

National Archives & Public Records Services  
of Papua New Guinea

# PATROL REPORTS

District : Western Highlands.

Station : Baiyer River

Volume : 1

ISBN NO : 9980-910-93-3

Accession NO : 496

Period : 1967-1968

Filed by/for the National Archives of Papua New Guinea,  
Port Moresby, 1994.

Sole Custodian: National Archives of Papua New Guinea

# Papua New Guinea Patrol Reports

Digitized version made available by



**Copyright:** Government of Papua New Guinea. This digital version made under a license granted by the National Archives and Public Records Services of Papua New Guinea.

**Use:** This digital copy of the work is intended to support research, teaching, and private study.

**Constraints:** This work is protected by the U.S. Copyright Law (Title 17, U.S.C.) and the laws of Papua New Guinea. Use of this work beyond that allowed by "fair use" requires written permission of the National Archives of Papua New Guinea. Responsibility for obtaining permissions and any use and distribution of this work rests exclusively with the user and not the UC San Diego Library.

**Note on digitized version:** A microfiche copy of these reports is held at the University of California, San Diego (Mandeville Special Collections Library, MSS 0215). The digitized version presented here reflects the quality and contents of the microfiche. Problems which have been identified include misfiled reports, out-of-order pages, illegible text; these problems have been rectified whenever possible. The original reports are in the National Archives of Papua New Guinea (Accession no. 496).







WESTERN HIGHLANDS DISTRICT PATROL REPORTS

1967-1968

BALYER RIVER

| <u>Report No.</u> | <u>Officer Concerning<br/>Patrol</u> | <u>Area Patrolled</u>        |
|-------------------|--------------------------------------|------------------------------|
| 1-67-68           | W.A. Cawthorn                        | Balyer & Lower and C.D.      |
| 2-67-68 (v)       | R.C. Olive                           | Balyer River C.D.<br>part of |
| 3-67-68           | W.A. Cawthorn                        | Lower Jim and area<br>valley |







TERRITORY OF PAPUA AND NEW GUINEA

Ref: SP-10-27

Department of District  
Administration.

KORORUA, Papua.

22nd August 1966.

The District Commissioner,  
Western Highlands District,  
NAWAVEA.

PATROL NO. 100/100

Your reference 7452 705 1/1/66

I acknowledge with thanks receipt of  
Special/Annual/Census - Area Study/Situation Report by  
Mr. R. G. PEARCE, District Commissioner by .....  
..... Census Divisions.

This was a very late report on the situation.  
The spelling was very poor.

It is presumed that the data reported by the patrol  
was compiled by repetition and that some important  
points were not at all covered.

The problems or complaints about corruption  
brought up at MEI should have been detailed in the report  
and the solutions also recorded.

cc. Mr. M. J. Olive,  
c/- Korpas River Patrol Team,  
via NAWAVEA,  
Western Highlands District.

T.W. Ellis  
(T.W. ELLIS)  
Director

\* Delete as necessary.



67 14 23  
TERRITORY OF PAPUA AND NEW GUINEA



Department of District Administration  
District Headquarters,  
MOUNT HAGEN, W.P.N.G.

15th August, 1968.

The Director,  
Department of District Administration,  
MOUNT HAGEN.

DAIYER RIVER PATROL REPORT No. 167/68  
DAIYER RIVER DISTRICT, TERRITORY OF PAPUA AND NEW GUINEA

Please find the original and one copy of the above-mentioned Patrol Report with Patrol map.

Enclosed also are covering memoranda from Mr. Gifford's supervisory officers. Both Mr. Allen and Mr. Cochrane have pointed out the obvious weaknesses of the Report and its sub-section. I shall not repeat their observations.

This Report has obviously been compiled in great haste with a lack of information concerning that it was a three-week patrol. Mr. Gifford's field work in the Dairer during the past year has been commendable and I am sure he is capable of patrol reports of equal quality.

With the guide of Circular Instruction 541-3 of 21st June, concerning the various forms of Patrol Reports, I anticipate a marked improvement in Mr. Gifford's reporting. I will leave further comment until then.

