

NATIONAL ARCHIVES & PUBLIC RECORDS SERVICES  
OF PAPUA NEW GUINEA

# **PATROL REPORTS**

DISTRICT: MOROBE

STATION: Finschhafen

VOLUME No: 21

ACCESSION No: 496.

1969 - 1970

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# Papua New Guinea Patrol Reports

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REGIONAL ARCHIVES OF P.N.G. - WILSONIANI.

FATROL REPORT OF: FINSCHAFEN MOROBE

ACC. No: 496.

Volume No: 21 ..... 1969/70 ..... Number of Reports: 6 .....

PERORY No: <i>FINSCHAFEN</i>	FOLIO	OFFICER CONDUCTING PATROL	AREA PATROLLED	MAPS/ PTG	PERIOD OF PATROL	FICHE No:
[1] 2 OF 1969/70	1-13	M. SLEUEH P.O	PART YABIM CENSUS DIVISION	MAP	4.11.69 - 22.11.69	
[2] 3 OF 1969/70	1-11	W.P. ELDER APO	PART KOTE CENSUS DIVISION	MAP	4.11.69 - 5.12.69	
[3] 4 OF 1969/70	1-9	G. J. WHITE APO	PART KOTE CENSUS DIVISION	MAP	18.11.69 - 19.12.69	
[4] 5 OF 1969/70	1-2	W.P. ELDER APO	BONGA		2.3.70 - 5.3.70	
[5] 7 OF 1969/70	1-14	B. J. KELLY ADO	PART KOTE CENSUS DIVISION		4.5.70 - 22.5.70	
[6] 8 OF 1969/70	1-12	J. BRADBURY	FINSCHAFEN L.G.C		12.5.70 - 28.5.70	
[ ] <i>STABUM</i>						
[7] 1 OF 1969/70	1-32	G. J. WHITE CPO	DEDUA CENSUS DIVISION		4.8.69 - 15.8.69	
[8] 3 OF 1969/70	1-2	M. P. SLOUGH PO	KALISA & PART DEDUA CENSUS	MAP	25.11.69 - 17.12.69	
[9] 4 OF 1969/70	1-12	M. P. SLOUGH PO	PART KALISA & PART DEDUA	MAP	30.1.70 - 9.2.70	
[10] 5 OF 1969/70	1-6	W.P. ELDER	DEDUA CENSUS DIVISION		2.6.70 - 5.6.70	
[ ]						
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[ ]	66					

MOROBE DISTRICT PATROL REPORTS  
1969-1970

FINSCHHAFEN & SIALUM

<u>Report No.</u>	<u>Officer conducting Patrol</u>	<u>Area Patrolled</u>
<u>FINSCHHAFEN</u>		
2-69-70	M. Slough	Part Yabim Census Division
3-69-70	W.P. Elder	Part Kotte Census Division
4-69-70	S.J. White, A.P.O	Part Kotte Census Division
5-69-70	W.P. Elder, A.P.O	Bonga Area
7-69-70	B.J. Kelly	Part Kotte Census Division
8-69-70	J. Bradbury	Finschhafen Local Government Council
<u>SIALUM</u>		
1-69-70	S.J. White	Dedua Census Division
3-69-70	M.P. Slough	Kalasa and Dedua C.D.
4-69-70	M.P. Slough	Part Kalasa and Part Dedua Census Division
5-69-70	W.P. Elder	Dedua Census Division



TERRITORY OF PAPUA AND NEW GUINEA

Sheet **PATROL REPORT**

District of FINSCHHAFEN PATROL No. 2-59/70.

Patrol Conducted by

Area Patrol 1. FINSCHHAFEN SUB DISTRICT

Patrol Area 2. MOROBE DISTRICT

Duration—From 3. Natives COUNCIL AREA / / 19 to / / 19

4. M. SLOUGH Number of Days

Did Medical Assistant 5. PATROL OFFICER

Last Patrol to Area by—District Secretary 6. YABIM CENSUS DIVISION (PART)

Map Reference 7. NONE

Objects of Patrol 8. 5/11/1969 to 22/11/69 (BROKEN)  
16 DAYS

Director of District Administration  
9. PORT MCG 2/6/69 to 16/6/1969 - 14 DAYS

- Forwarded, please
10. 1. SUPERWISE ROAD WORK
  2. PEG ROAD ROUTE
  3. REPAIR OLD ROAD
  4. SITUATION REPORT
  5. STRIP REPORT

11. VILLAGE POPULATION REGISTERS NOT ATTACHED

12. SKETCH MAP ATTACHED.

*[Handwritten signature]*  
13/11

GFR:HC

10

67-4-51  
Division of District Administration  
KOMERONTI, Papua.

3rd February, 1970.

District Commissioner,  
Morobe District,  
LAE.

PATROL EINSCHWAFEN NO. 2/69-70

Your reference is 67-2-2 of 13th January,  
1970.

I acknowledge with thanks receipt of  
Situation Report by Mr. M. Slough, Patrol Officer,  
to part YABIM Census Division.

The comments adequately cover the matters  
arising from this patrol.

Whilst reasonable progress has been made  
on this road, it does appear as though the project  
has not gained the full support of the people.

(S.J. PEARSALL)

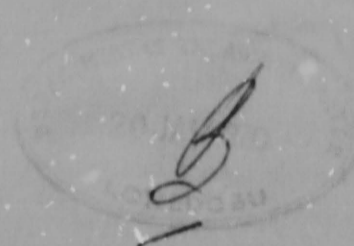
Secretary  
Department of the Administrator

C.C.  
Mr. M. Slough,  
District Office,  
LAE, Morobe District

Whilst political education is a continuing  
process it is becoming a more specialised task, and  
you are still expected to participate fully in its  
extension at every opportunity.

67.4.51 (a)

67.2.2



Division of District  
Administration,  
Morobe District,  
L.A.S.

13th January, 1970.

The Assistant District Commissioner,  
Sub-district Office,  
FINSCHAFEN.

FINSCHAFEN SPECIAL PATROL NO.2-69/70

Thank you for the above Special Patrol Report.  
I have little to comment on this Report.

It is fortunate that the coronous bed has been  
located at the road-head and there is mention elsewhere  
that it is considered essential for the carrying of road  
surfacing material to be kept to an absolute minimum.

It would appear that the Council needs to alter  
its thinking with regards to this area and they should be  
told in no uncertain terms that self-help is essential if  
people are to progress. I am disappointed with the attit-  
ude displayed by the Councillors themselves, to this project.

The matter should be discussed at the next Council  
meeting.

(H.P. SEALE)  
District Commissioner

→ C.C. The Secretary,  
Department of the Administrator,  
KONEDOBU.

Two copies of the above report together with  
comments of the Assistant District Commissioner, are  
forwarded for your information.

I have few comments on this Report, undoubtedly  
a great deal of difficulty will be experienced in this  
area with regard to road construction. However, it is  
essential that we get a road around to OLIGADU. At the  
end of the month, the new wharf at BUA, some two miles west  
of MALASIGA, will be opened and I am arranging to have  
Councillors along this coast come to the opening. This  
may give them some incentive to try harder.

(H.P. SEALE)  
District Commissioner

Att:

67-1-2

8

SUB DISTRICT OFFICE  
FINSONHAFER  
MORDEB DISTRICT.

24th December 1969.

The District Commissioner,  
Morobe District,  
LAL.

FINSONHAFER PATROL NO. 2- 69/70.

Attached are four copies of the report from Patrol Officer,  
M. Slough.

Little comment is needed on the report.

It is anticipated that three miles of road will be bermed,  
cut, drained and culverted this financial year. It is also  
anticipated that 1 1/2 - 2 miles of road will be surfaced, thus  
making it all weather.

The Council will be writing to the Local Government Engineer  
asking for survey of the bridge over the Busiga ~~area~~ which  
should be submitted in the R. D. Fund plan, for 1971/1972.

Mr. Slough will be unable to report on leadership within the  
area due to his transfer and then going on leave on the 23rd  
March 1970.

  
(R. G. HILL)

ASSISTANT DISTRICT COMMISSIONER.

Atts



67-1-2

SUB DISTRICT OFFICE  
FINSCHHAFEN  
MOROBE DISTRICT.

24th December 1969.

The District Commissioner,  
Morobe District,  
LAE.

FINSCHHAFEN PATROL NO. 2- 69/70.

Attached are four copies of the report from Patrol Officer,  
M. Slough.

Little comment is needed on the report.

It is anticipated that three miles of road will be benched,  
cut, drained and culverted this financial year. It is also  
anticipated that  $1\frac{1}{2}$  -  $1\frac{3}{4}$  miles of road will be surfaced, thus  
making it all weather.

The Council will be writing to the Local Government Engineer  
asking for survey of the bridge over the Busiga River which  
should be submitted in the R. D. Fund plan, for 1971/1972.

Mr. Slough will be unable to report on leadership within the  
area due to his transfer and then going on leave on the 23rd  
March 1970.

*R. C. Hill*  
(R. C. HILL)

ASSISTANT DISTRICT COMMISSIONER.

Att:

67-1-2

SUB DISTRICT OFFICE  
FINSCHHAFEN  
MOROBE DISTRICT

31st. October 1969.

Mr. M. P. Slough,  
Sub District Office,  
FINSCHHAFEN.

FINSCHHAFEN PATROL No. 2/69-70

Please be prepared to depart on patrol on 4th November 1969 for an indefinite period for supervision of the Malatiga/Mongi Road and routine administration in that area. Your specific duties are detailed below:-

1. Split your labour force into two putting some for one week on the road previously constructed to clear up the ravages of the wet season.
2. Peg the road from the present roadhead to the Mongi River and also do a strip report on this section. You will find that you will have to leave the coastal plain in parts as it is too wet and it appears that it cannot be drained very easily. The road then will have to come in the foothills for much of the way.
3. Supervise construction of the road that you are pegging.
4. Carry out all routine administration matters in that section of the Yabim Census Division.

As the patrol will be a continuing one for three to four months, I will require monthly -

1. Situation Report.
2. A report on the road. (This is separate from your strip report.)

By the middle of January I would like you to have prepared and typed a report on leadership in the area and relations between the various leaders, e.g., who leads in which activities, relationship of the councillor to these leaders, any decision making groups, their constitution and relation with other decision making groups, etc. etc.

You may return to the station each Saturday morning and return to your patrol on each Monday morning.

*R. C. Hill*  
(R. C. HILL)  
ASSISTANT DISTRICT COMMISSIONER.

c.c. District Commissioner, Morobe District, Lae.

67-1-2

(6)  
SUB DISTRICT OFFICE  
FINSCHHAFEN  
MOROBIS DISTRICT.

22nd December 1969.

The Assistant District Commissioner,  
Sub District Office,  
FINSCHHAFEN.

FINSCHHAFEN PATROL No. 2 - 69/70.

Attached herewith are six copies of patrol report  
Finschhafen No. 2 69/70 together with claims for camping  
allowance.

A strip report on the road has been handed to Mr. B.  
Henao for his action in preparing the tracing.

As a result of the greatly reduced period spent on the  
road, i.e. three weeks instead of three months, a comprehensive  
report on leadership in the area as instructed cannot be  
prepared. Only two councillors were present at the road during  
the three weeks, and the workers, who changed every week, con-  
tained no leaders amongst them. The leaders obviously delegated  
the task of roadwork to the villagers; they themselves did not  
come to the roadwork.

For your information, Sir.

*M. Slough*

(M. SLOUGH)  
PATROL OFFICER.

Att:

(5)

FINSCHHAFFEN PATROL NO. 2 69/70.

