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Papua New Guinea Patrol Reports

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Torn Page(s)

PIGION HOLE

Reports



TERRITORY OF PAPUA

Jacket H No.

9

Resident Magistrate,

Wetani

Dist.

SUBJECT:

Mr. Alan Baker



TERRITORY OF PAPUA

At Mawani

KIWA I

9.2.11

W Beavoy

Dear Sir

Please see Mr. Mary Baker
leaves as soon as possible
with one whaler to be fitted
+ 2 extra men with two
presents for the men
for

The
time as
of the fly
will remain

... that necessary ... above headings, is to be written on this jacket.

... Department ... necessary delay.

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Resident Magistrates Office
Western Division, DARU.
24th April 1911

The Resident Magistrate.
Western Division
DARU

Sir

In accordance with instructions dated 9/2/11 and 10/2/11 respectively, I have the honour to report that I went on board the s.k. "Sir Arthur" at BAGUANA, KIWAI Island at 3.p.m. 10/2/11 and the tide having started to flow, weighed anchor at 5.30.p.m. to proceed up the "FLY" and "STRICKLAND" Rivers in search of information of H.E. The Administrator and party.

My party consisted as under.

Capt T. Powell in charge of "SIR ARTHUR"
Lee Corpl GIBAI A.N.C.
Constable OBIRAMI ..
.. .. MOIDE ..
.. .. WARARI ..
.. .. KARIBA ..
.. .. BUNA ..

also Const TORPAU who was to return to BAGUANA with carriers for the Resident Magistrate. The crew of the "Sir Arthur" consisted of 5 boys, which with the addition of my own cook boy KATITI, brought the party up to a total of 15.

carried a dinghy aboard, and the station whaleboat

had 9 weeks supply for self and police and two
and an additional 2 weeks supply for H.E.'s party in
came across them. The Launch party carried their own ration
sufficiently of this.

was supplied with a prismatic compass from the R.M.'s Office and
4" Theodolite from the "Merrie England". The Commander of the
H.E. kindly handed over his Nautical Almanac. I had also a Barometer.

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Barometer and Thermometer and was well provided with existing map and charts.

I had six ship's rockets for signalling purposes.

The Journey up the "FLY" and further to a point according to the map, about 30 miles up the "STRICKLAND" (This I afterwards found to be incorrect! The actual distance up the "STRICKLAND" reached by the "Sir Arthur" being only about 15 miles.) was accomplished in six days and one hour. The Journey was without incident. Below is an itinerary of the voyage

Date	Time	Distance Miles	Remarks
10/2/11	8.5	-	Tide started to flow. Weighed anchor
	3.40.	-	Strong head wind and heavy seas obliged our anchoring, having made no progress since leaving the "Towers" at SAGUANA.
	5/30	-	Weighed anchor
	11.30	20	Dropped anchor off KUBIARA. Very heavy sea. Tide ebbing.
11th	8.00		Tide started to flow. Weighed anchor.
	6.15		Arrived at SUMAI. Water in river only slightly brackish. Went ashore and ordered the V.C. OBIRA, to come with me, I also took from this village two other men, OMARI and DAIRU, they said they had been up the Strickland and volunteered to come. This I found afterwards to be a lie, as they had never been even to the mouth of the Strickland. They were however big strong men, willing and good workers and I did not regret taking them. I left Coast FORPAU at SUMAI with orders to proceed to the adjacent villages and procure as many carriers as possible, and return with them to SAGUANA. There were very few men in the village, I recruited 8 carriers myself before leaving.
	8.40.		Left SUMAI.
	11/30		Heavy seas, frequent rain squalls and a head wind prevented much progress, and the tide having turned, anchored off East end of SUMOGI Is. We remained at anchor here until 5 p.m. during which time I inspected all the rifles, Capt Powell at my request kindly repaired two that were in bad order. I also gave the police 5 rounds each at a target at the end of a hundred yards of line astern.
			Weighed anchor. Tide having started to flow. Ran on West bank. Tide started to ebb, thus giving only about three hours flood. Got off bank, Strong flood tide, which upset all calculations.
			Arrived at GIMA. Capt Powell went ashore and returned at 10.15
12.m.n		51	Arrived DAUNIORI. V.C. BIMU. came off in his canoe, and I ordered him to be ready to come on board at the turn of the tide in the morning.
12/2	8.00		Tide turned. Obtained a good supply of native food at DAUNIORI before leaving. BIMU came on board and we weighed anchor.
	p.m. / 3.30		Dropped anchor off Red bank BUCEROS Is abrea

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Date	Time	Distance Miles	Remarks
Feb 12th	p.m. 5.30		Large native house on top of bank known as KEREMA-KEREMA. The anchorage however was bad, and we were obliged to steam up further against the tide to Howling Point. River very deep, occasionally found bottom at Ilfathoma but generally could not sound.
	4.35 p.m.	92	Dropped anchor off Howling Point. Tide ebb
13th	a.m. 1.10		Was awakened by the roar of the approaching bore. It was however not a very bad one, the wave not being more than 18" high, owing to the proximity of Islands it was not deemed advisable to proceed by this tide
	p.m. 1.10		A three foot bore struck us, but Capt Powell had taken all precautions. The tide started to run up with great force, unfortunately our anchor fouled and we were over an hour getting clear. Passed through the D'Albertis Fairfax Group of Islands without mishap.
	7.15	127	1000 /Thousands of Flying Foxes hung like bunches of grapes to the branches of the trees lining the shores of the Islands. Dropped anchor off Alligator Is, so called. I should imagine from its shape, which resembles a huge alligator with its head up-stream.
14th	a.m. 7.00		Weighed anchor. Very little tide or current noticeable either way. Have called the large island where the tide appears to effect the river no further, TIDAL Island. Saw a canoe with two natives ahead but they disappeared rapidly round a bend and were not seen again
	p.m. 6.30	172	Dropped anchor in very heavy rain storm.
15th	a.m. 6.35		Weighed anchor
	p.m. 6.15		Dropped anchor in a gale of wind and rain. Wind and rain having abated resumed journey
	6.20	230	Anchored off small island, and if map is correct are only about 15 miles from the Junction of the Strickland.
16th	a.m. 6.45		Weighed anchor
	10.10		Arrived at the mouth of the Strickland. On rounding the point to turn into the Strickland we ran on to a bank from which we did not get clear until 10.45. On enquiry I learnt from Capt Powell that he had only sufficient Benzine to see the lay out reserving two cases for his return voyage. Accordingly I decided to form a camp at the first suitable spot.
	p.m.		Dropped anchor, and went ashore to investigate. Found a good camping ground on a point jutting out into the river, which commanded a good view up and down the river. I at once put every one ashore to clear the ground
			Pitched camp and landed stores. The point formed a small bay which afforded an excellent anchorage for the whale-boat, clear of drift wood. I obtained the following from Capt Powell. 1 Thermometer, 1 hank Marline, 1 hank Twine, 1 Hurricane lantern. I handed a short report to the R.M.W.D. to Capt Powell and at 3 p.m. the "Sir Arthur" left on her return journey.