*[Signature]*  
(R. S. HALL)

Acting District Commissioner

c.c. The A.D.C.,  
Mount Hagen  
The C.I.O.,  
Dairer River



57-2-1

(15)

Patrol Report,  
DAVID GIVE,  
Western Highlands District.

24th July, 1968

The Assistant District Commissioner,  
Sub District Office,  
NEWT HAGEN.

Patrol Report No. 1 of 1967/68, David Give  
W.H.D. Give, F.P.O.

Attached please find four copies of the above Patrol Report  
with covering letter from Mr. GIVE and relevant Contingent and  
Camping Allowance.

The delay in the submission of this report is regrettable  
as Mr. GIVE says, he has been fairly busy in the district doing  
two further patrols. In future he will attempt to submit the report  
immediately after his patrols, as these were as informative as possible  
although some of the reports were long lists.

Although this patrol was led by myself, Mr. GIVE was asked  
to submit the report with as experience for himself and the  
fact that I had to leave the patrol before it was finished.

For your onwarding, please.

  
(David Give)  
Assistant District Officer



14

67-2-5

Sub-District Office,  
ST. BASS.

29th July, 1968.

District Commissioner,  
ST. BASS.

PATROL REPORT NO 1 67/68 BASSIN BIRSE

M. J. OLIVE

Attached please find Mr. Olive's Report on his  
House of Assembly - Tax Collection patrol.

There is no reasonable excuse for the late submission  
of this Report. If absolutely necessary it could have been typed  
here. He has been instructed that in future all reports will be  
submitted promptly and according to the Director's latest instructions.

This is a better report than the first one submitted  
by Mr. Olive. However his spelling leaves much to be desired. He  
could also offer more information and detail on the people - most  
of whom view him as injurious as I know that he understands and  
observes much more than he has written.

*Jan Allen*

Assistant District Commissioner

s.c. Officer-in-Charge,  
ST. BASS.



BAIKER CENSUS DIVISION  
Patrol Report No. 1 of 1967/68 - Baker River

Patrol Personnel

Europeans : Mr. W.A. Gauthier, A.D.C.  
Mr. R.C. Olive, C.P.O.  
Mr. J.A. Aisa, L.S. Mstr.  
Natives : Const. Karroon  
Const. Kambaren  
Const. Sani

Interpreter : Auk.

Area Patrolled

BAIKER Census Division  
Lower LAI Census Division.

Duration of Patrol

25 days : patrol period :  
18/2/68 - 13/3/68

Year Patrol was Made

D.S.A. 1967.

Members of Patrol

Fourmill of Ramo.

Objectives of Patrol

1. Carry out the House of Assembly Elections throughout the Baker Council Area.
2. Collect the first tax for the Baker Council - Year 1967/68.
3. Attend to any Administration matters arising during the patrol.



DIARY

Sunday 19th February 1958

BAIYER RIVER PATROL POST - GEGU.

Actual Walking Time : 2 hrs.

At 0905 hrs. the patrol moved out from the station, led by Mr. Cawthorn, and accompanied by myself, three policemen, and one Local Govt. Assistant, Mr. J.A. Aisa, and fifty carriers. There was a twenty minute delay while we crossed the temporary cane bridge across the Baiyer, the Bailey bridge having been washed out, and we arrived at GEGU at 1125 am. Mr. Cawthorn and myself continued along the Baiyer-Jimi Rd. to inspect the mark in progress at the time. On returning to the Post House we received gifts from the people and Mr. Cawthorn gave them a general administrative talk. We then made preparations for polling on Monday.

Monday 19th February 1958

GEGU & IKI

Actual Walking Time : 2 1/2 hrs.

At 8 a.m. polling opened at GEGU. The attendance was very high barring the polling, and was so throughout the patrol. Mr. J. Aisa collected the council tax. Polling was completed by 2.00 p.m. and at 2.30 a.m. we moved on to IKI. We arrived at the head of the ridge at 3.40 p.m. and rested until 3.20 p.m. when we moved off for IKI, arriving at 5.15 p.m. at the Post House. We received gifts from the people and Mr. Cawthorn spoke with them. We prepared for Tuesday's polling; and edited tax collections from GEGU.