PATROL DIARY

- 4/11/69 Packed patrol gear, sent by truck to Malasiga. Gear carried to Busiga village. Checked on number of roadworkers. Visited villages on road to Finschhafen to chase up malingersers. Slept Busiga.
- 5/11/69 Checked on roadwork. Marked about 200 yards further road to be worked. Commenced road repairs on completed road. Slept Busiga.
- 6/11/69 Checked on roadwork in morning and afternoon. Commenced doing draft report on Pindiu Patrol No. 3-69/70. Slept Busiga.
- 7/11/69 Returned Finschhafen in morning to talk to council meeting on roadwork progress.
- 8/11/69  
9/11/69 At Finschhafen.
- 10/11/69 Patrol gear packed. Arrived roadhead 10 a.m. Some gear short - pay for last weeks workers demanded. Returned to Finschhafen in afternoon to see A.D.C. re workers pay - trailer repairs - grader and more tools. Returned roadhead at 3.30 pm. Slept Busiga.
- 11 /11/69 Checked on roadwork during day. Worked on draft report on Pindiu Patrol No. 3-69/70.
- 12/11/69 Checked on roadworkers. Checked on grader work. Draft report Pindiu patrol No. 3-69/70.
- 13/11/69 Checked on roadwork. Worked on patrol report.
- 14/11/69 Visited villages in morning distributing pay for previous weeks work. Surveyor A. Burchell installed at Busiga to survey road to Mange Village. To Finschhafen in afternoon to pick up pay for roadworkers.
- 15/11/69 A.D.C. Mr. R. Hill visited Busiga in morning. Returned to Finschhafen at 10 a.m. for weekend.
- 16/11/69 Sunday.
- 17/11/69 Spent morning completing details on area study. To Busiga in afternoon. Supervised roadwork. Slept Busiga.
- 18/11/69 Spent day supervising roadwork, a fulltime job because of many malingersers.
- 19/11/69 Bulldozer commenced roadwork, threw track in morning, to Finschhafen in morning to report same to A.D.C., then to Ted Foad's place at Nugidu to see him. Back to Busiga at 2.30 pm, shortly afterwards .. Foad arrived, attempted to replace track but no luck.
- 20/11/69 Track replaced on bulldozer. Continued roadwork supervision, bulldozer threw track again, to Finschhafen to report same to A.D.C. - returned to Busiga late afternoon.
- 21/11/69 Sighted surveyed route with A Burchell doing strip report during day. To Finschhafen at 3.30 pm to pick up workers pay.
- 22 /11/69 A.D.C. Mr. R. Hill arrived at Busiga to examine road route difficulties. To Finschhafen for weekend.

END OF PATROL.

4

ROAD REPORT

(1) ROAD PROGRESS:

Work was commenced in November on extending the road from the present roadhead about two miles further on from Malasiga Village on towards Busiga. Work had stopped at a point where the road was about two hundred yards from the beach and heading for Busiga Village a mile away. However, it was found that this route was completely unsuitable, the ground was of poor quality black soil and quickly turned into a quagmire once wet. It was decided to turn inland from the present roadhead and attempt to follow the foothills of the mountains not far inland from the coast.

A large pit containing excellent coronous was located at the roadhead and the Finschhafen council tractor and two trailers were utilized to cart the surfacing material back along the prepared road towards Malasiga Village. Wet season damage to this road was repaired and in the second week in November, the council grader commenced work on this two mile section of road. The carting of coronous to dump on the graded surface was slow but once this task is completed the road can be regarded as being serviceable during all weather and containing a hard smooth cambered service.

A D.M. bulldozer of some vintage arrived in the second week of November to start pushing the road ahead from its present position. It proved to be quite effective but unfortunately threw its track twice early in the piece which considerably slowed up the amount of work completed by it. However, this trouble appears to have been fixed and it is working effectively now. For a hire rate of \$7.00 per hour, it is quite an economical piece of machinery to use in the country it is working now. The main work is only moving earth, a job it does quite adequately and far more effectively, quicker and probably cheaper than the hand labour otherwise used.

PEGGING OF ROAD:

A road construction engineer, Alan Burchell, also arrived in the second week in November to survey the proposed route from the roadhead to Mange Village initially and eventually the Mongi River. He started by following the foothills and in seven days completed two miles, 2600 feet. Up to the Busiga River, a distance of about 1½ miles, the going is relatively straightforward, most of the culverts required along this section will probably only require 44 gallon drums. A low level bridge of approximately 70 feet width will have to be built across a small river along this section of road.

The Busiga River would require a bridge of one hundred feet length minimum, but as the water level is normally about four feet but considerably higher in the wet season with many large logs being carried down, a low level structure is not likely to be successful. A high level bridge would be extremely expensive so the most effective way to negotiate this water would be a large which would entail a cost of approximately \$5,000.

From the Busiga River on, the foothills of the mountains become very broken and many culverts would be needed. The route was therefore directed down from this area to lower ground but above the level of the sago swamps. No doubt this area of land will become awash in very wet conditions but it appears to dry out quickly and can be built up and drained. One section of sago swamp cannot be avoided, either a low level bridge of seventy feet or a structure to prevent the tide filling the swamp will be needed to negotiate this section. Once past this section some areas of coronous will have to be cut out before reaching the back along beside the coast. At this point the road emerges about 300 yards from Busiga Village, much to the villagers' satisfaction.

ROADWORKERS:

Labour for the roadwork was drawn from the eleven villages along the coast from Gingala village up to Tgedu village. Average weekly attendance to the roadwork was 90 people. This was a reasonable turn up, each person would average one weeks work on the road in a three week period.

Unfortunately, a constant watch had to be kept on many of the workers in an effort to get a good days work out of them. As soon as they were left to their own devices many simply sat down in the shade of trees until told to get into action again. Bringing an effective road maintenance rule into action would successfully deter these malingerers - at the present time not much force can be applied to them.

A shortage of tools hindered roadwork somewhat. Picks, axes and crowbars were needed to break up boulders and remove the tree stumps to ready a path for the bulldozer. An order was placed by the council for more equipment to rectify this situation but they have yet to arrive. Unfortunately, this shortage of tools was used as a common excuse for not doing a decent days work. Several individuals also claimed that the \$1.00 week pay for roadwork was a mere pittance. Still others complained about the shortage of food at the roadhead although few made any effort to bring any food - they expected the Busiga villagers to look after them en masse. The Firschhafen Council has decided to allocate \$5.00 each week towards purchasing food for roadworkers camped at Busiga, - they themselves are expected to bring enough food to feed themselves for three days in each week.

Overall the attitude of most of the roadworkers was disappointing. A few individuals were keen enough but a good many appeared to be under sufferance in attending. Only Busiga villagers appeared to be really interested and turning up in good numbers.

*M. Slough*  
(M. SLOUGH)

PATROL OFFICER.

11th December 1969.

SITUATION REPORT.

LOCAL GOVERNMENT COUNCILLORS.

Only two of the four councillors representing the eleven villages working on the roads made the effort to present themselves at the site. Both councillors GEVE from Busiga and PIAK from Sokaneng were in attendance every day to supervise work and maintain attendance rolls. However they had little success in getting the procrastinators engaged in a full days work; their frequent talks on the importance of roadwork did not have lasting effects on the majority - they soon lapsed into their old ways. However, GEVE seemed to be a reasonable type, interested in getting things moving, especially as the village was not far from the roadhead. PIAK was a little older and did seem to be less influential. However, he was interested enough to make an appearance on the site each day.

Having had nothing to do with the other two councillors, their qualities remain unknown, however, it was expected that they would make an appearance at the road site no matter how brief it may have been.

ECONOMIC:

Copra is the backbone of the economy in this area although the Malasiga and Kasanga villagers derive a reasonable income from their well known carvings. Both Namasu and F.M.D.S. come to the road head each week to purchase copra and sell sundry items. No doubt they appreciate the improvement in the road conditions. Ted Ford once was the sole purchaser of copra from this area years ago but has now dropped out of this activity.

FOODSTUFFS:

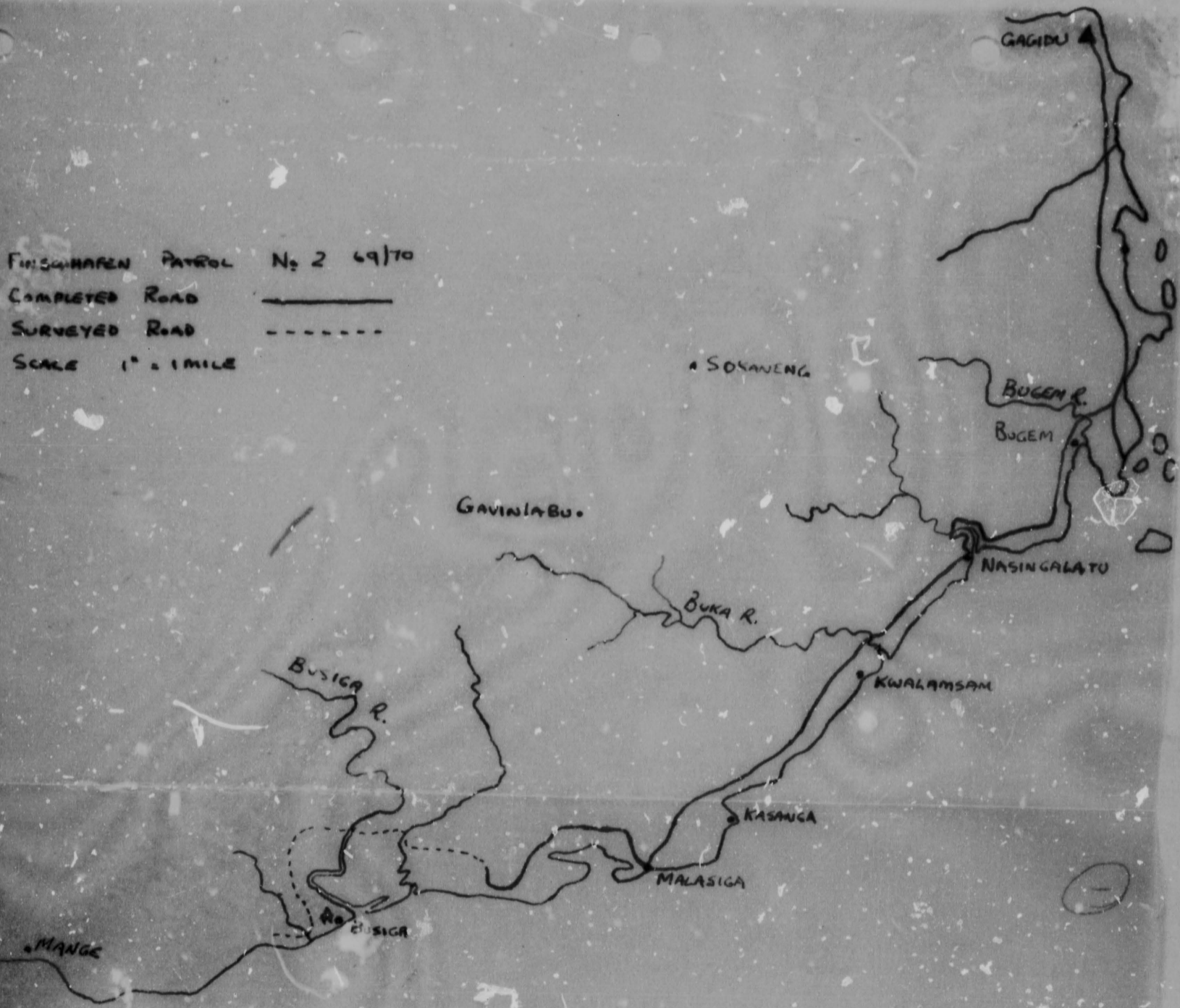
It appears as if the people of this area are quite dependant on tinned foodstuffs to supplement their diet of native food. Although most of the villagers are located next to the sea, little fishing is done, most of it comes from tins. The people seem quite reluctant to go canoe fishing despite the quiet seas at this time of the year.

SOCIAL:

Under this heading, the people appear to be reasonably well off. Most children of school age are attending schools throughout the area. Their health is satisfactory and they are close at hand to good health facilities and hospitals. Copra production gives the people a reasonably high income, thus a good deal of them have managed to travel around a bit and most men have been outside the area. Unfortunately, some have picked up some rather big headed characteristics in their travels and can be a little difficult to deal with. On the other hand, the people have a reasonable idea of what good communications can do for them - it is just a matter of their working at it.

MISCELLANEOUS: Nil.

FILSHAFEN PATROL No 2 69/70  
COMPLETED ROAD —————  
SURVEYED ROAD - - - - -  
SCALE 1" = 1 MILE





1. FINSCHHAFFEN PATROL NO. 3-69/70
2. FINSCHHAFFEN SUB DISTRICT
3. MOROBE DISTRICT
4. COUNCIL AREA
5. PATROL CONDUCTED BY W. P. ELDER
6. ASSISTANT PATROL OFFICER
7. PERSONNEL ACCOMPANYING PATROL - CONST. 1. HOEBELBOPE
8. DURATION OF PATROL - 4/11/69 to 5/12/69 (BROKEN PERIOD)
9. NINETEEN DAYS
10. DATE OF AND DURATION OF LAST D.D.A PATROL - 2/6/1969 - 16 DAYS
- 11.
12. OBJECTS OF PATROL:
  1. Supervise work on Bonga Road and commence work on new road from Bonga to Wareo.
  2. Routine Administration.
  3. Compile Situation Report.
  4. Compile Road Report.
  5. Compile Strip Report when Wareo Road is pegged by surveyor.
  6. Compile Report on leadership in the area - Mid. Jan.
13. POPULATION: 3,000

Director of District Administration,  
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 ....  
 .....  
 .....