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The sheet map of the Fly River supplied was accurate up to within 40 miles of the Strickland entrance, known as Everill Junction. The description of the adjoining country tallied closely, and I had no difficulty in locating my position. Beyond that however there was considerable discrepancy, and I am of opinion that the Fly has changed its course considerably since the map was made. I did not make a traverse of the Fly, but I made a careful traverse of the Strickland, and judging from the variation of that river from the map, it is certain that the Fly has been likewise effected. Large islands have been formed that did not previously exist, and others have been wiped out completely. From Milangowan Island up, the width of the river varies considerably, from 300 to 600 yards, at the Junction it is about 800 yards wide, a quarter of a mile above it narrows down to not more than 300 yards. The Strickland at its mouth is not more than 250 yards wide running swift and strong. From Tidal Island up, the Fly country appears practically uninhabited, nor does it appear suitable for occupation, being low and for the most part swampy. The large house at Kerama-Kerema was deserted and although we passed several rough shelters at different points at some of which I landed to investigate, they had all long been deserted. Before Capt Powell left me I instructed him to put up a good signal at Everill Junction and gave him a message corked up in a bottle to attach to it. I was convinced that none but a very strong party ~~party~~ with knives and tomahawks could break their way through on to the Fly below the Junction.

I remained at the first camp on the Strickland from the 17th to the 27th February. The country adjoining the camp was impassible, and the enforced idleness, for it was impossible to keep the police ~~police~~, together with the millions of mosquitoes day and night, to tell on the boys' health. I made them cut a path about 200 yards for exercise, and in order to keep them busy made two trips. On the 20th I rowed about three miles up the river, the current was very strong, and it was hard work. I landed at several points to see if the country was more accessible but found it equally dense everywhere. Alligators were very numerous. On the 24th I went down the river about half a mile and landed on

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landed on the left or east bank. Here I found remains of recent native occupation, several deserted huts, and shelters, evidently a temporary camp, and a fairly well defined track running in an easterly direction, led me to think that the natives had come overland and had no canoes. The Police found four skulls, one woman and three men, and I estimated their age at about three months, there was no doubt that the original occupants had been killed, from the marks on the skulls. There were several young coconuts sprouting, and I picked up a couple of broken stone tomahawks. The mosquitoes were far less numerous at this place, and the native track would enable one to take exercise so I decided to shift the camp to this place the following day, the 25th I returned with a days provisions and followed along the native track for about 7 miles when we lost it completely in a dense forest of Bamboo. The track ran about E.N.E for two miles and then turned due east. It kept along the top of a sharp ridge not more than 50 yards wide, ~~with~~ with a dense swam of sago and cane on both sides. The track ran for the most part through bamboo forests. The ridge at its highest point was not more than 25 ft. ~~high~~ and it was imperceptible from the river.

27th Feb. Shifted camp. The health of the Police at once started to improve. On 4th March the Police shot a fine Cassowary, and the fresh meat was very acceptable. I was surprised at the very few fish there appeared to be in the river.

5th March For the first time I was enabled to get an observation for latitude and the following day, one for the variation of the compass. (Nos 1 and 2.). The river was continuing to fall very rapidly, being now about 5 ft lower than when I arrived, and I began to doubt whether the launch could reach me now. I accordingly shifted camp again, to the mouth of the river, as my launch was no use to any one, and at the mouth I should be able to watch both rivers. On the 8th I shot a large tree lizard from nose to tail, and in the after noon I loaded up all stores preparatory for an early start down the river in the morning. The loading up had hardly been completed when I noticed smoke down the river and in a few minutes the Steam Launch "Caprice" was in sight and at 4.30 was tied up at my camp.

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The Launch had on board, the following..

Mr A. Rogan. A.B. of the "Merrie England" in charge

M. Baker. Engineer of the Launch.

Zevis, a coloured man, mate of launch

Constable DIDOWA A.N.C.

V.C. SAROWAQ of SAGUANA

and

Three natives, crew of launch.

thus bringing my party up to a total of 20 all told.

Mr Rogan and Baker handed me their instructions, also instruction from His Honor, The Chief Judicial Officer. Rogan reported having landed at Saguana on the 16th of February, the launch "Caprice" which was supposed to have left Port Moresby on the 16th Feb did not reach him until the End of March, and he left Saguana on the following day, the 3rd. In accordance with the further instructions of His Honor, I ordered Mr Rogan to have steam up at 6 a.m. 9th March, and as the whale boat was already loaded with our stores decided to tow her as she was. The journey from this camp to my destination at or about latitude $6^{\circ} 50' S$. was accomplished in 6 days 7 1/2 hours, and with the exception of seeing a few natives and visiting a native village consisting of one large "Daba" with about 150 inhabitants, was equally without incident. I decided to make a careful traverse of the river on the way up, and correct it where necessary on the way down. My method was simply to note the time of entering upon each course or reach, and the magnetic bearing, and noting the speed from time to time in each course, correcting same by observations for latitude where ever convenient. Subjoined is an itinerary of this part of the journey.....

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Date	Time	Dist	Remarks
March			
9th	6 a.m.		The river fell during the night and the launch stuck in the mud so that it was not until after considerable trouble that we were able to get away at 6.40 a.m.
	LAT by OBS		
	7° 32' 12" S.		Stopped to cut firewood for launch
	12.8 p.m.		Resumed journey.
	12.42		Stopped to investigate signs of natives and found freshly built hut evidently some fishing party.
	3.15		Stopped for the night. Camped on the launch.
	4.30	24	Resumed journey
10th	6 a.m.		High red banks. Very prominent at sharp bend in river. Stopped and put up a good signal with message. also took Observation for latitude
	11.13		Resumed journey 12.46 p.m.
	LAT by Obs (No 5)		Stopped to cut firewood
	7° 19' 3"		Resumed journey
	2 p.m.		Stopped for the night, and as the launch wanted a overhaul, and I was anxious to make certain of my position I decided to remain here all the next day, and make a fresh start on Sunday the 12th.
	3.45		Camped all day. set the boys to cut a good supply of firewood. Took Obs for Lat, and corrected chart.
	4.10	47	Resumed journey.
			Stopped for the night. Took Obs for Lat at noon. Lat 7° 11' 1.8"
11th			Resumed journey.
	LAT by Obs (No 4)		Stopped to cut firewood. Unable to find a suitable steaming fuel. was obliged to throw all the wood cut the previous night overboard.
	7° 15' 59"		Resumed journey. Considerable trouble keeping up steam.
12th	6.15 a.m.		Stopped for the night, and also to cut firewood. Took star Obs for Lat. Very poor progress this day, only about 13 miles. Strong current and no steam.
	5 p.m.	70	Resumed journey.
13th	6 a.m.		Stopped to cut firewood.
	7 a.m.		Resumed journey.
	9.58		Stopped to cut firewood.
	3.35 p.m.	83	Resumed journey
	LAT By Obs (No 6)		Arrived at point marked house on sheet map at Lat 6° 59' and found small village in occupation. about 12 houses. All the people fled however and we never caught any sight of them. They had evidently gone up one or other of two small creeks in canoes, and although I divided the police and supernumeraries into two parties and made a big circuit round the village, could find no trace of them. I was getting anxious to come in touch with the natives, as I expected that if there were any white men within a radius of 20 miles - should be able to get information of it.
	7° 5' 58"		Resumed journey. On rounding the next bend saw two canoes with 7 men, trying to cross from the right or west bank to the east bank. I told Mr R Rogan to try and head them off, but we had no steam and immediately they reached the edge of the bank, out of the current were able to travel three feet to our one. They rapidly disappeared from sight.
	14th	5.58 a.m.	
	8 a.m.		A large "Dobu" appeared in sight about half a
	10.2		a mile ahead on the East bank and I determined to land if possible. There was considerable commotion at the village on our appearance
	12 noon		
	2.48		

