Plywood canoes of very light and strong construction. Commercial plans for these are available and they have been successfully used on fast Canadian rivers for food carrying and other heavy loads.

(b) The use of 'jet boats' has a certain amount of appeal amongst some of the officers. O.I.C. Mr Sage has the materials and is constructing a 17' one for his own use and Mr B. Tucker a Missionary from Runginae U.F.M. has had one for some time which, although grossly underpowered and is thus no speed boat, is able to operate, without fear of damage in less than 6" of water.

Still even with the existing equipment the cargo shuttles are without a doubt the cheapest and most efficient method of supply to Ningerum (and also, as is happening now, of supplying helicopters from base camps.)

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Native Affairs (cont)

The Iungum people of the OkTedi region seem to be of a good type. Their villages are neat and they themselves look to be healthy types of individuals. They are quite a happy group, not having an extremely affluent society may have definite advantages, always tending to be as helpful as possible towards the Patrol.

All or most of the people on the Ok Tedi and Ok Mart rivers, and of course the Fly, are literally busting for some work to do, they don't seem to be very worried as to the nature of the work as long, it seems, as they can earn some money. A number of the inhabitants asked whether they could start pit sawing timber again as they did in Mr Bottrills time, it is quite a good money earner, they are paid 1/- per running foot of sawing, the people were given the affirmative as, with a bit of a building spree on the station at Kiunga, there is a definite market for materials that would otherwise cost so much if transported up from the Oriomo sawmill.

I am quite sure that any type of economic venture will be successful if the people are shown that the Government is interested in them.

A really good response was obtained from the people in the quest for couples to attend the Adult Education Course in Kiunga and most villages were anxious to see one of their young men and his wife attending.

As mentioned in paragraph one all the villages were quite neat and tidy and no complaints were brought forward.

Economic Development.-

Economic development, as always has been in the Western District, is a slow and tedious process the battle for survival in this sodden tract of land is not exactly conducive to developing new interests, to raise the people out of their torpor needed a huge impetus which fortunately 'civilisation' could supply, that being of course the need for money, with the coming of traders and stores of various kinds, the people have realised that a lack of the necessary means missing out on a lot of new advantages.

This growing sense of 'missing out' has instilled in them urge to find or be told some way of bettering their lot.

This could be observed in the way faces fell when told of the coffee restrictions in the border areas. The reaction to Mr Murrie - D.A.G. was quite amazing and his talk on rubber was well received, the locals have heard about rubber before, there being a thriving rubber plantation at MINDIPTANA in Irian Barat when under Dutch rule whether this is still in operation is not known but it is well known on this side.

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Economic Development (cont)

Also the announcement that an Agricultural Officer would be permanently stationed at Kiunga in order to instigate and maintain a rubber nursery has caused much speculation of things to come.

Health:-

As said before most villages were very neat and tidy with a high standard of sanitation prevailing. The peoples general health seemed quite reasonable apart from the usual tinea.

Education:-

All education is in the hands of the missions, mainly the U.F.M. in the Ok Tedi area. Although they are doing a terrific job in the worst of conditions a syllabus following more of an agricultural line would benefit the people to a greater extent. N.B. The U.F.M. is, I believe starting an agricultural school at their Pangoa station.

Transport:-

All travel during the Patrol, apart from a 45min walk at Ningerum, was by canoe and the relevant details were covered under Native Affairs

Conclusions:-

The portage of cargo from Kiunga to Ningerum by canoe is now not only feasible but a solid reality and to date is the most efficient method of transportation.

The venture was indeed a great success, with approximately five tons of essential cargo being shifted.

The Patrol Instructions were carried out correctly.

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A Report On Patrol Personnel:-

Const MIRA (Wingerum) A good canoe man and willing worker.

Const SAHI (Kiunga) A pleasant character reasonable in canoes.

Aid Post Orderly Walter Abua A Kiwai lad very good on the water.

Randolph
(R.E. Randolph.)
Cadet Patrol Officer.