TERRITORY OF PAPUA AND NEW GUINEA

KG 467.6.70

10

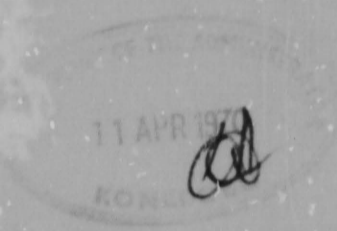
Telegrams-

Telephone

Our Reference 67-2-2

If calling ask for

Mr.



Department of the Administrator  
Division of District  
Administration,  
Morobe District,  
LAE.

8th April, 1970.

The Secretary,  
Department of the Administrator,  
Division of District Administration,  
KONEDOBU.

PATROL REPORT FINECHHAFEN NO. 3 1969/70

Your memorandum 67-6-70 of 23rd March, 1970  
refers.

I attach hereto copies of the comments by the  
Assistant District Commissioner, Finschhafen as  
requested.

*H.P. Seale*  
(H.P. SEALE)  
District Commissioner.

Encl.

*Q*  
*ml+*

67-1-2

Sub District Office,  
FINSCHHAFEN  
Morobe District.

2nd March 1970.

The District Commissioner,  
Morobe District,  
L.A.E.

FINSCHHAFEN PATROL NO. 3 - 1969/1970.

Attached please find copies of the above mentioned patrol submitted by Mr. W. P. Elder, Assistant Patrol Officer.


I have no idea why the report was not processed prior to this, as Mr. Elder advises that he submitted it shortly after completion of the patrol.

The main purpose of the patrol was to supervise construction work on the Bonga and Wareo Roads. Mr. Elder departed to-day to supervise further construction work on these projects.

To date, a total of \$873 in cash and \$2,158 in labour has been spent on the Wareo Road and \$231 in cash and \$528 in labour on the Bonga Road. Application for Rural Development assistance has been made for each of these projects, but to date no funds have been forthcoming.

With reference to the Situation Report, as I have been in the Sub District for only one week, I do not feel qualified to comment on it. However, the report appears straight forward and no contentious issues have been raised.

Claims for Camping Allowance have already been processed.

  
(M. F. CARROLL)  
Assistant District Commissioner.

GFB:HC

67-6-70  
Division of District Administration,  
KORORUA, Papua.

23rd March, 1970.

The District Commissioner,  
Morobe District,  
LAE

PATROL FINECHAFEN NO. 3/69-70

Your reference is 67-2-2 of 13th March, 1970.

I acknowledge with thanks receipt of Special Report  
by Mr. W.P. Elder, Assistant Patrol Officer of part  
KOTIS Census Division.

This short report contains some interesting material,  
and I am pleased with Mr. Elder's efforts.

The Assistant District Commissioner's comments were  
not attached. Please forward a copy as soon as possible.

(T.W. ELLIS)

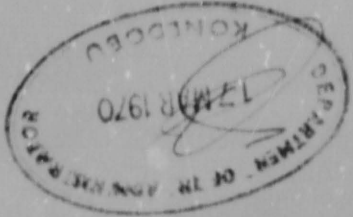
Secretary

Department of the Administrator

c.c.  
Mr. W.P. Elder,  
Sub District Office,  
FINECHAFEN,  
Morobe District

Whilst political education is a continuing process  
it is becoming a more specialised task, and you are still  
expected to participate fully in its extension at every  
opportunity.

67-6-70  
(7)



67-2-2

Division of District Administration,  
Korobe District,  
LAE.

13th March, 1970.

Assistant District Commissioner,  
Sub-District Office,  
FINSCHAFEN.

FINSCHAFEN PATROL NO. 3 OF 1969/1970

I acknowledge receipt of Finschhafen Patrol Report No. 3 of 1969/1970 conducted by Mr. W.P. Elder. I note that this report apparently lay dormant in Sub-District Office, Finschhafen, for some time prior to your arrival on posting. I am sure you appreciate the necessity for reports to be forwarded as soon as possible after completion of the patrol as a stale report loses all its value. Would you please advise Mr. Elder to avoid the use of pidgin words in official reports and correspondence. Mr. Elder appears to have carried out his duties in a competent manner.

(G.G. HARDY)  
a/District Commissioner

MINUTE:

→ The Secretary,  
Department of the Administrator,  
KONEDOBU.

Attached please find original and one copy of the above mentioned report together with covering comments by the Assistant District Commissioner.

  
(G.G. HARDY)  
a/District Commissioner

67-1-2

Sub District Office,  
FINSCHHAFEN.  
MOROBE DISTRICT

31st. October 1969.

Mr. W. P. Elder,  
FINSCHHAFEN.

FINSCHHAFEN PATROL No. 3-62/70.

Please be prepared to depart on patrol on 4th November 1969 for an indefinite period for supervision of the Wareo and Finschhafen North Coast Roads, and routine administration in that area. Your specific duties are detailed below:-

1. Split your labour force into two putting some for one week on the road previously constructed to clear up the ravages of the wet season.
2. The Wareo Road is to be pegged by a surveyor from Lae and when this has been completed, I require a strip report from Telegraph Hill to the expected roadhead.
3. Supervise construction of both roads.
4. Carry out routine administration matters but all magisterial matters must be sent to Finschhafen for hearing.

As the patrol will be a continuing one for three or four months, I will require monthly -

1. Situation Report.
2. A report on the road. (This is separate from your strip report.)

By the middle of January, I would like you to have prepared and typed a report on leadership in the area and relations between the various leaders, e.g., who leads in which activities, relationship of the councillor to these leaders, with any decision making groups, their constitution and relation with other decision making groups, etc. etc.

You may return to the station each Saturday morning and return to your patrol on each Monday morning.

(R. C. HILL)  
Assistant District Commissioner.

c.c. District Commissioner,  
Morobe District, LAE.

PATROL DIARY

- 4/11/69 Arrived Bonga lunch time. Slept Bonga.
- 5/11/69 Organised labour... Bonga Road. Slept Bonga.
- 6/11/69 Cleared Culverts and Drains. Returned Finschhafen 5.30 pm.
- 10/11/69 Started digging coronous for repair of road. Slept Bonga.
- 11/11/69 Picked up second tipper trailer for transportation of coronous. Slept Bonga.
- 12/12/69 Road Supervision. Slept Bonga.
- 13/11/69 Inspected first four miles of the old Wareo Army Road. Slept Bonga.
- 14/11/69 Song River Bridge closed due to recent floods. Inspected bridge - returned Finschhafen 4.30 pm.
- 17/11/69 Work on Bonga Road from Telegraph Hill to Bonga Village. Slept Bonga.
- 18/11/69 Started females working on Wareo Road. Slept Bonga.
- 19/11/69 Inspected Road to Lakona. Slept Bonga.
- 20/11/69 Labour transferred to Song Bridge. Started repairs. Slept Bonga.
- 21/11/69 Supervision of work Song Bridge. Returned Finschhafen.
- 1/12/69 Continued work on Song Bridge. Slept Bonga.
- 2/12/69 Started to change course of Wareo Road  $1\frac{1}{2}$  miles west of Bonga, gradient too steep. Slept Bonga.
- 3/12/69 Supervision Wareo Road. Slept Bonga.
- 4/12/69 Walked to Wareo. Inspected work on A.P.O. House. Committee meeting. Slept Wareo.
- 5/12/69 Walked from Wareo to Bonga. Returned Finschhafen. 4 pm.

People's Activities

One group of about 20 young men around November 10th working on the Song River, demanded more money. Said they did not receive and were fired, being replaced by men and women of Waigeo.

At Bonga there was a lot of talk from the people, however, with talks from the U.S. END OF PATROL. It seems to have improved and last week, work on the Wareo was done with vigour and interest. I feel the key to the situation is unemployment, and if this is not given they will quickly go back into their usual individual state.

*[Signature]*  
Assistant Patrol Officer.

PCAD REPORT

BONGA ROAD/WAREO ROAD - 8th December 1970.

A large part of the Song Bridge was washed away in a flood at the end of October. A work force was recruited, putting in the down stream side in preparation for a new cement apron. This is a major project and will take considerable time to complete in that stones will have to be carried from some way downstream. I suggest that work be carried out with speed in that the river can be blocked in preparation for the forming of concrete when the river is at a low level.

The road from the Song Bridge going north to Bonga has been graded, the grass cut back, drains cleaned out and coronous put on different parts of the road. I suggest that the grader be called in to work the section of the road down the mountain into Bonga.

On Tuesday 2nd December, work was started on the road from Bonga to Wareo. The road goes N.W. leaving the Bonga Road at Telegraph Hill. It basically follows the old Army Road built in 1942/3. However, this is mostly overgrown with trees growing on either side of the track forming a canopy where the rains come through while the sun is blocked, making the ground extremely soft. I suggest the trees are cut back on both sides allowing the sun to dry the ground. It also appears to be very steep in some areas and an alternate route will have to be found.

To date, 1½ miles have been completed which entailed cutting a track through the kunai grass. Also going round a section too steep for vehicles and putting in a barret to allow the water to run away.

Work Force:

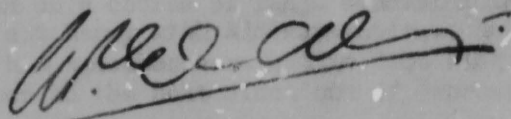
The work force was made up of people from the following villages:- Bonga, Leko, Lakona, Aimolaum Kamaua, Uluor, Badzuluo and Merikeo. They were recruited by the Local Government Councillors. Each village has a work committee made up of two or three lapauns and they in turn organise the men and women in their respective villages.

In Bonga, the work committee would conduct a roll call every morning and organise transport. This system seemed to work very effectively.

Peoples' Attitude.

One group of about 20 young men around November 16th working on the Song River, demanded more money. This they did not receive and were fired, being replaced by men and women by Bonga.

At first there was not much enthusiasm from the people, however, with talks from the Councillors and myself, it seems to have improved and last week, work on the Wareo was done with vigour and interest. I feel the key to the situation is encouragement, and if this is not given they will quickly go back into their usual lackadaisical state.



(W.P. ELDER)  
Assistant Patrol Officer.



(3)

SITUATION REPORT

POLITICAL.

LOCAL GOVERNMENT.

Local Government in the Bonga area is a subject which is well understood by the people, as the President of the Finschhafen Local Government Council lives twelve miles away and is their Councillor.

I found that the people were up to date with the workings of the Council and were very much in favour of it. In speaking to some of the older men of the village, who in the past had been hunters, I was told that they thought that Local Government was a much better situation, as people had a say in their own affairs, unlike the old days when they were told what to do with very little choice.

LOCAL GOVERNMENT COUNCILLOR:

Bonga/Lakona area. As mentioned, Linonge Hebame, President of the Finschhafen Council lives in the area. The people of the area respect him greatly. Through inheritance, Linonge owns a great deal of land, and land, meaning as much as it does to these people, accounts for much of the respect he receives, though no means all.

Linonge is very much involved with his work for the Council and is deeply interested in it. He has a strong, forceful attitude when dealing with his people on council matters, and is largely responsible for the people's favourable attitude towards the Council.

Councillor Wari represents the Wareo area. He lacks the personality of his President, however, when we started the road programme on the 3rd November, only 34 people turned up. I asked Wari if he would go round on a recruitment tour. We now have over 90 men.

I also found that the people of Wareo were up to date with their knowledge of council activities. The main topic was roads into the area, and this they all seem to approve of.

At the moment the Council is in the process of building a house for the Aid Post Orderly of that District. The people had refused to carry materials for the construction of the house, so iron and timber had been left on the roadside. When questioned about the matter, the people said that they were dissatisfied with the services of the Orderly, so refused to build him a house. When this report was investigated, it was found that the Orderly had been short of medicine as supplies had not been delivered for three months. This was reported to the people and it was also explained to them that, as tax payers, they, in fact, owned the house and the Orderly was merely a temporary occupant of their house. This was made clear to the people by the Council President, Linonge and his Councillor Wari, at a meeting of the people during the patrol. The people then agreed to have the materials moved to the site of the house within a week.

POLITICAL EDUCATION:

In Bonga, there is a member of the Pangu Party, one Mr. Hosau Helambe, who has been on a course of Pangu education in Lae. He said that the party was not happy with Administration. He also thought that Maolikiki and his speeches were not in fact Pangu policy, and that he would be replaced in the next elections of February 1970.

He said if and when Independence came he would not want to see the Europeans leave New Guinea, but more local people trained for positions of importance, such as Industrial Managers.

It is difficult at this stage to estimate what following he has in the area, however I will try and get a figure before the end of this patrol.

(2)

SITUATION REPORT

-2-

ECONOMIC:

GENERAL RURAL DEVELOPMENT:

Cattle are starting to be bred in the area, with one man owning twenty-two head and other individuals owning three to six each.