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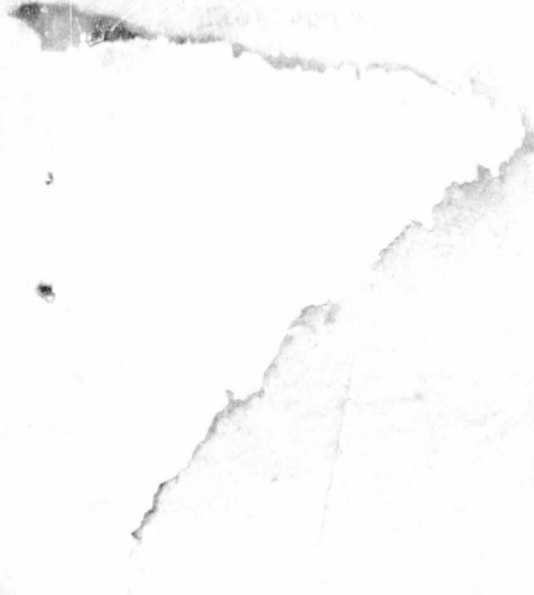
appearance, and I could see the women and children removing their goods whilst the men appeared to be constructing a shelter for defense. I instructed Mr Rogan to steer the launch to within 150 yards and anchor abreast the village. As we approached the men began to collect and show a bold front. They were all well armed with bows and arrows and spears, and formed in two parties, one at each end of the "Dobu" whilst some stood along the side of it, which was parallel to the river. Unfortunately, Mr Rogan reported no bottom, and so I was obliged to take the launch over to the other bank, the river being at this point some 350 yards wide. We were too far away however to make any head way with the natives, and after waiting sometime, signalling and holding up trade, and calling out "SAMBOE" which I was told meant peace, until we were hoarse, I decided to try and effect a landing in the whaleboat. I took with me V.C. BIMU who had a slight acquaintance with the bush languages, Lee Corpl GENAI, 4 Constables and 2 SUMAI boys as a guard for the boat when we landed. I instructed Mr Rogan to form up the remainder along the side of the launch, and should he see that we were obliged to retire and that the natives were firing their arrows at us to cover our embarking in the whaleboat. As I approached the shore the natives became more threatening, though I did all I knew standing up in the stern of the boat to try and pacify them. I regret to say Lee Corpl GENAI did not show conspicuous courage. When within about 25 yds of their canoes of which there were about 20 moored to the bank, they became still bolder, and I foresaw that there would be bloodshed if I landed as matters were. I accordingly signalled to the launch as previously arranged and they blew the steam whistle. In less than a second there was not a native to be seen. I at once rushed the whaleboat on shore. Constable MOIDE was the first to land and helped me up through the mud, he also accompanied me fearlessly round and through the Dobu I looked anxiously for any traces of white men, as I knew I was now in the vicinity of their proposed course as to latitude. I do not think the natives went any great distance as their dogs kept barking only a short distance away. As soon as I found there was no danger to be apprehended from the people, I signalled to the launch and she came over and tied up to the bank. The natives had left little of value. A few bundles of arrows, a portion of a pig which I allowed the Police to take, and a small bag of sago. There appeared to be abundance of food. In addition to the pig we took, there was another whole pig hanging to the rafters of the Dobu also a large Cassowary waiting to be cooked, and several bags of sago. I could see no traces of cannibalism such as skulls or human bones, nor were there any signs of vegetables such as would betoken a garden. There were several large fishing nets similar to those in use along the coast, as also were their bows, arrows, spears and stone tomahawks. Some of the canoes were twenty men canoes. As there was no appearance of the natives coming back I decided to proceed a little higher up the river and stop for the night.....

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Date	Time	Dist	Remarks
March			
14th	4.50		Resumed journey.
	8.20	8 95	Stopped for the night.
15th	a.m.		Resumed journey.
	6.10		Stopped to cut firewood.
	7.00		Resumed journey
	9.28		On entering this reach, bearing 78° T.M.
	9.57		V.C.SAROWA drew my attention to some faint mountain peaks in the far distance. these were the first we had seen, I at once got a bearing, 70° True North. Producing this bearing on the sheet map, it struck near the N.W. end of the "Sir Arthur Gordon" Range, the peaks appeared at a great height, and were only faintly visible. I estimated their distance at between 80 and 100 miles. I have no hesitation in saying that it was the "Sir Arthur Gordon" Range.
	12.45		Came across the first shallow water, the shoal stretching right across the river, leaving on only a narrow channel near the east bank.
	P.M.		
	1.30		Entered on course, bearing Mag 332 marked "steep pass" on map, this is apparently meant to signify that the river runs down a steep incline. There were no rapids owing to the great depth, but the river ran with great swiftness, full of eddies and whirlpools, and the launch required careful steering to prevent her being caught by the head. The river narrowed to about 150 yards, the East bank varying in height from 10ft to 40 ft, composed of red clay, which has given the name to the "Red Banks" marked on the map and which have been so conspicuous throughout the journey. The right or West bank was still the same low muddy bank, fringed with cane grass. We were 42 minutes doing about half a mile, and decided to stop at the first suitable spot for a main camp. At the end of the course the River turned due West, and widened out suddenly to 300 yards by throwing back the East Bank. This thus forming a fine deep bay, The steep pass ended abruptly in a high red bluff about 50ft The whole forming an ideal camping ground.
	2.12	108	Stopped. At once put all the boys ashore and started forming a camp.

y.p.



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The map of the "Strickland" supplied was unreliable. The river has considerably altered its course since it was made. The Red Hills which are so conspicuous at different points along the east bank are entirely omitted on the map, and I am of opinion that they did not exist at that time, or rather were further inland. They are or were simply small conical hills standing out on the plain round which the river swept, gradually cutting into them and exposing the bright red clay to view. Some of the banks are not more than 10 ft high, whilst the crest of the hill may be 40 ft and incline 100 yards or more. Others show steep precipitous sides 50 ft high sloping down again abruptly at the back to the level of the adjoining banks. The lengths of these banks vary from a few feet to 4 or 500. The nature of the country, practically from the Tidal Island in the FLY to my camp Lat $5^{\circ} 51'$ on the Strickland is the same. A slight alteration was noticeable about 20 miles below, and upwards, the mud banks/flats giving place to occasional beaches of rounded waterworn flint pebbles. Occasional strata of sandstone were seen, in fact there was every indication of considerable sandstone formation higher up. These indications were almost entirely confined to the East bank, the West bank remaining the same, low and swampy. I had the highest point of the bluff about 100 yds from the camp cleared for an observation station. The aneroid showed a height of 55 ft above the level of the river. From this point a good view up and down the river could be obtained, and as far as the eye could see East and West. I frequently looked carefully in these directions with the telescope, but could see no signs of mountains. The country appeared to be one unbroken flat. South, the way I had come it was of course the same, my view obstructed by dense forest.

My main camp from the 15th March to the 8th of the first week the engineer of the launch was busy repairing the boiler which was leaking, he also took care to repair the engine to pieces, and generally repaired the gear. I gave the boat and others two hours of woodgetting a day so as to have a good supply of dry wood for the return journey. I was busy myself taking observations, working on the map of the river. I had a couple of rockets fired from this camp.

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There was a large native house visible on the point of an island about half a mile up the river, and smoke was seen issuing from it the first night, so I took the precaution to post a sentry with two hour reliefs from 8 p.m. to 6 a.m. I also expected our friends at the village below might be curious. This I kept up throughout our stay in this camp.

I decided to make a trip inland on the 20th, accordingly at 6 a.m. on that date I left the camp in charge of Mr Sogan and accompanied by L. Corp'l GINAI 4 constables and 2 SUMAI boys struck due East. Although thick forest, it was not particularly difficult travelling, unencumbered as we were with baggage or stores. By noon I had covered about 10 miles. I instructed the leader to only leave sufficient trail to enable us to find our way back, and so for a considerable distance we went bent the twigs bushman fashion.

The country consisted of an endless succession of low heavily timbered ridges between which ran muddy streams, at the same time I could perceive that we were gradually rising as each successive ridge was slightly higher than the last. At noon I called a halt and boiled the billy. The police had two biscuits each tea and sugar. At 4 p.m. I started again but changed the direction due North so as to cut the line of Lat $6^{\circ} 50'$. The travelling in this direction was much slower as we cut the ridges sidelong. After covering about two miles I gave the order to return. As nothing had been gained by the trip and I was no wiser about the country east and north, I decided to return, on another occasion, prepared for a night out, I accordingly instructed all the boys to use their knives going back so as to make a track for carriers.

I returned to camp in the dark about 7.30 p.m.

On the 21st I made my 2nd expedition into the bush, intending to go to the point I had reached on the 20th camp there and push on as possible the following day. This time I took 3 SUMAI and only three police with my own boy carrying my string hammock and water-proof sheet for overhead. The police had a small

fly, their blankets, and provisions for two days. I reached the

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the point previously reached at about 3.30 p.m. and made camp. It started to rain heavily and rained all night. In the morning I made an early start, leaving one policeman and my boy in camp. I laid a course again due east, crossing the ridges at right angles more or less as before. After covering about 5 miles we suddenly found ourselves on the top of the last ridge. The aneroid corrected showed it as 80 ft above the Obs station at the camp or 135 ft above the level of the river. After clearing a few trees I obtained a fairly good view over the country East and North. The eastern slope of the ridge ended on the borders of a vast swamp and the whole country as far as the eye could see appeared an immense plain extending in all directions for miles, with small timber and - should judge swampy. I skirted the swamp in a N.E. direction for about one mile and then coming to a narrow neck crossed over it through about 2 ft of water and again went due East. Another mile in this direction brought me to the bank of a considerable river which I somehow expected. At the point I struck it, it was about 200 ft wide, deep and running slowly between muddy banks, as far as I could see there were no snags, and it appeared quite navigable. Whilst the police rested and cooked their rice I went some distance up the river by myself. The general course of the river was S.W. and I had no doubt that it was the same river whose mouth we had passed on the Strickland, some 6 miles below the camp. (See rough plan attached). I at once came to the conclusion that such a large stream must have its source some many miles to the North and that any party attempting to reach the ~~Strickland~~ Strickland must of necessity cross it, or come down it, even if they were at a considerably higher lat than $5^{\circ} 50'$.

I gave a good signal on the bank with a letter pointing to it and at once gave the order to return to the camp, and returned back very quickly, and arrived at the intermediate camp at about 5 p.m. As I was anxious to get back to the Strickland camp, I decided to go straight on, so only giving time to pack up we started on again. We reached camp late at night having covered about 25 miles in the twelve hours. I noticed some fine Cedar on some of the ridges, and in one of the creeks which ran over some coarse gravel, I obtained indications of gold. One of the Sumai boys

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boys said, plenty gold stop underneath, though how he knew I cannot

say. The faint colours - found were at a depth of about 18 ins.

On the 26th Mr Hogan reported that the launch rations were running short. I had already had to supply the two police brought up by the Caprice with rations from my own stock, but was determined to remain the two months as ordered. I informed Mr Hogan that I would leave on the 3th of April and the launch being now in order requested him to have steam up by Va.S. on Tuesday 28th as I intended to go further up the river. I was in hope of being able to reach the point marked Red Mill on the map some 14 miles above the camp, expecting to get a good view from there.

We got away from the camp at 9.40 a.m. as the launch refused to budge at 7 a.m. and certain parts had to be taken to pieces again. We made very slow progress and at 5 p.m. stopped for the night.

I made arrangements to take an observation for lat but heavy rain storms prevented any being taken. The river above the camp reverted to the usual low mud banks edged with cane grass. Varried occasionally by gravel and shingle. After ascending about a mile or more, I was able to form some definite idea of the formation of the country - had gone through on my trip inland. The East bank fell away somewhat and inside formed a swamp which apparently extended for miles. Covered with tall cane grass. The waters from this immense swamp, ~~is~~ overflowing its southern boundary had cut innumerable channels down the incline corresponding to the steep pass on the river. Some of these streams doubtless found their way into the river and

discovered, others into the Strickland, and it was over the course of these streams, that I had crossed, on the journey

at 7 a.m. Resumed journey up the river but after travelling an hour for about a mile and a half came to a shoal over which, although we made many attempts, we were unable to find a channel.

and I had reluctantly to give the order to return. It took barely 7 minutes to accomplish the journey back to the previous night's

Torn Page(s)

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right's camp. I remained here until after noon in order to get an observation for Lat. and then returned to the main camp.

On the 6th April natives appeared on the opposite bank and we hailed them. They replied but being unable to make anything of them, I sent the whaleboat over ~~to~~ with a small parcel of trade, as soon as they saw the boat leave the bank they ran away, the boat went down the river a short distance and turning into a creek found a canoe, after depositing the trade on the bank, the boat returned. The following morning I again sent the whaleboat up the creek, the corpl reported the ~~whaleboat~~ canoe as gone, but the trade still remained where he had left it.

7th April loaded stores and made all preparations for an early start in the morning to return.

Whilst at this camp I took several Observations for Lat. The mean of which worked out at $6^{\circ} 51' 58''$ South. Also an Obs for Long. which considering I only had a 4" theodolite reading to

minutes, and not in too good order, was fairly satisfactory. viz
Lat $6^{\circ} 51' 58''$ besides others as per attached sheets of workings
.....