Cocoa.....1,500 lbs 1968/69.

Copra..... 25 tons 1968/69.

SOCIAL:

LAW AND ORDER:

There were no reports or complaints of the law being broken in the area during the patrol.

*W. P. Elder*




(W. P. ELDER)

10th December 1968.

POSITION OF BONGA AND WAREO RDS

FINSCHHAFFEN SUB DISTRICT.



-  ROADS WORKING
-  RIVERS
-  HIGH GROUND.

U.P. ELDER.

PATAOL # 3-69/70.



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

Patrol No. \_\_\_\_\_  
 Patrol Conducted by \_\_\_\_\_  
 Area Patrolled \_\_\_\_\_  
 Patrol Area \_\_\_\_\_

Date of Patrol: PATROL REPORT FINSCHHAFEN NO. 4-1969/1970.

Sub-District: FINSCHHAFEN SUB DISTRICT

District: MDROBE DISTRICT

Local Authority: FINSCHHAFEN COUNCIL AREA

Patrol Conducted by: B. J. WHITE, ASST. PATROL OFFICER.

Object of Patrol: PART KOTIE CENSUS DIVISION

Accompanied by: PATROL UNACCOMPANIED

Duration of Patrol: 18/11/69 to 19/12/69 - 24 DAYS (BROKEN PERIOD)

Previous Patrol to Area: LAST PATROL TO AREA 2/6/69 - 14 DAYS.

Objects of Patrol: SUPERVISE ROAD WORK ON THE SATTELBERG ROAD.

Population: 9,622

Sketch Map Attached

Village Population Register Not Enclosed.

*W. Photo*  
*13/*

Approved by \_\_\_\_\_  
 District Officer  
 Assisted by \_\_\_\_\_



67.433. (7)

Division of District  
Administration,  
Morobe District,  
L.A.M.

13th January, 1970.

67.2.2

*[Handwritten signature]*

The Assistant District Commissioner,  
Sub-district Office,  
FINSCHHAFFEN.

FINSCHHAFFEN SPECIAL REPORT NO. 4-1969/70

Thank you for the above Special Patrol Report.  
I have no record of Finschhafen Patrols numbers 1 or 3  
of 1969/70. Would you please advise.

I have few comments to make on this Report.  
The map submitted with the Patrol Report is quite inadequate  
and Mr. White must do better than this. I believe that  
we should concentrate on concrete culverts in this area  
as other maintenance will be high in any case.

There is also need to find suitable surfacing  
material somewhere in the vicinity rather than carry it  
from the coast and some research into this could be done,  
utilising the local people.

c.c. The Secretary,  
Department of the  
Administrator,  
KONEDOBU.

(H.P. SEALE)  
District Commissioner

For your information, please find attached  
two copies of the above Special Patrol Report, to-  
gether with comments by the Assistant District  
Commissioner, Finschhafen.

This Special Report covers time spent on  
road work.

*[Handwritten signature: H.P. Seale]*  
(H.P. SEALE)  
District Commissioner

Atts:

67.2.2

13th January, 1970.

6

67-i-2

SUB DISTRICT OFFICE  
FINSCHHAFEN  
MOROBE DISTRICT

24th December 1969.

The District Commissioner,  
Morobe District,  
L A E.

FINSCHHAFEN PATROL No. 4-69/70.

I forward a short report from Mr. S. J. White,  
concerned with the road extension from Sattelberg  
to Nanduo.

The report is quite pleasing and there is little  
comment to make on it.

I would point out though that a quote by Mr. Hurst  
to surface the first mile of road from Sattelberg  
to just past Mararuo Village is \$2,160 for the mile.  
This will only give us  $4\frac{1}{2}$ " coronous instead of the  
preferred 9".

Once again from the percentage of absantees away,  
we are forced to rely for 60% of the labour on  
women and older men. Most young men are away.

For your information.

(R. C. HILL)  
ASSISTANT DISTRICT COMMISSIONER.

(5)

67-1-2

SUB DISTRICT OFFICE  
FINSCHAFEN  
MOROBE DISTRICT.

22nd Dec. 1969

The Assistant District Commissioner,  
FINSCHAFEN.

FINSCHAFEN PATROL NO. 4 1969/70.

Please find herewith my report on the above patrol, to part Kotte Census Division to supervise roadwork at Sattelberg. Verbal instructions were issued for this patrol.

Claim for camping allowance is attached.

*S. J. White*  
(S. J. WHITE)  
A/PATROL OFFICER

Att:



PATROL DIARY

18/11/69 To Sattelberg - sett led into rest house at  
Mareruo - supervised roadwork.

19/11/69 Supervised roadwork

20/11/69 Supervised roadwork

21/11/69 Supervised roadwork. To Finschhafen

22/11/69 Saturday observed.

23/11/69 Sunday observed

24/11/69 To Sattelberg - supervised roadwork.

25/11/69 Supervised roadwork

26/11/69 Supervised roadwork

27/11/69 Supervised roadwork.

28/11/69 Supervised roadwork. To Finschhafen

29/11/69 Saturday observed

30/11/69 Sunday observed

1/12/69 To Sattelberg - supervised roadwork.

2/12/69 Supervised roadwork

3/12/69 Supervised roadwork

4/12/69 Supervised roadwork

5/12/69 Supervised roadwork. To Finschhafen.

6/12/69 Saturday observed

7/12/69 Sunday observed

8/12/69 To Sattelberg - supervised roadwork

9/12/69 Supervised roadwork

10/12/69 Supervise roadwork

11/12/69 Supervise roadwork

12/12/69 Supervise roadwork. To Finschhafen.

13/12/69 Saturday observed

14/12/69 Sunday observed

15/12/69 To Sattelberg - supervised roadwork.

16/12/69 Supervise roadwork

17/12/69 To Samantiki enroute Beding. Overnight.

18/12/69 To Beding to survey possible site for an airstrip  
site. Site clearly useless. Overnight.

19/12/69 To Supan (9 hrs.). Promised vehicle - failed to arrive.  
To station on borrowed bicycle.

END OF PATROL

SITUATION REPORT.

POLITICAL.

Most of the people encountered in the area had a reasonable degree of political awareness. They appeared to have an adequate comprehension of the workings of both the Local Government set up and the House of Assembly. The Councillors command a certain amount of respect in their wards, and requests made through them of the people were always satisfactorily carried out. Councillor GENONG in whose ward the actual work is taking place, is a very forthright and outspoken man. He obviously holds a lot of sway over his people and is instrumental in getting work done on the road. He was at the road head during the entire patrol, supervising and keeping attendance rolls. After Christmas, when work resumes, Councillor Manaka will take over this job. He is another able man.

ECONOMIC.

The only cash crop in the area is coffee. It is grown on a fairly wide scale and is of reasonable quality. Namasu and F.M.D.S. and Mr. E. Foad buy most of the coffee produced. It is interesting to note that already the road is of economic significance as trucks drive right up to Mararuo to purchase the coffee now whereas last year, it all had to be carried some distance down the mountain. A fair amount of money is brought into the area by the sale of coffee. The only other point of economic significance is the trade store at Mararuo which seems to be well run and doing well.

SOCIAL.

All the villages in the area are reasonably well kept, and the people are healthy and well fed. There were no signs of disease. The primary influence in the area is the Lutheran Mission at Sattelberg. All the people are Lutherans and strongly support the Mission. In return they are provided with mission schools at Sattelberg and Mararuo and aid-post facilities at the Mission. There was no evidence of women's clubs, youth groups etc. in the area. I feel the road is having a social as well as an economic impact on the people of the area as it is bringing them together to work on a common self help project. Each week groups of people from different villages are working together and co-operating well.

A disturbing element in the social situation is the absence of up to 60% of the working age males from the villages. Many people, notably village elders, complained about this to me, expressing the thought that these men should return to their villages to help develop their home area.

No breaches of law and order occurred during the patrol.

MISCELLANEOUS. Nil

*S. J. White*  
(S. J. WHITE)  
A/PATROL OFFICER.

22nd December 1969.

2

REPORT ON SATTELBERG ROAD

During my stay at Sattelberg (18/11/69 to 19/12/69) to supervise roadwork, a thorough inspection of the new road from the Mission turnoff to the road head was carried out. The following points emerge from this inspection.

- a) In the main, the road appears to have stood up to the past wet season quite well. However, several weaknesses have been shown up by the months of heavy rain and lack of maintenance.
- b) The chief weakness is the surface of the road. The clay of which the road is made becomes extremely soft and greasy when wet. This has caused many large soft spots on the road which have bogged down the few vehicles that have used the road in the past weeks. There is no suitable material available in the Sattelberg area to adequately and completely repair these soft spots.
- c) The second major weakness is in the numerous culverts. Obviously in this area extensive drainage is needed to keep the road as dry as possible. The drains themselves have proved adequate but the culverts have not stood up as well. The chief area of failure of the culverts is at their extremities, where water rushing down the drains has caused considerable damage.
- d) These culverts constructed of concrete have suffered no damage whatsoever. It is therefore, desirable that the remaining culverts, particularly the major ones be faced with concrete to prevent further damage.
- e) The second major requirement is that the road be surfaced as soon as possible - preferably during the current dry season. Even with adequate drainage and culverting the road is going to deteriorate if coronous or gravel is not laid in the near future. Of course, considerable expense would be involved in hauling surfacing materials up from the coast; but an unsurfaced clay road, which becomes all but impassable after a few points of rain, would scarcely seem a worthwhile proposition. Perhaps when the contract is let for the surfacing of the road to the radio transmitter site at Sattelberg, some provision could be made for the surfacing of the new road to Mararuo.

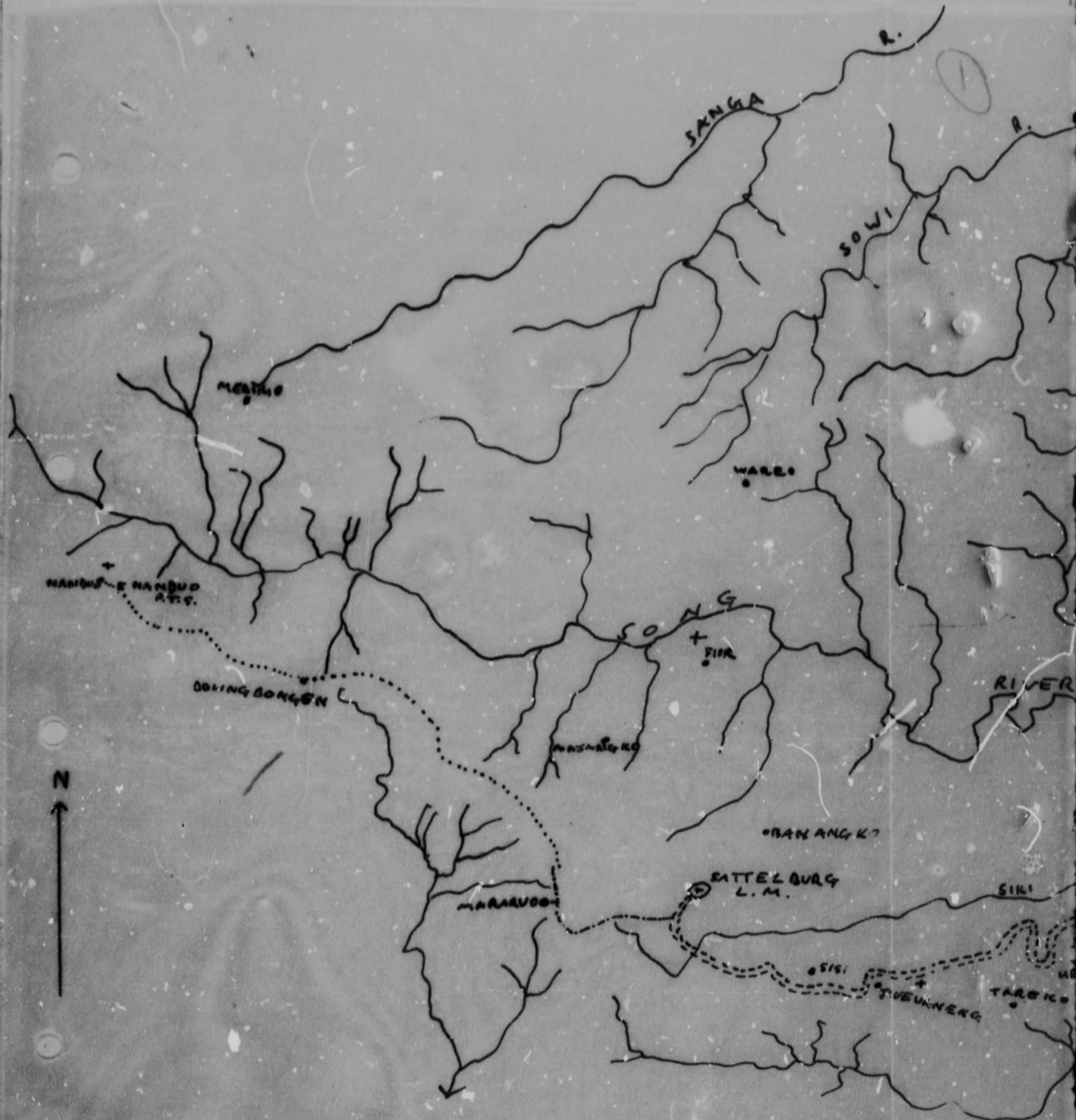
PROGRESS:

Although during the first week I spent at Sattelberg the number of people working on the road was disappointing, the numbers are now averaging two hundred each week. Larger numbers of course could be used, but satisfactory progress is being made. Two culverts were installed, and some twenty yards of bench constructed in the last few weeks. This is good progress, as the ground now being cut through is about the worst on the pegged section.