8th April 7.30 a.m. Started on return journey. I decided to make a second attempt to get into touch with the natives at the village below, but in a different manner. I ordered two equal parcels of trade to be prepared, each consisting of two yards of turkey red one 2nd hand tomahawk, one 14 inch knife, one plane iron and 3 sticks of tobacco. I instructed Mr Rogan to stem past the village as possible, and when abreast cast off the whaleboat as possible, he was then to swing round and head up the village. This worked well as the natives were taken by surprise as they were watching the launch and the whale boat beached, and was up on the bank with two the police; the remainder I had ordered to remain on the boat;

Torn Page(s)

and standing in front of the Dobu. I immediately ordered the two police to place their rifles on the ground and advancing to the entrance of the Dobu told the police to spread out the two parcels laying the tools on the top of the red twill. This they did quite calmly, whilst I kept one eye on the villagers who were watching from all corners. As soon as this was done, we returned to the whaleboat and went on board the launch. The rest was easy. The trade was too much for them. One by one they came and looked at it, and then by signs asked if they might take them, holding up each article in turn as soon as the lot was disposed of and they saw there was more on board, I was soon able to induce one man to venture in the launch, and although a fine big man he trembled like a child when he came near us. We soon became friendly however and presently, I signified my intention of going ashore with him. Very few of the men however remained in sight when I first landed and under the chief's guidance inspected his Dobu. Two old women ventured out of the bush at the sight of trade and had a terrible lot to say but the younger women kept out of sight. The dress of the men was the ordinary large shell and the women were wearing the universal grass petticoat. They appeared to be a fine class of men, though varying considerably in features and even colour, and I could notice nothing distinguishing about them. There was one curious custom which I have not seen or heard of elsewhere. Shortly after I went on shore with the man who turned out to be the chief, and as I was standing talking to the chief surrounded by the police and some of the villagers, one of the men whom I had not previously noticed, and who had evidently been used for the occasion, rushed furiously into our midst, and seized the first finger of my left hand, ^{below the second joint} between the thumb and his right, gave it a violent squeeze and twist, at the same time saying "SAMBOE" This he did afterwards to all the police, and later to the engineer and Mr Logan when they came ashore. After trading with them for some curios and cooking some sago which they brought us, and whilst I

was endeavouring with BIKU'S assistance to get hold of some of their work, every man Jack, suddenly disappeared into the bush.

Torn Page(s)

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bush and the chief seized the first opportunity to disappear like
-wise, I became rather suspicious of this manoeuvre especially as I
had noticed several removing their bows and arrows into the bush,
so at once ordered every one on board, and in a few minutes wee on
our way. I was very pleased to have made friends with these peopl
and theym lost nothing by it .having obtained several old knives
and tomahawks, some calico and tobacco. they had several fine tobacc
-co plants growing near the Dobu, I do not think they had ever seen
seen a white man before. I think they would prove good friends and
useful to any future expedition up the Strickland. Below are seven
-al of their words and the English equivalent

- BEIKA.....Sago
- SOUKABATA.....TOBacco
- BOUBAKA.....Native pipe or Boutou
- PAPPAWoman
- RABKOVPig
- SOREKO.....Drum

We had not proceeded more than a hundred yards or so before they
all returned to the village with their bows and arrows in their
hands, and began shouting at us, and waving their arms. Whether this
was intended to express regret at our departure I am unable to say
or it might have been that our hasty departure had done them out
of a meal of roast man. The Dobu was similar in outward appearance
to those along the coast in the delta, having the peculiar high
peaked alligator shaped gable at the front end. there was however
no through communication, it being divided up into about 10 large
compartments with roof high partitions, each compartment having
entrance from either side. Betel nut appeared unknown.....

The Strickland was reached at 2.45 p.m. on the 10th
night and half a day at my first camp in order to
s for lat, and to enable the engineer to tighten up the
cellor. The journey down the Fly was resumed at 8a.m. on
morning of the 11th. As the launch was filled, holds and bunker
th the wood I had had cut at the top camp, we made good progress
not having to stop to cut. We arrived off my old anchorage at
Howling Point at 4p.m. on the 12th. I did not like anchoring here

Torn Page(s)

here as I had a recollection of the bore on the way up, and did know how much more severe it might be. There was however no help for it. The engine was running hot. We had been using melted butter melted beef dripping, and cocconut hair oil belonging to the engine engineer, for the past 48 hours. Our wood supply had at last given out and it was necessary to obtain a fresh supply. The launch was run in close to the west bank and Mr Rogan ordered the anchor to be let go I told him we were too close to the shore in case the bore caught us, and he replied that the engineer had promised to keep up steam until the wood was on board and that he would then steam out to a safer anchorage. However when the wood was on board there was no steam and I was obliged to order the whale boat to tow us out. It was hard work and but little progress was made, and we were obliged to anchor in 15 fathoms of water. At 11 p.m. I was reading at the stern of the launch when I noticed the launch had a decided list to Port, I at once woke Mr Rogan, and he reported the launch was on the mud. The tide was still falling fast and in a few minutes the launch turned completely on her side, I at once realized that we were in a most dangerous position, should the bore be heavy. The whale boat towing astern was also on the mud. I expected the bore any minute. Sending the boys into the water. I got the whale boat turned round with her head on to the approaching bore, and casting her loose from the launch had her anchor carried some yards ahead and dropped. I then transferred all the young police to the launch putting in their place, the three V.C.s and the two SUMAI boys whom I knew I could trust in an emergency. Nothing could be done on the launch it was simply a case of awaiting events. Mr Rogan stood at the launch anchor and chain, my chief fear being he did not stand the strain, whilst I stood at the head of the whale boat which would be the first to receive the bore. Our preparations were no sooner completed than the sound of the approaching bore some miles or so away was heard, and estimated its rate at 20 miles $\frac{1}{2}$ an hour it was not long before it was setting to us. I had been so busy looking after the safety of the whaleboat, that I did not notice the dinghey, and I now for the first time saw it along side the launch, and recognized it was

Torn Page(s)

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doomed. There was no time to get it inboard and the boys were too frightened by this time to be of much use. It was the duty of the engineer and the launch crew to look after the dinghy. When the crest of the bore was within about 100 yds of us, there was a tremendous rush of water, mud and sand from left to right and the launch turned suddenly over on to the other side sending every thing movable overboard. The whaleboat rose to it beautifully and I called out a cheering word to them, the next second it struck the launch square on the stern shooting her forward the full length of her chain past the anchor when she brought up suddenly. I had taken the precaution to pass the bight of a rope round my waist otherwise I should have been swept overboard, the wave striking me about the height of my waist. At the same time I saw the forms of two men who had apparently been dashed out of the whale boat carried past the launch, immediately followed by the whale boat. It appears that the Corp'l had not taken the precaution to see that the chain was secure and it ran out swiftly to its full length and then snapped the lashing fastening it to the ringbolt. This was fortunate in a way, as the boat was thus enabled to keep close by the two men in the water and being powerful swimmers I had the satisfaction of seeing them being hauled on board. The boat was carried some distance up stream but eventually returned. I had pleasure in complimenting Corp'l SINAI on the way he handled the boat on this occasion. As soon as the launch reached the end of her tether she almost immediately righted herself, and swung round with the now furious flowing tide. It was a relief to feel her on an even keel. Had the wave struck us broadside on, the launch must have inevitably turned turtle.

ly start the following morning 15th April and on
of BUCEROS island came in sight of the S.S.
shore off TADOTA, where she was endeavouring to recruit
went on board and was indeed glad to hear of the safe
val of MISCELLANCY. The Administrator, and his party in Port
resby. As the wind and weather was favourable I at once decided t
after landing the V.Cs at BUNELORI and SINAI to hasten the
return of the launch to Port Moresby, and so save any further
unnecessary expense, accomplishing the remainder of the journey

Torn Page(s)

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journey in the whale boat. After obtaining supplies for Messrs Rogan and Baker, I made direct for DAMIOEI, which was reached the same night, where I landed V.C. BIMU. SUMAI was reached at noon the following day the 14th, and I disembarked there with all my party with the exception of V.C. SARGWA, who went on to SAGUANA in the launch. I instructed this V.C. to give the engineer every assistance to load up the coal stored at Saguana in readiness for his return. Before leaving the s.s. KIAORA Capt Reiff told me that he was going to DARU via SUMAI and that he would be at SUMAI on Monday the 16th. I accordingly decided to wait at SUMAI for him. The V.C. SUMAI placed a new house at my disposal, and provided us with poultry and eggs, the night of my arrival a man died of dysentery, but it was an isolated case. The wife and child of one of the men who was with me had also died during his absence in child birth during his absence. I waited until ~~Thursday~~ Tuesday for the s.s. KIAORA, and as she did not turn up, ^{sail} sail in the whaleboat for DARU. We had a fair wind and reached DARU the same day 19th April at 7p.m. I found the Resident Magistrate, Mr Beaver and the A.R.M. Mr Ryan had also arrived the same day.

I gave each of the three V.C.s who accompanied me presents of a bag of rice, the knife and tomahawk they had used throughout, and one pound of tobacco, and to the other two men a knife and tomahawk and one pound of tobacco each.

I cannot speak too highly of the services rendered by these 5 men they were willing, cheerful workers on all occasions, and quick to act to an order in an emergency. The conduct of the police throughout was very good, especially so was this the case with the MAMBARIS

I CIBAI, Though evidently anxious to do his best was too young and inexperienced for the position.

... were of great value to me in the handling and the launch and I was very pleased to have him with me

.....
the exception of a little fever and colic at my first camp on Strickland, the health of the party was very good.

I have the honor to be
Sir

Your obedient servant

C. H. Baker
C. H. Baker
W. A.

Torn Page(s)

A:

Observations Observations for Latitude

To fix the position of Everill Junction, Strickland Mouth.

(1)

10th April 1911.

e. Argus	.....Alt.	38° . 21'	"
Cor..Ref		----- 1 . 9	
		38 . 19 . 51	
Z.D.		51 . 40 . 9 H.	
Dec		59 . 15 . 55.44 S.	
Lat		7 . 33 . 26.44 S.	

(2)

d. Argus	.....Alt	45° . 12'	"
Cor.. Ref		..... 00 . 57	
		45 . 11 . 03	
Z.D.		46 . 48 . 57 H.	
Dec		54 . 23 . 99.72 S.	
Lat		7 . 33 . 49.58 S.	

Mean of two Observations 7 . 33 . 26.44

7 . 33 . 49.58

2/ 15 . 7 : 11.02
7 . 33 : 38.00

Lat----- 7° . 33 . 38 South

Torn Page(s)

B

Observations for Latitude

To fix position of first camp, Strickland River.

(1)

March 5th 1911.	Long from map	141°	30'	E.		
Alt of Sun	0 5	89°	13	00	Merid	Upper limb
		88	42	00	..	Lower ..
		2/ 177		57		
		88	59	00	..	Sun's centre
Cor.. Ref ..all	Z.D	1	1	0" E.		
Decl 5th		6	22	12.5 S.		
corr 9.4hrs			9	3		
		6	31	15.5		
		1	1	00		
Lat		7	32	12.5	South	

(2)

April 10th 1911	Bar	29.25	Ther	67.00		
Alt of sun (Merid)	Lower limb	72	43	00	"	"
			15	59.22		
Sex Diam		74	58	59.22		
Cor Ref				14		
		74	58	45.22		
Z . D..		15	1	14.78	S.	
Decl 10th		7	38	6.5		
Cor 9.4 hrs			8	43.6		
		7	29	22.9	E.	
		15	1	14.78	S.	
Lat		7	31	51.88	South	

Alt	50°	29	00			
Ref			45			
		50	28	15		
Z.D.		39	31	45	E.	
Decl		47	4	39.56	S.	
Lat		7	32	54.56	South	

Torn Page(s)

Observations for "altitude"

To fix position of first camp on the Strickland River

(4)

9th April 1911

a. Argus Alt.....58' . 20' . 00"
Corr Ref I . 10

Z . D. 38 . 18 . 60
51 . 41 . 10 H.
Decl 59 . 45 . 26.54 S.

Lat 7 . 32 . 26.59 South

Result

(1) 7° . 32' . 12.5
(2) 7 . 31 . 51.88
(3) 7 . 30 . 54.36
(4) 7 . 32 . 26.59

4 3 30 . 9 . 25.53

Mean LAT 7° . 32' . 25" SOUTH

Torn Page(s)

Observations for Latitude

To fix intermediate points on River between first camp and
Main camp

(1)

10th March 1911

Observed Sun's Upper limb	Alt	.....	87°	32'	00"
Semi-d	.....		16	00	

Corr Ref nil			87	16	00
S.D.			3	46	8.8.
Decl 10th			4	25	43
Cor Long				9	12

			4	34	55 S.
			2	44	8

	LAT		7	19	03 S.

(2)

11th March 1911

Observed Sun's Upper limb	Alt.....		87°	12'	00"
Semi-d			12	7	

			88	25	53
S.D.			3	4	7 S.

Decl 11th			4	2	14
Corr Long				9	10

			4	11	32 S.
			3	4	7

	LAT		7	15	39 South

12th March 1911

Observed Sun's Upper limb	Alt....		86°	53'	00"
Semi-d			16	07	

S.D.			3	23	7

Decl corrected			3	47	54

Lat 7° . 11' . 1"

Torn Page(s)

E

Observations for Latitude

To fix points on the Strickland River Between the first camp on the
 the river and the main camp.

(4)

15th March 1911

S. Argus	Alt.....42	.	28	.	00	"
Corr Ref			I		2	
<hr/>						
	44	.	26	.	58	
Z.D.	45	.	33	.	02 N.	
Decl	52	S	39	.	00 S.	
<hr/>						
Lat	7	.	5	.	58	South
<hr/>						

TO FIX MAIN CAMP

(1)

15th March 1911.