A great deal of work was done on improving the drainage on the existing sections of the road. In addition, all drains and culverts were cleaned and repaired where necessary. Also grasses and shrubs were planted on the newly cut slopes to help prevent erosion. A disturbing fact is the lack of manpower in the villages of the area. 70% of the workers were women, and many people expressed their concern at all the younger fitter men being away in the towns. Some of the older men, in particular, asked what could be done to bring these men back to help develop their home areas.

*S. J. White*  
(S. J. WHITE)  
ASSISTANT PATROL OFFICER.

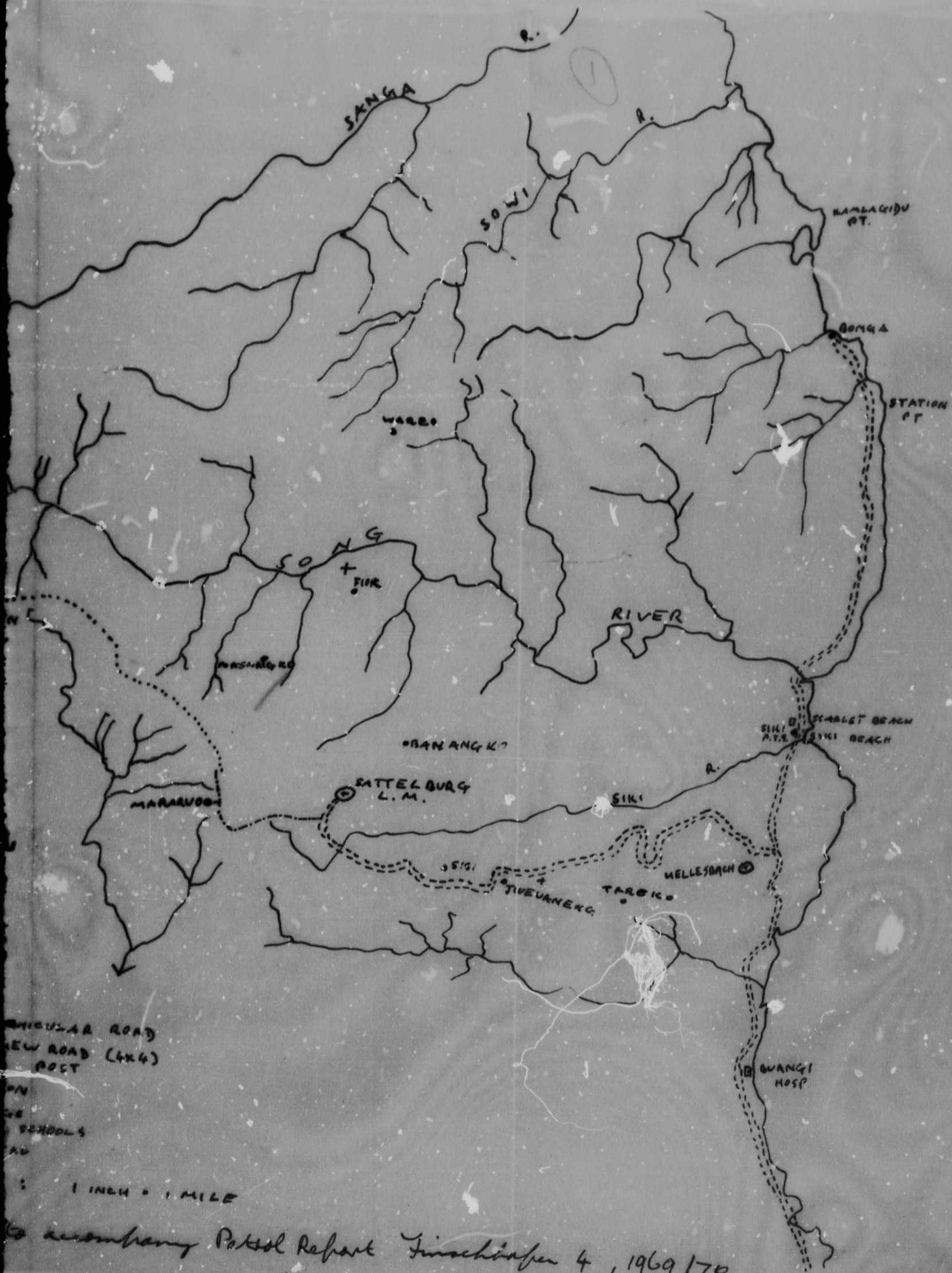
22nd. December, 1969.



- ==== VEHICULAR ROAD
- ..... NEW ROAD (4x4)
- + AID POST
- ⊙ MISSION
- VILLAGE
- ◻ GOVT. SCHOOLS
- ⊞ HOSPITAL

SCALE : 1 INCH = 1 MILE

Map to accompany Patrol Report Finnschafen 4, 1969



CIRCULAR ROAD  
 NEW ROAD (4K4)  
 POST  
 SCHOOLS

1 INCH = 1 MILE

accompany Patrol Report Finnschäper 4, 1969/70

GFB/RG

67-6-93  
Division of District Administration,

KOMBUCHU Papua.

11th June, 1970.

The District Commissioner,  
Morobe District,  
LAE.

PATROL NO. PINSCHAPEN 5/69-70

Your reference 67-2-2 of 2nd June, 1970.

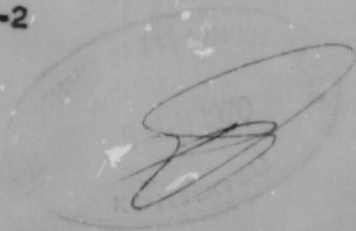
I acknowledge, with thanks, receipt of Special Report by Mr. W.P. Alder, Assistant Patrol Officer of part PINSCHAPEN Local Government Council Area.

(T.W. ELLIS)

Secretary,  
Department of the Administrator.

67-693  
5

67-2-2



Division of District Administration,  
Morobe District,  
LAE.

2nd June, 1970.

Assistant District Commissioner,  
Sub-District Office,  
FINSCHHAFFEN.

FINSCHHAFFEN PATROL REPORT NO.5 OF 1969/70

Receipt is acknowledged of the above report  
vide your 67-1-2 of the 4th May, 1970.

- 2. Please ensure that the Council Road Rule is properly certified by the Commissioner before any prosecutions are undertaken.

MINUTE:

→ The Secretary,  
Department of the Administrator,  
KONEDOBU.

(H. P. SEALE)  
District Commissioner

Two copies of the above report attached.

- 2. In view of the unavoidable break in the patrol, and its subsequent non-completion as originally planned, no good purpose would be served in submission of a Situation Report.

- 3. The Assistant District Commissioner's comments adequately cover the report.

H. P. Seale *H.P.S.*  
(H. P. SEALE)  
District Commissioner

57-1-2

Department of the Administrator,  
Division  
Sub-District Office,  
FINSCHHAFEN.

4th May, 1970.

District Commissioner,  
Department of the Administrator,  
Division of District Administration,  
Morobe District,  
LAE.

FINSCHHAFEN PATROL NO. 5 of 1969/1970

The attached Patrol Report submitted by Mr W.P. Elder  
Assistant Patrol Officer, refers.

As can be seen from the Patrol Instructions this Patrol  
was originally intended to last for a period of one month, ~~however~~ *but*  
after only 3 days Mr Elder was called to Lae to assist with the  
Town Census. On his return to Finschhafen he was posted to Sialum  
as Officer-in-Charge and was unable to complete this Patrol.  
However he achieved much in the short time he was in the area  
and considerable work was carried out.

The following are my comments:-

Paragraphs 1 and 2.

The Council Road Committee intends inspecting roads within  
it's area each Monday and it is expected that road conditions will  
improve within the next few months.

Paragraphs 3, 4 and 5.

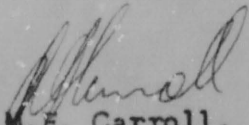
These are Rural Development Roads and the Council is  
spending \$2,700.00 on the Bonga-Laona Road and \$1,700.00 on the  
Wareo Road this financial year. During 1970/71 the Council  
intends spending a further \$2,000.00 and \$3,200.00 on each of  
these roads respectively.

Mr B. Kelly, Assistant District Officer, is departing  
on Monday 4th May, 1970 to assist the Council further in the  
construction of these roads and will spend approximately one  
month on these projects. He has been instructed to submit a  
detailed progress report on completion of this Patrol.

Paragraph 8

Due to the brevity of this Patrol I do not consider  
a Situation Report warranted.

I have noted a marked improvement in the quality of  
Mr Elder's work since my arrival in Finschhafen and he is  
developing into a useful officer.

  
M.F. Carroll,  
ASSISTANT DISTRICT COMMISSIONER



67-1-5

Sub District Office,  
FINSCHHAFEN.  
Morobe District.

26th February, 1970.

Mr. W.P. Elder,  
Assistant Patrol Officer,  
FINSCHHAFEN.

FINSCHHAFEN PATROL No.5 - 1969/70.

Please be prepared to depart on Monday 2nd March, 1970 to supervise construction of the Wareo and Bonga Roads. You should be prepared to spend at least one month on these projects.

I have inspected the work previously carried out on these roads (Finschhafen Patrol No. 3 - 1969/70) and it is evident that the people have not been maintaining the sections already constructed. In fact, it has become apparent to me that roads throughout this area are not being maintained.

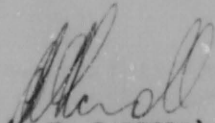
You will, therefore, advise the people of their obligations under the Road Maintenance Ordinance, and that prosecutions will be implemented if roads in the area are not satisfactorily maintained.

You should also carry out routine administration matters but all magisterial matters must be sent to Finschhafen for hearing.

You should arrange for two Police to accompany you on this patrol and they will be used for general duties, and not for supervising work on the road.

A motor cycle will be made available to you for the duration of the patrol so that adequate supervision of both the Bonga and Wareo Roads can be maintained.

On completion of the patrol, I will require a separate Road Report together with a Situation Report as outlines in the Director's Circular Instruction 67-1-0 of the 21st June 1968.

  
(M.F. CARROLL)

Assistant District Commissioner.

c.c. District Commissioner,  
Morobe District,  
LAE.

la  
LAT

②

DIARY.

- 2.3.1970 Left Finschhafen 10:0 hours arrived Bonga 1:00 hours.  
Inspected Three Miles of Wareo Rd. Returned Bonga  
1800 hours. Slept Bonga.
- 3.3.1970 Left Bonga 0800 hours, arrived Sing River 10:0 hours.  
Departed Sing River 1:00 hours arrived Bonga 16:0 hours,  
Slept Bonga.
- 4.3.1970 Left Bonga 0800 hours. Inspected 4 miles of Laoma Road.  
Returned Bonga 1200 hours.  
Inspected Wareo and Bonga Roads.  
Returned Bonga 1600 hours.  
Departed Bonga 1700 hours - arrived Finschhafen 1800 hours.
- End of patrol.
-

SIALUM BASE CAMP.

17th April, 1970.

Assistant District Commissioner,  
Sub-District Office,  
FINSCHHAFFEN.

FINSCHHAFFEN PATROL NO. 5 1969/70.

My last Patrol in the area was Finschhafen Patrol Number 3 - 1969/70 and it was disappointing to find that the work carried out of cleaning the roads in the area during this period was wasted as no maintenance by the people had been carried out in the period in between.

I instructed all the people in the area that they must maintain their respective sections of the road and explained the Road Maintenance Rule of the Finschhafen Local Government Council. I would suggest that a person should be sent out in a vehicle every Monday morning in the future to see that this work is being carried out.

II. WAREO ROAD.

Work on the Wareo Road has progressed satisfactorily. It would be a great help if the grader or a bulldozer could work on parts of the road, levelling some of the gradients and depressions. Instructed the people to cut back 8 trees close to the side of the road as at present they form a canopy over the road, the sun cannot get through and consequently there are soft parts when the rain comes. I spoke to Mr Peter Wilson while in Pindiu and he said the Finschhafen Council could send a power hand saw from the Pindiu Council. This would be of some help but would like to see it used only under supervision.

III. LACONA ROAD.

Work has not started on this road to date - 2/2/1970. In my opinion this is the most important road in this area as it will eventually link up with Sialum and parts north. Roads from the interior can then be brought down to meet this coast road and the people of the interior can have the benefit of both sea and road transport. An old army road existed along the coast during the war and it is just a question of cleaning this and putting in bridges, culverts and barretts.

IV. BONGA ROAD.

The section of road from Finschhafen to the Song River is well maintained; from the Song River to Bonga where it is mostly going through grassland it tends to become overgrown in a short period. This, if maintained one day a week, would be of no problem. After three days of hard work this was practically cleared and in good condition again.

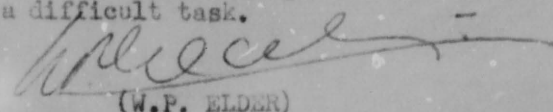
V. SUMMARY.

As I reported in previous Patrol Number 3, 1969/70, I find if the people are motivated they will work. However if they are allowed to think on their own the roads will quickly return to their natural state.

CONCLUSION.

This patrol was supposed to last four weeks, however after three days I was called to Las to take part in the Town Census leaving Finschhafen 5/2/1970.

I was asked to submit a situation report, however owing to the brevity of the patrol I feel this would be a difficult task.

  
(W.P. ELDER)  
Assistant Patrol Officer.

1. FINSCHHAFEN PATROL NO. 7-69/70
2. FINSCHHAFEN SUB DISTRICT.
3. MOROBE DISTRICT
4. COUNCIL AREA
5. PATROL CONDUCTED BY B.J. KELLY
6. ASSISTANT DISTRICT OFFICER.
7. PERSONNEL ACCOMPANYING PATROL - CONST. I/C. WOMYANG  
CONST. I/C. WARUWARI
8. DURATION OF PATROL - 4/5/1970 to 22/5/1970.
9. THIRTEEN DAYS.
10. DATE OF AND DURATION OF LAST D.D.A. PATROL -  
5/12/1969 - 13 DAYS.
- 11.
12. OBJECTS OF PATROL: SEE PATROL INSTRUCTIONS.
13. POPULATION: 3,000

Objects of Patrol.....  
.....

Director of District Administration,  
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.F. Trust Fund ....  
.....  
.....

bulat

OPERATION  
In C  
F M

GFB:TK

67-6-120

Division of District Administration,

KONIEDORU, Papua.

27th August, 1970.

The District Commissioner,  
Morohe District,  
LAE.

PATROL NO. PINGCHAFEN 7.69.70.

Your reference 67-2-2 of 21st August, 1970.

I acknowledge with thanks receipt of Special Report by  
Mr. B.J. Kelly, A.D.O., of part KOTTS Census Division.

I have nothing to add to Mr. Carroll's comprehensive comments.

(T.W. ELMS)  
Secretary.

Department of the Administrator.

67-6-120

121

67-2-2



Division of District Administration,  
Marebe District,  
LAE.

21st August, 1970.

Assistant District Commissioner,  
Sub-District Office,  
FINSCHHAFEN

FINSCHHAFEN PATROL REPORT NO. 7 OF  
1969/70

Receipt of the above report is acknowledged.

In regard to payment for road work, the only really equitable solution in situations such as this is the payment for work actually done. I suggest that you attempt to implement Mr. Luscombe's suggestion.

(B. BUNTING)  
a/District Commissioner

MINUTE:

→ The Secretary,  
Department of the Administrator,  
KONEDOBII

Two copies of the above report together with a copy of the Assistant District Commissioner, Finschhafen, comments forwarded herewith.

I have no further comment to add.

*B. Bunting*  
(B. BUNTING) *sdg.*  
a/District Commissioner

67-1-2

Department of the Administrator,  
Division of District Administration,  
Sub-District Office,  
EINSCHHAFFEN,  
Morobe District.

The original and copy of Mr. Kelly's report  
are enclosed together with this letter. 11th August, 1970.

The District Commissioner,  
Department of the Administrator,  
Division of District Administration,  
Morobe District,  
Lake

c.c. Mr B.J. Kelly, A.D.O., Einschhafen,  
EINSCHHAFFEN PATROL NO. 7 1969/70.

The attached Patrol Report submitted by Mr B. Kelly,  
Assistant District Officer, refers.

This Patrol was cut short due to an attack of appendicitis suffered by Mr Kelly. He was evacuated to Lee for medical treatment and has only recently recommenced duty. Consequently his Patrol instructions were not carried out in full.

Mr Kelly will not be doing any more Patrols this year as he has been declared fit for light duties only.

The following are my comments on this report.

1. (a) Political - paragraph 3. Mr Kelly has not mentioned what proposals were put by the people for inclusion in the five year Development plan. He will be requested to do so.
- (b) Local Government Councils - paragraphs 6 and 7. The main reason for L'nonge's enthusiasm is that the road will give access to a Coconut Plantation owned by him, and to his village, LAKONA. I consider his enthusiasm will wane once the road reaches these two points.

I cannot agree with Mr Kelly's estimate of the numbers working on this project. I have visited the project frequently over the past few months and on no occasion have seen more than 60 people working. 38 would be a more realistic figure. This work is classified as a Rural Development Project and the idea of paying \$1.00 per week to the workers has been a failure. The scheme is open to abuse by the employment of "Ghost" labour lines and of children 6 to 7 years of age.

Mr Luscombe, Officer-in-Charge, Slessi has suggested that the people be paid on a mileage basis. This deserves consideration, as under the present system the people are only contributing \$1.00 worth of work each week.

2. Road Report - paragraph 1. There will be no construction work carried out on this road until the end of the Wet Season. The Council intends to hire equipment (a D.4 Bulldozer; front-end loader; tipper truck; and two tractors) to work on this project. This will no doubt speed up construction of the road and it is anticipated the road should reach the Masawang River (8 miles) by the end of the dry season.

10

Time  
Date  
Place  
No.

Paragraph 2. A request has been made to the Local Government Engineer for assistance in rerouting the Wareo Road. Some of the gradients are impossible to negotiate during the 'Wet Season', and require realignment.

The original and two copies of Mr Kelly's report are enclosed together with his claim for Camping Allowance.

(M.F. CARROLL)

Assistant District Commissioner.

Assistant District Commissioner,  
District Office,  
Finschhafen.

c.c. Mr B.J. Kelly, A.D.C., Finschhafen.

I spent at Songa.  
was unavoidable due to

*[Faint signature and stamp]*  
ASSISTANT DISTRICT OFFICER

at  
ICN  
M





TERRITORY OF PAPUA AND NEW GUINEA

9.

Telegrams  
Telephone  
Our Reference.....67-1-1  
If calling ask for

In Reply  
Please Quote

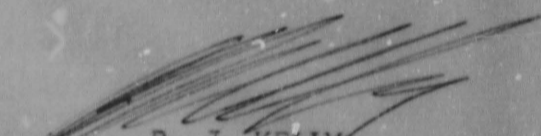
No.

Department of the Administrator,  
Division of District Administr.  
Sub District Office,  
FINSCHHAFEN.  
25th July, 1970

Assistant District Commissioner,  
Sub District Office,  
Finschhafen.

PATROL REPORT NO. 7 OF 1969/70

Herewith the above patrol report for the period I spent at Bonga. I apologise for the late submission, but this was unavoidable due to my being hospitalised for almost four weeks.

  
B. J. KELLY  
ASSISTANT DISTRICT OFFICER

67-1-2

8  
Department of the Administrator,  
Division  
Sub-District Office,  
FINSCHHAFFEN.

4th May, 1970

Mr B.J. Kelly,  
Assistant District Officer,  
Department of the Administrator,  
Division of District Administration,  
Sub-District Office,  
FINSCHHAFFEN.

FINSCHHAFFEN SPECIAL PATROL NO. 7 OF 1969/1970

As verbally advised please be prepared to depart on the 4th May, 1970 to supervise construction on the Wareo and Bonga Roads. You should be prepared to spend at least one month on these projects.

I have inspected work previously carried out on *these roads* (Finschhafen Patrols 3 and 5 of 1969/1970) and it is evident that the people have not been maintaining those sections already constructed. The Wareo road in particular is deteriorating and if drains and culverts are not constructed before the wet season commences all work to date will be wasted and the road washed away.

The Bonga people are continuing construction of the road through to Sialua but are having difficulty in designing and building culverts and bridges on this section of the road.

The Council has provided funds for each of these projects and materials are available for construction of bridges and culverts.

The following is a detailed list of duties which you will undertake during the course of the Patrols:

1. Construction of two bridges and 4 inverts crossings on the Bonga road (refer our memorandum 10-6-2 of the 11th September, 1969). I will visit you and indicate where these are to be placed.
2. Design a bridge over a creek approximately one mile from the present road-head. A request will be made for an Army Civic Action Patrol to construct it.
3. Construction of drains and culverts on the Wareo Road where required.
4. Inspect the entrance of the lagoon at Bonga re the feasibility of blasting the entrance so that the lagoon can be used as a shipping port.
5. Complete purchase of land Fongunbalong (file 35-2-13 refers).

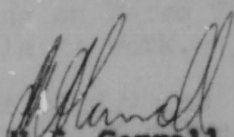
6c The Finschhafen Local Government Council has not yet compiled a Five Year Development Plan and this is urgently required so that uniform development can take place. In consultation with people of this particular area you should prepare a detailed programme for later submission to the Council for its consideration. (7) You should advise the people of their obligations under the Council's Road Maintenance Rule and that the Council intends prosecuting if roads in its area are not maintained.

3.8 Carry out routine administration as required.

You should arrange for two members of the R.P.N.G.C. to accompany you on this Patrol. They will be used for general duties and not for supervising work on the road. A motor cycle will be made available to you for the duration so that adequate supervision of both the Bonga and Wareo roads can be maintained.

On completion of the Patrol I will require a separate road report together with a situation report as outlined in the Director's Circular Instruction 67-1-0 of the 21st June, 1968.

My best wishes for a pleasant and successful patrol.

  
M. F. Carroll,  
ASSISTANT DISTRICT COMMISSIONER

TERRITORY OF GUAM AND NEW SPAIN  
PATROL DIARY.

- 4/5/1970 Departed for Bonga by vehicle, settled into Rest House and commenced roadwork.
- 5/5/1970 At Bonga. Extremely heavy rain and little work done on roads.
- 6/5/1970 Again heavy rain but work started to clear mud from certain parts preparatory to re-surfacing.
- 7/5/1970 Heavy rain overnight, but fine day and construction of concrete culvert begun.
- 8/5/1970 Work continued on concrete culvert and drains on Wareo Road. Late P.M. returned to Gagidu.
- 11/5/1970 To Bonga in morning and supervised construction of culvert and clearing and drain construction on Bonga Road A.M. and Wareo Road P.M.
- 12/5/1970 Heavy rain again but some work done on culvert.
- 13/5/1970 Wareo Road in morning and returned to Gagidu afternoon.
- 18/5/1970 To Bonga, continued building culverts and clearing of road with Grader.
- 19/5/1970 A.M. Culverting and drains on Wareo Road. P.M. heavy rain and unable to work.
- 20/5/1970 Heavy rain continued most of day and only able to cart materials for culverts.
- 21/5/1970 Weather better to-day and culvert finished. Worked on Wareo Road with grader.
- 22/5/1970 Continued work on Wareo road and returned to Gagidu in afternoon.

END OF PATROL.

a.  
ev-  
or  
work  
culverts



TERRITORY OF PAPUA AND NEW GUINEA

Telegrams  
Telephone  
Ou. Reference.....  
If calling ask for  
Mr.....

Department of the Administrator,  
Division of District Administration,  
Sub-District Office,  
FINSCHHAFEN.  
Morobe District.

23rd July, 1970.

The Assistant District Commissioner,  
Department of the Administrator,  
Division of District Administration,  
Sub-District Office,  
FINSCHHAFEN.

SITUATION REPORT.

1. POLITICAL.

- (a) Local Government: Having spent a considerable time under Local Government, the people of this area have a fairly good knowledge of Local Government. They seem to be at the stage where, having accepted it they expect to see substantial results for their 13 years of taxpaying and other contributions.