Observed Sun's Upper limb	Alt	84	.	50	.	30	"			
SensA				16	.	6				
<hr/>										
	84	.	34	.	24					
Z.D.	5	.	15	.	36 S.					
Decl 15th I	16	.	30							
Corr Long	2	.	14							
I	26	.	04							
				LAT	6	.	51	.	30	South
<hr/>										

(2)

15th March 1911

Observed Sun's upper limb	Alt	84	.	27	.	00	"			
SensA				16	.	05				
<hr/>										
	84	.	10	.	55					
Z.D.	5	.	49	.	05 S.					
Decl	1	.	2	.	22 S.					
<hr/>										
				LAT	6	.	51	.	27	South
<hr/>										

Torn Page(s)

F

Observations for Latitude

TO FIX MAIN CAMP

(3) 19th March 1911
 Campus Alt.....44° . 13' . 00"
 Corr ref I . 4

 44 . 11 . 56
 Z.D. 45 . 48 . 4
 Decl 52 . 59 . 1 S.

 Lat 5 . 50 . 57 South

(4) 22nd March 1911. Bar 27.9 Ther 90.00
 Observed Sun's upper limb. Alt 55° . 16' . 00"
 Corr Semid 16 . 4.4

 52 . 59 . 55.6
 Corr ref 9

 52 . 59 . 46.6
 Z.D. 7 . 00 . 12.4 S.
 Decl 22nd 5 . 47 . 58.4
 Corr long 9 . 16.5

 5 . 5 . 41.9 Lat 6 . 51 . 51.5 South

(5) 23rd March 1911.
 Observed Sun's Upper limb Alt 52° . 52' . 00"
 Semid 16 . 4

 52 . 35 . 56

 52 . 35 . 49
 Z.D. 7 . 24 . 11

 Decl 0 . 41 . 38.9
 Corr long 9 . 16.5

 0 . 32 . 22.4 H.
 7h . 24 . 11.0 S.

 Lat 6 . 51 . 48.6 South

Torn Page(s)

Observations for Latitude

TO FIX POSITION OF MAIN CAMP

(6) 7th April 1941.

Observed SUN's lower limb Alt .. 76° . 31' . 00"

Semi-d .. 18 . 00

76 . 47 . 00

CORR REF .. 15

76 . 46 . 47

Z.D. .. 15 . 15 . 15

Decl 7th 6 . 50 . 43

Corr LONG .. 8 . 52

6 . 51 . 51 N.

13 . 15 . 15

6 . 51 . 52

LAT 6 . 51 . 22 South

RESULTS

(1)..... 6° . 51' . 40"

(2)..... 6 . 51 . 27

(3)..... 6 . 50 . 57

(4)..... 6 5/51 . 31.5

(5)..... 6 . 51 . 48.6

(6)..... 6 . 51 . 22

6/ 41 . 08 . 46

6 . 51 . 27.4

27.4 South

Torn Page(s)

H

Observation for Latitude

To fix point reached by launch above main camp

29th March 1911.

Observed Sun's Upper Limb.	Alt...	80° 34' 00"
Semid		15 02

		80 17 58
corr ref		39

		80 17 49
Z.D.		9 42 11

Decl 29th		5 05 02
corr 29th		9 11

		5 55 51 S.
		9 42 12 S.

LAT		5 48 20 South

Making the highest point reached about Lat 5° 42' 00"

Torn Page(s)

Observation for Longitude

April 7th 1911 LAT 6° 51' 27" N. LONG by scale 142° 00' 00".
 Correction of watch by Equal Altitudes of Sun. Alt 55° 00' 00"

Upper limb	Lower limb	Upper limb	Upper limb
A.M.	A.M.	P.M.	P.M.
10.45.58 ^s	10.45.25 ^s	11.50.32 ^s	1.52.50 ^s
10.50.23	10.52.45	11.47.39	1.45.31
10.55.00	10.57.55	11.36.08	1.38.42
11. 2.25	11. 5. 4	11.28.42	1.31.20
11. 7.25	11.10. 4	11.23.34	1.26.17
11.12.25	11.15.13	11.18.18	1.21.04
11.17.25	11.20.20	11.12.50	1.15.47
11.22.00	11.25.26	11.08.05	1. 1.05
<hr/>			
11. 4.45.25	11. 7.30.25	11. 26. 7	1.22. 52
11.23.52.0	11.26. 7.0		
<hr/>			
0.55.57.25	0.55.57.25		

AP HOOR by Watch 0° 16' 48.63"
 Corrected Decl 7th 6° 21' 46.71"
 Equation of time 2' 25.58" additive
 Double change of Decl 48' 21" 7.1 increasing
 Int from 11.4.45.25"
 to 11.26. 7.00

 2.21.21.75

Log A.....2.2625	Log B.....2.2891
cot 6° 51' 27"......9199	cot 6° 21' 47"......9527
P.L. 45. 7.7......6009	P.L. ....6009

	3.7695
P.L. 1.8 seconds	P.L. 1.7 seconds

Approx mean by watch 0° 16' 48.63"

 Equal Alts 3.5

0° 16' 52.13"

Moon 0° 2' 35.58"

Watch fast on mean time 14" 13.57 sec

Observed Moon's lower limb ALT 55° 00' 00"
 Time by watch 8.19. 3"
 CORR 14.18.57
 Corr M.T. of Obs 6. 4. 44.4"

Torn Page(s)

Observation for Longitude (continued)

L.M.T. of Obs by Watch	h	m	s
	8	4	44.4
Long	9	28	00

G.M.T. April 6th	22	36	44.4
------------------	----	----	------

S.T.M.E. 6th	0	54	37.52
add 22 . 36 . 44.4		5	68.57

Sid Time	0	56	20.19
L.M.T.	8	4	44.4

Merid.	9	5	4.15
-------------	---	---	------

Moon Decl 6th 22hrs	24°	52'	31.8"
var 10 min 74.18 for 38.74		4	32.5

Red Decl	24	47	29.0
P.D.	114	47	29.0

Mer Par 6th mid-night	0	58	31.62
For noon	0	58	16.81

Var 12 hrs			15.11
10.61 "			15.77

Corrected Mer Par	0	59	18.25
-------------------	---	----	-------

Semi-Diam 6th mid-night	0	15	58.47
.. 7th noon		15	54.35

Var 12 hrs			4.22
10.61 hrs			3.64

Corr. Semi-diam	15	54.23	
-----------------	----	-------	--

	15	58.13	
--	----	-------	--

	56	00	00
		16	8.13

	56	16	08.13
--	----	----	-------

	51	41	
--	----	----	--

117 parafref
 Mar 29.90
 Ther 25.00
 TRUE ALT

	56	47	49.1
--	----	----	------

Torn Page(s)

K.

Observation for Longitude (continued)

ALT.	56°	47	49.1				
LAT	6	51	27.4	Sec	.045118		
P.D.	114	47	29	Correc	.061991		
IVS	25		48.8				
89	15		52.9	ICor	8.132250		
82	25		55.9	ISin	9.729335		
			ISin 84		7.904695		
	M.A.	0 ^h	51	13.00			
R.A. Maria		0	02	04.25			
Hour R.A.		6	21	51.25			
R.A. 5th Merid		6	50	51.8	6125	1 ^m 20.45	2.0058 P.L.
.. ..		6	22	49.19	..	2 ^m 27.20	2.1251 P.L.
						P.L.	0.6241
		0 ^h	55	51.5			
G.M.T.	22	55	54.5				
L.M.T.	6	04	44.4				
LONG	9	28	19.9				
IN ARE	142°	4'	58.8				

Torn Page(s)

L.

91)

Observations for Compass Variation (Approx)

March 7th 1911 Lat $7^{\circ} . 32' . 28''$ SUN
 3.25p.m Alt upper limb $40^{\circ} . 02'$ H.C.R. $265^{\circ} . 12'$
 3.28p.m .. lower .. $38 . 53$.. $264 . 08$

 6.53 .. $78 . 35$ $269 . 18$
 3.26.30 $39 . 17 . 30$ $264 . 39$

ALT $39 . 17 . 30$
 Corr ref $I . 06$

 True alt $39 . 16 . 24$
 Decl 7th $8 . 35 . 49$
 corr $5 . 49$

 $8 . 41 . 38$

F.D. $84 . 18 21.7$
 LAR $7 . 52 28$ sec $.005772$
 Alt $39 . 16 24$ sec $.111134$

ISI $. 07 . 13.7$
 $48 . 38 . 26.8$ L.cos 9.618584
 $18 . 44 . 44.9$ Lcos 9.976328
 Sin Sq $12 . 0$ 9.707868

$91. 11$
 $180. 00$

 $271. 11$
 $264. 39$

Variation $6 . 32$ East

March 23rd Lat $6^{\circ} . 51' . 00''$
 with Sun at equal altitudes $80 . 00 . 00$

$42. 50. 30$ E.
 $38. 49. 00$ E.

 $6. 41. 30$

Torn Page(s)

METEOROLOGICAL OBSERVATIONS

STRICKLAND RIVER

DATE	TEMP	BAR	REMARKS
FEB 18th	81.00	30.00	First camp
19	80.80	30.066	
20	79.10	30.075	
21	86.00	30.100	
22	77.00	30.075	Rain
23	82.00	30.066	
24	85.00	30.100	Rain
25	81.00	30.100	
26	85.00	30.066	
27	81.00	30.060	Rain
28	81.00	30.060	Rain
Mar 1st	79.80	30.075	Rain
2	80.00	30.000	Rain
3	79.00	30.050	Rain
4	84.00	30.066	
5	81.00	30.090	
6	86.00	30.095	
7	80.00	30.100	Rain
8	85.00	30.080	
9	81.00	30.066	
10	89.00	30.055	On way up the river
11	81.00	30.100	.. .. rain
12	82.50	30.050	.. .. rain
13	84.00	30.025	.. .. rain
14	84.00	30.025	.. .. rain
15	82.00	29.990	.. ..
16	81.00	30.000	MAIN CAMP
17	81.00	30.000	
18	80.50	29.990	Rain
19	79.00	29.995	Rain
20	80.00	29.990	
21	81.25	29.910	Rain
22	82.00	29.950	Rain Very heavy
23	79.00	29.966	
24	76.50	29.990	
25	81.00	30.000	
26	75.00	30.100	Rain
27	81.00	30.066	
28	79.00	30.095	
29	79.00	30.075	Rain Lat 6.46
30	75.00	29.990	Rain
31	80.00	29.966	Rain
1st	77.00	29.990	Rain
	77.55	30.000	Rain
		30.0000	
		30.000	Rain
		30.050	Rain
		30.000	
		.....	Return journey commenced

9.A.M.

Bar. Aneroid set to standard Port Moresby.

Torn Page(s)

SV 41

Western

20 April

The Honourable

The Government Secretary

Mr Massy-Baker and party have arrived in Daru. Mr Baker with launch Saprice direct to Port Moresby from SUMAI on 19th Inst and continued his journey in the whaleboat arriving at Tps on the 19th Inst.

H.A.V.

Torn Page(s)

TERRITORY OF PAPUA.

Resident Magistrate's Office,

WESTERN

Division, D

IN REPLY—
Please Quote this No.

3rd May 1911

The Resident Magistrate
Western Division
DARU

Sir

I have the honour to forward herewith plan of Strickland River from traverse of same, carried out by me whilst on recent relief expedition. Owing to there not being any proper drawing paper, I have been obliged to put it on tracing cloth, but it represents the original.

I have the honour to be

Sir

Your obedient servant

C. W. Murray Baker
A.R.M.W.D.

Torn Page(s)

INSTRUCTIONS

With regard to the "Jacket System," Papuan Government Service.

1. Letters and Minutes, when placed in a Jacket, are to be numbered consecutively, and the numbers entered in the space reserved for that purpose on the face of the Jacket. This should be done by the Officer inserting the Letter or writing the Minute.
2. The last Letter, or Minute sheet, is to be on top—that is to say, facing the reader when he opens the Jacket.
3. Minutes should be written on one side of the paper only, but a new sheet of paper should not be used if there is sufficient space left on the paper to write a Minute underneath the preceding one.
4. Should any subject requiring attention originate, or at any time afterwards be referred to, in a document dealing with several different matters, such as the "Monthly Journal Report of a Magistrate," &c., an extract of such subject should be made, and such extract, after being endorsed, "Extract from Monthly Journal Report of Resident Magistrate, Central Division, for June, 1905," or, as the case may be, should be inserted in the Jacket which deals with that particular subject.
5. If at any time the Government Secretary considers it necessary that the documents contained in any Jacket belonging to another office should, in future, be filed in the Government Secretary's Department, these documents will be removed from the original Jacket and placed in one of those used in the Government Secretary's Department, and the original Jacket, after being endorsed, "Letters and Minutes numbered as above are now filed in the Government Secretary's Department," and initialled and dated by the proper Officer in the Government Secretary's Department, will be returned to the Office of origin for record. If any correspondence upon the same subject be subsequently received at that Office, it should be sent on in the same Jacket to the Government Secretary's Department, where it will be retained, and the Jacket endorsed and returned as before.
6. Officers should be careful to avoid dealing with more than one subject in any one Letter or Minute, as much inconvenience may be caused thereby, but if this should, at any time, be unavoidable, a copy of such Letter or Minute must be made, and the original placed in the Jacket dealing with the main subject referred to. The copy, after being endorsed, "Original is in Jacket No. —," should be filed in the Jacket bearing upon the other subject.
7. As a rule Jackets, except those dealing with unimportant matters, ought not to be submitted to any but Heads of Departments. If it should be necessary to refer the matter to any Officer other than the above, a minute should be written to him asking for the information required.
8. When a Jacket is forwarded from one Department or Officer to another Department or Officer, a "Jacket Check" is to be sent with it. This check is to be returned without delay, after having been initialled by the receiving Officer. These checks should be placed on a file until the Jacket is returned. By referring to the checks on this file, an Officer can tell at a glance who has charge of any particular Jacket sent out from his Office.
9. Papers under foolscap size, such as telegraph forms, &c., should be pasted or pinned on to a sheet of foolscap before being placed in a Jacket.
10. All papers in connection with one subject are to be filed in ONE JACKET ONLY.
If there is an unanswered communication in a Jacket, a coloured slip printed "Unanswered" should be attached to the communication (to protrude beyond the top of the Jacket). The slip is to be removed when a reply has been sent.
If there are several communications in a Jacket, they may be secured together with a string or rubber band.
If there are a large number of papers together. In such cases the papers should be secured together with a string or rubber band. Very bulky Jackets are to be backed with a piece of