Now that the road is progressing well past their village, they are seeing these results, more so than other areas, and have no reason for complaints. Also, being able to have their duly elected Councillor, is a much more agreeable proposition to them than being dictated to.

When opportunities arose, informal discussions were held with various groups of people to gauge their feelings towards Local Governments and their needs. Projects discussed will be presented to the Council for inclusion in their 5 year plan. The general feeling one gets is that the people accept Local Government, but passively rather than actively.

In common with other areas, it could be said that in general, the true traditional leaders are not elected to the Council. Rather, front men are put in, to put forward the views of these leaders. It is difficult to say whether this traditional leadership system is maintaining its power or the general consensus of opinion is slowly overcoming it, but I feel that most of the power and decision is still in the hands of these leaders.

- (b) Local Government Councillors: The President of the Finschhafen Council comes from Bonga. By rights he would be a leader and is one of the exceptions referred to in the previous paragraph. He is a keen Councillor and is instrumental in obtaining the work force from the Bonga area. Several culverts

4.

were constructed by him using his own initiative. Although they are only temporary, they are useable and are indicative of the interest shown by him in Council projects.

During the 3 week period being reported on, an average of 112 people worked on the road at Bonga each week. Going on the last census figures this means that almost every adult present in the villages of Bonga and Lakona. This again is indicative of the President's enthusiasm and leadership in getting all the people to work.

In contrast to this, nothing was seen of either of the two Wareo Councillors - WOLINU and IONGE. As a result of this only an average of 56 people each week for the three week period came to work. This was a poor effort from 9 villages and reflects on the Councillors' interest in their work. Even so, considering the state of the road, much was done to straighten it out.

- (c) House of Assembly - House of Assembly Members - Political Education: These three headings have been grouped together as a Political Education Course was held while I was at Bonga and I feel that these three subjects are, in this context, inter-related.

The general knowledge of these people is surprisingly lacking considering the amount of contact they have had. Only one person, the Pangu Party Committeeman, showed any knowledge at all, the rest of the people being content to sit back and let him answer questions.

A considerable amount of political education will need to be done in this area before the people gain any knowledge in this field. Their local member has never been to see them, although their Regional member has made several short visits. His attempts at political education tend only to confuse the people, as through necessity his visits are brief and he covers a multitude of subjects.

2.

ECONOMIC.

- (a) General Rural Development: Cocoa, Copra and coffee are the three crops grown in this area. Cattle are also coming into prominence as an economic proposition. With the completion of the Wareo and Bonga roads, it is expected that the annual production of 25 tons of copra and 1500 lbs of cocoa will increase through ease of marketing.
- (b) Activities of Development Departments: D.A.S.F. are quite active in this area.

3  
Apart from extension work they also help to run the AKUA Rural Progress Society. No other development departments work in this area.

3. SOCIAL:

Law and Order: there are no noticeable trends in this area.

4. MISCELLANEOUS:

Due to bad weather, only one bridge was constructed. The people now have the idea of building these cement bridges and should be able to complete the remaining ones under Council supervision once the weather changes.

An engineer from Public Works Department, Local Government Section, visited the area while I was there and he will forward a design for the bridge referred to in item 2 of the patrol instructions.

Drains and culverts were formed on the lower section of the Wareo Road, but further on the road will have to be re-routed due to an impossible grade.

To open the entrance of the lagoon at Bonga, about 10,000 cubic yards of material would have to be blasted out. Inside the entrance there is a tendency to silt up and this could be overcome only by constant dredging. I do not think this would be a viable proposition.

Due to the abrupt completion of my stay at Bonga, through hospitalisation, I did not have time to complete the purchase of the land - FONGUNBALONG, but this has now been done.

The five year plan was discussed with the people and their wishes will be presented to the Council when the plan is being worked out.

  
(B.J. KELLY)  
Assistant District Officer.

12

ROAD REPORT.

Unfortunately, during most of the time spent at Bonga, foul weather was encountered and this hampered all efforts at roadmaking and bridge building. There are several stretches of black soil which becomes very sticky when wet. If this is removed, then the level of the road will be below the level of the surrounding land and will be very hard to drain. To overcome this problem a layer of about 12 inches compacted surface material would have to be laid on these stretches.

This would appear to be a bad time of the year to work on roads. Constant heavy rain hampered all efforts and consequently not very much was achieved. Tractors became bogged all the time, and much time was wasted extricating them. Nevertheless something was achieved and the time was certainly not wasted.

The Wareo Road presents something of a problem. About three miles up an impossible grade is encountered and the road will definitely have to be re-routed. The only possibility seems to be to follow the side of the ridge rather than the crest.

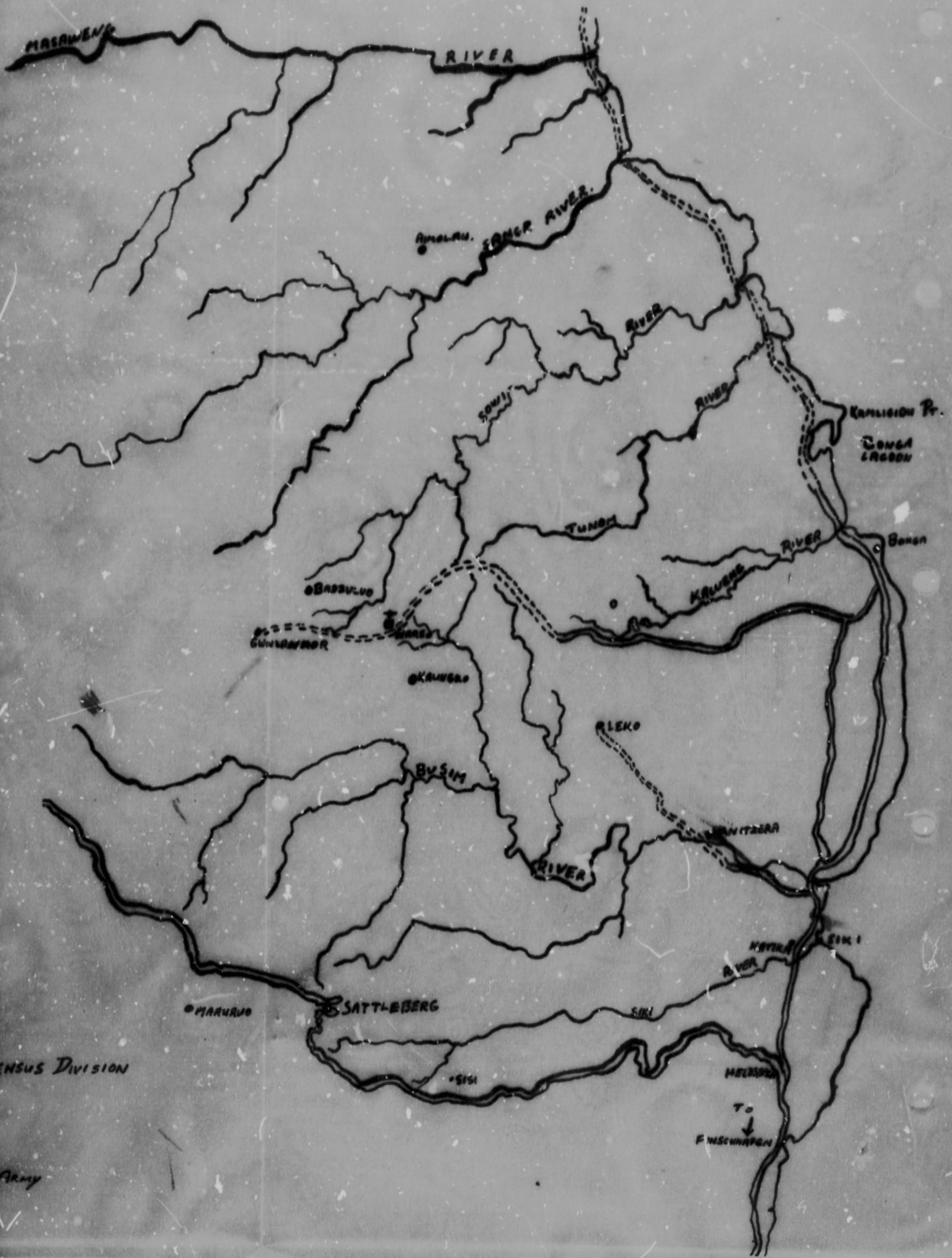
The workforce on the Bonga Road was excellent numerically, but Wareo left much to be desired. Perhaps a little more effort from the Councillors would have overcome this.





WAREO AND SATTLEBERG AREAS - KOTTE CENSUS DIVISION  
 SCALE: 1" = 1 MILE

- == VEHICULAR ROADS
- - - - DISUSED VEHICULAR ROADS (EX ARMY)
- ▲ MISSIONS



CENSUS DIVISION

U.S. Army



TERRITORY OF PAPUA AND NEW GUINEA

# PATROL REPORT

Report Number..... 8/69 - 70

Subdistrict..... FINSCHHAFEN

District..... MOROBE

Type of Patrol..... POLITICAL EDUCATION

Patrol Conducted by..... J. BRADBURY

Area Patrolled	}	
(Council and/or		FINSCHHAFEN LOCAL GOVERNMENT
Census Division/s.)		COUNCIL

Personnel Accompanying Patrol

Duration of Patrol—from 12/5/70 To 28/5/70

No. of Days..... Seventeen

Last D.D.A. Patrol to Area :..... March, 1970.

Date..... 23.3.70 Duration..... Three

Objects of Patrol (Briefly)..... Political Education.

Total Population of Area Patrolled.....

Director of District Administration,  
KONEDOBU.

Forwarded, please.

20/7/70

District Commissioner.

27th August, 1970.

The District Commissioner,  
Morobe District,  
L.M.E.PATROL NO. FINSCHHAFFEN 3/62-70

Your reference 67-2-2 of 21st July, 1970.

I acknowledge with thanks receipt of Special Report by Mr. J. Bradbury, Assistant District Officer of part Finschhafen Local Government Council Area.

Mr. Bradbury is either confused himself about Pangu Pati policies or he has failed to paraphrase them accurately under the sub-heading "Cargo Cults".

For instance, the policy on housing he describes as "That (Papuan and New Guineans) share in the houses now occupied by Europeans in the towns" is actually stated in the Pati's platform as:-

"13 Housing

- (a) Pangu will make the provision of adequate housing one of its main objectives. This applies especially to housing for all rural and urban workers."

This is quite different to the "Roger the Lodger" policy Mr. Bradbury imputes to Pangu Pati.

As he comprehends the policies (or as he states them) it would certainly "require little imagination on the part of the people to distort these tenants (sic) into an active cargo cult."

Nevertheless, it is true that political policies may be interpreted in "cargo" fashion by some people. Perhaps Mr. Bradbury ought to discuss this problem with Mr. Voutas, M.H.A.

With regard to the Political Education classes, Mr. Bradbury's objectivity, as far as his readers are concerned, would be beyond any shadow of doubt if he avoided phrases like "conservative and level-headed". The disquietude of the reader is increased by the Assistant District Commissioner's comment that "it remains to be seen how much propaganda (sic) was absorbed by the people." Admittedly, many of the arguments for early independence are irrational, but others are not.

Mr. Bradbury has faithfully reported the attitudes of the people he spoke to; it may have been advantageous

if he had advised them of their right to put their views in writing to the Select Committee on Constitutional Development.

It is obvious that Mr. Bradbury worked hard and conscientiously on this project.

In regard to the acting District Commissioner's suggestion that civics be incorporated in the syllabi of schools, it is advised that political education is part of the social studies course in primary and secondary schools. The acting District Commissioner is referred to Hansard Vol. II No. 9 (March 1970) at P.2374 for a fuller explanation.

The object of the D.D.A. programme is to help the adult population (the voters) understand the main issues in P.N.G. politics and government. It is inevitable that Administration involvement (especially D.D.A. involvement) will be criticized. The only way this can be countered is to obtain the trust of as many elected members as possible and to make sure we are "educating" only - not "mobilizing", "indoctrinating" or extending "propaganda". Certainly this is easier said than done, but the demand for increased political education has come from the House of Assembly as well as from the United Nations Trusteeship Council, so the attempt must be made.

Although there is a definite need for a great deal more material and information to be supplied to Political Education Officers it is not possible to give "formal direction as to..... the contents of political education." These needs, like most others, vary from District to District and any attempt to lay down a "grand design" would be presumptuous. District Commissioners selected officers they considered best equipped to be political education officers and these officers have had training that should enable them to work effectively. It is for District Commissioners, utilizing their sources of advice, to select the particular needs of a particular group of people. In this case it appears that the District Commissioner did just this - see P.3, para 6 of the report.

(T.W. ELLIS)

Secretary

Department of the Administrator

c.c. Mr. J. Bradbury,  
District Office,  
LAE. Morobe District.

67-6-111

(3)



57-2-2

Division of District Administration,  
Morobe District,  
LAE.

21st July, 1970.

Assistant District Commissioner,  
Sub-District Office,  
FINGCHHAFEN.

POLITICAL EDUCATION PATROL NO. 3 1969/70

Thank you for this most interesting report. It is quite evident that Mr. Bradbury has worked long hours over and above his normal duty and it would appear that the results have been good. The comments regarding questions asked on the political parties is very interesting indeed. My own observations are that what Mr. Bradbury says is, in fact, quite true and I have absolutely no doubts whatsoever that the vast majority of rural people who are prevailed upon to join political parties do so on a complete misunderstanding of the facts.

It would appear perfectly obvious that education on the formation and policies of political parties should now receive most of our attention.

(B. BUNTING)  
s/District Commissioner

MINUTE:

Mr. J. Bradbury,  
C/- District Office,  
LAE.

For your information.

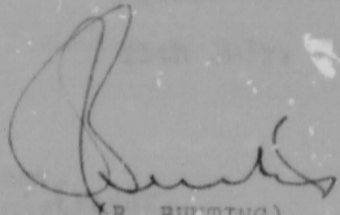
The Secretary,  
Department of the Administrator,  
KOENEDOBU

Herewith please find attached the original and one copy of the above mentioned patrol report together with covering comments by the Assistant District Commissioner.

It would appear that there is a danger that political parties would oppose this type of education on the basis that we are undermining their activities. This highlights the absolute necessity for formal direction as to what should be the contents of political education. One of the disturbing aspects of political education at the moment is that in view of the fact that political education officers' main role is to educate the educators and it would appear this type of activity is not having the desired results.

9

My own view is that a civics course should be adopted into all schools as part of the normal school curriculum. It is my belief that this is the best approach we could possibly adopt on political education although we may have now left it too late. When the Political Education Committee held its first meeting that Committee was of this opinion, but apparently nothing has eventuated out of recommendations made along these lines.



(B. BUNTING)  
a/District Commissioner

- ① Intentionally
- ② Seem to be making - have been making no early ref. to it.
- ③ We know there are many misapprehensions - I am sure indicated in action taken to rectify them.
- ④ There is a danger to go out to peddle a particular type of Pol. Parties. It is far better to tell about what people think up - if they bring up the subject we can then be explaining them. Doubtless be accused of undermining anyone.
- ⑤ Civics is taught in schools but it is usually not of great interest to all.
- ⑥ Pass to the Minister for inf. comment.

67-1-2

Department of the Administrator,  
Division of District Administration,  
Sub-District Office,  
EINSCHEFFEN,  
Morobe District.

15th July, 1970.

The District Commissioner,  
Department of the Administrator,  
Division of District Administration,  
Morobe District,  
LAL.

POLITICAL EDUCATION PATROL NO. 8 - 69/70.

The attached Patrol Report submitted by Mr J. Bradbury,  
Political Education Officer, refers.

I have commented on the Pangu Pati and its cultish  
overtones in previous reports to you. This was the main  
reason for Mr. Bradbury's visit to Einschhafen.

As his time was limited, it was suggested that he  
concentrate on a small number of coastal villages in the  
Kotte area. It was planned to give a comprehensive course  
at each of these villages, rather than visiting all villages  
in the Kotte, and perhaps confusing the issue.

All courses were well attended and it remains to be  
seen how much propoganda was absorbed by the people.

Mr. Bradbury applied himself conscientiously to his  
duties and worked long hours during this patrol. He is  
to be commended for his efforts.

(M.F. CARROLL)  
Assistant District Commissioner

It seems that membership in the Pangu Pati is still  
popular and several of the lesser educated persons on the  
government station. I do not know of any Pangu Pati  
members. From what I can observe, on the other hand, it is  
only the late people, Pangu members, in the Pangu area.



District Office,  
LAE.  
28th May, 1970.

6

Situation Report  
Finschhafen Sub-District

A. POLITICAL.

During my political education classes in the Finschhafen area, the following salient points emerged from several areas where classes were held.

1. Membership of Political Parties

To many, party membership was like membership of a co-operative and hence one could expect a dividend. One particular gentleman at Gagiáú instead of paying fifty cents for party membership paid \$2.40. As co-operatives in the area have not been doing well lately the said gentleman was beginning to have second thoughts and wanted to know if he could have his principal returned.

2. Cargo Cults.

Because of the platform of the Fangu Pati many people have come to regard the party as a type of messiah. Some of the stated aims of the Fangu party are (i) a share in business for Papuans and New Guineans (ii) that they share in the houses now occupied by Europeans in the towns (iii) stores should also be shared. It would require little imagination on the part of the people to distort these tenets into an active cargo cult. Payment to the party is therefore looked upon as a payment towards shares in industry and housing in the towns. Cargo will "come up nothing" or out of the ground. I have not been able to ascertain whether the people were put onto this by talks on mining or whether Fangu Party representatives considered that this was merely extras because of skilled Fangu Party leadership. Thus a quasi-magical belief had arisen with regard to the Fangu party and its platform. I hope that these beliefs have now been dispelled as I have made every effort to do so.

3. Fangu Party Membership Distribution.

It seems that membership is mainly among the Kote speaking peoples and several of the lesser educated persons on the government station. I do not know of any Yabim who is a member. From what I can observe, on the station too, it is only the Kote peoples. Fangu membership in the Finschhafen

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area I estimate to be in excess of 1,000 members. It is to be regretted that with the exception of only a few dozen people party membership has arisen out of ignorance rather than a desire to join a common interest group. The Lutheran Mission, although it has been in the area over eighty years has taught the people little more than Lutheran dogmas and by their insistence on the vernacular have deprived the people of the opportunity to learn from other sources.

4. Party Leadership.

There are several executive members of the Pangu party in the area, most notably one Hasavi of Bonga village some seventeen miles north of the Government station. Hasavi is extremely well informed, has an accurate understanding of the Pangu party platform and wide knowledge of political subjects. This man would be the main drive behind the rapidly expanding Pangu Membership in this area.

5. Political Education Classes.

It was the aim of the classes to give an intensive period of teaching to smaller areas rather than a little over a wider area. Classes were held for two days at each centre and in three areas, the classes were held over three days. Evening visits were also made to an institutional organisation with the Lutheran Mission, the Logaweng Pastors College.

Response from the pastors was excellent and although I only had about two-and-one-half hours teaching time each night, I feel that on these occasions I achieved more than a days teaching in some of the village classes. Classes were held over three nights on the Finschhafen Government Station. The majority of those who did attend, came to every session. Most of those who attended were administration staff, few of whom were above the standard of the surrounding villagers. Those few who were, asked quite a number of intelligent questions. A number of rhetorical questions were asked concerning independence, by these persons. They concerned Africa and most of the answers I gave were such that they impressed on the people the need for being prepared before any rash political step is taken. Several were aware of the situation in Nigeria and that was discussed during the classes. All the Public Servants that I spoke to on the Finschhafen government station seemed conservative and level-headed. Any thought of Independence within the next ten years horrified them as it did the village people. In most areas people asked why all the discussion was going on about independence or more particularly why was it that United Nations and other countries were trying to force the issue upon them long before they are ready to answer it.

One man likened it unto forcing a young boy to marry against his will.

6. The Course

One of the District Commissioners reasons for sending me was because of the lack of understanding of Political Parties and to give some education on this. In order to do this however, one had to talk about government, pressure groups, ministerial members and the related topics which will have to be explained before a fuller understanding can be given on these subjects. The introduction to government, for example starts by talking about the existing village government. Local Government councils are discussed, representatives and their responsibilities, the House of Assembly, the Public Service etc. .

7. Success of the Courses.

This is very difficult to assess in the short time and by the agent of communication. Every day revision of past days work was conducted and generally the answers indicated a fair retention and understanding. Notes on the course in Pidgin were distributed at the conclusion of the courses and it is hoped that recipients will use these notes to referes their memories.

8. Response from the Local people.

Considering I was a total stranger and that on most days the rain severely restricted movement I consider response to be excellent. With one or two exceptions, average classes were from 70 - 80 persons, all of whor appeared to be the leaders of the various villages around the centres where I held the classes. Most people were very pleased that some had taken the trouble to come and explain these things to them and hoped that I would come again. Talks on political parties, so I was told were particularly interesting and helpful in all areas I went. At most centres I went to and discussed political parties, the conclusion the people drew and I quote verbatim in most areas "Politikal pati i santing bilong grisim ol man". When talking about party platforms I usually pointed out that political parties, if possible would discuss these tenants of its policy which would appeal to the hearers and leave saying those which would not be so pleasing. Thus to get a good idea of a party policy one should try to learn what they have said not only in the bush but on Government stations, towns, party newspapers and clubs etc., When talking to the people about parties I was well aware of Mr. Somare's feelings on the matter. I would like to make it clear that what the people said was not something I tol them but, what I believe to be their conclusions on the behaviour of

Political Parties as they exist in the world today.

9. Economic and Social Etc.

As I have been appointed a political education Officer I have deliberately tried to avoid those other issues as I feel that even enquiry about them involves one in the local situation, something which I consider the province of the officers posted in the areas. Political Education Officers should submit reports only on the Political situation.

10. Conclusion

The courses were successful in giving the people an understanding of Political Parties and the government. It has also laid a foundation for further learning from other sources e.g. Radio and News etc. I myself have been learning new ideas on communication and particularly the mis-understandings which arise from what I say. I believe that with experience, the courses will improve and the topics be more interesting to course participants.

*J. Bradbury*

(J. Bradbury)

Assistant District Officer  
Community Education Officer

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Department of District  
Administration

Name: J. Bradbury

Station: Lae.

Field Officers Journal

Date	Para	Comments
12/5	8	Departed Lae 0830 for Finschhafen per Cowley. Morning Liaison and patrol planning with A.D.C. Carrol. Departed Finschhafen 1300. En - route calls to Butaweng, Buangi hospitals and Hellsbach. Evening discussions and film showings Bonga Village. Camped.
13/5	9	Morning discussions on Political Education questionnaire. Discussions on economic development. Business advisory advice to Masavi - Hebamv re his car and maintenance. Afternoon spent on informal discussions. Evening meeting with Bonga people. Camped.
14/5	10	Morning discussions with Bonga people. Afternoon discussions with Wareo people on political education programme. Discussions with Masavi concerning R.S.L. and his service dues. Served as policeman in Rabaul Gasnata and Lae. Number 5366B. Spoke of desire to form an R.S.L. branch at Finschhafen. Every course held from 8 - 11 pm. Camped.
15/5	1	Morning classes on political education ehdl. Afternoon per tractor to Siki Primary "T" School. Organisation of course with headman Pulis. Camped.
16/5	2	To Sattelburg discussions with Missionary in charge, Mrs. Bergmann and mission circuit pastor covering the course next weekend. Returned to Siki. Evening introduction to the course to be held there. Camped.
17/5	3	Stage 1 of Political Education course held 1300 - 1600. Camped.
18/5	4	To Government station Enroute discussions with villagers concerning future course in that area. Afternoon informal talks with village leaders. Camped.
19/5	5	Stage 2 of Political Education course for Siki area completed after belated start. Evening visit 7 p.m. - 10 p.m. to Logaweng pastor school. Course well attended. Camped.
20/5	6	Stage 1 of Political Education course for Kamilau, Simbang held at Kolium village. Course well attended. Afternoon visit to Hellsback school. Camped.
21/5	7	Stage 2 of Political Education course held at <del>NI</del> Kolium.
22/5	8	Departed Siki 0900 arriving Sattelburg 1100. Afternoon commencement of Political Education course stage 1 well attended. Camped.

Date	Para	Comments.
23/5	1	Political Education course commenced 1300 finished 1630. Revision of stage 1 and commencement of part 2. Camped.
24/5	2	Political Education stage 2 completed. Lectures attended by over 100 people. Camped.
25/5	3	To Su ang village commencement of Political Education course. Course attended by Tilimala, Gurupo, Moleng, Ianisala, Rapuangong, Magasaing. Approximately 80 persons in attendance. Night course held at Finschhafen government station specifically for public servants 7.30 p.m. to 10.30 p.m. Course well attended. Camped.
26/5	4	At Supang continuation of course. Over 100 persons in attendance. Night classes at Finschhafen government station. Camped.
27/5	5	Heavy rain delayed commencement of classes. Kei - Tonjo teacher with twenty four years experience with enquiries re independence and informal talks on local situation. Classes commenced 10.00 hours completed 15.30 hours. Evening classes 8 - 11 - 3.00 p.m.
28/5	6	Departed Finschhafen 0930 arriving Lae 10.30.

End of Patrol.