Tuesday 20th February 1958

Polling all day at IKI. Once again attendance was high. In the evening, we made arrangements for carriers on the following day, Mr. Cawthorn straightened out one or two local problems, and we edited tax collections for the day.

Wednesday 21st February 1958

IKI - RFTI.

Actual Walking Time : 7 hrs.

The Patrol was split at IKI, as Mr. Cawthorn had other administrative matters to attend to. I broke camp at 7.30 a.m. with two police, one interpreter, Mr. J. Aisa, and fifty carriers. We arrived at the ridge of the Baiyer - Jimi divide at 9.20 a.m. and moved off again at 9.50. At 11.00 a.m. we arrived at RFTI No 1. but the place was deserted except for one sick man. The surge was very slow over that section, due to wet, slippery, tracks, so we didn't move off again until 12.30 p.m. At 2.40 we arrived at the edge of the grasslands, and continued on till we finally arrived at RFTI at 4.30 p.m. We set up camp, but there were very few people to meet us, as most of the





Locals were working for the Surveyors, on the land purchase of the  
Wini grasslands. Later on in the evening they started to appear. One  
or two problems in connection with the Surveyors were brought up, but  
solved quite adequately.

Thursday 22nd February 1968

I received gifts from the people and gave them a talk on the  
elections, and general administration, as they are well out on a limb  
in the area, and are not in regular administration contact. Polling  
and tax collecting were finished fairly quickly as the population at  
Ruti, and the large surrounding area, is very sparse. The people from  
KOGI (previously in the Mopian area) also collected at Ruti, which  
put the patrol a day ahead of scheduled, as this was going to be the  
patrol's next stop. In the afternoon I checked the condition of the  
airstrip and munitions; both were satisfactory. Edited tax collections  
in the evening.

Friday 23rd February 1968

WOSINI & WOSINI

Actual Walking Time 8 hrs 3' mins.

Broke camp at Ruti at 8.30 a.m. We crossed the Wapunga River  
at 9.30 and rested for  $\frac{1}{2}$  hr. At 10.00 a.m. we moved off again and  
then rested at 1.30 p.m. <sup>for 1 hr.</sup> after crossing the Toga River. The walking  
is all very flat and through bush. At 3.30 we started the very steep  
climb up to Wosini. We arrived at the ridge at 5.00 p.m., but short  
stops garring the climb probably amounted to about  $\frac{1}{2}$  hr. All patrol  
personal very tired. We then rested for about 15 mins. before going  
on down to Wosini, arriving a little after 6.00 p.m. There is no  
Rest House here but we were greeted cheerfully by the locals, as  
Wosini is not the normal patrol route. They had gathered a good  
quantity of food for the carriers, and helped us establish a camp  
quickly. This line usually gathers at Laga 2/E.

Saturday 24th February 1968

Received gifts from the people, and I gave them a talk. As  
at Ruti polling finished fairly quickly as there is only a small  
population in the area. I edited tax collections in the afternoon,  
and arbitrated in a local pig dispute, which was settled quite  
satisfactorily.

Sunday 25th February 1968

WOSINI - KOLIMP

Actual Walking Time: 2 hrs 30 mins.

Broke camp at WOSINI at 8.40 a.m. Moved down to the Baiyer  
River; very steep descent. Arrived at the river at 9.20. at the cane  
bridge, and crossed and rested, moving off again, up the other side  
at 9.40. This side is very steep, and dangerous in sections.



At 10.30 we arrived at the top and continued on until we took a rest at 11.00. At 11.25 we moved off again arriving at KULIMP at 11.50. We were met there by the people who were building a police house. Shortly afterwards Mr Cawthorn arrived from Nenas and proceeded on to the Station, and arranged to join the patrol again on Monday. I accepted gifts from the people and gave them a talk and made preparations for the following days polling.

Monday 26th February 1968

KULIMP - LAGA

Actual Walking Time : 30 mins.

At 8.00 a.m. polling opened at Kulimp. This was completed by 3.00 p.m. At 3.30 we broke camp at Kulimp and set off for LAGA where we arrived at 4.00 p.m. The patrol was given a good welcome here, I accepted gifts from them, and gave them a talk. We then made preparations for Tuesday's election. In the evening I had a fairly lengthy discussion with some of the people on taxation and demarcation as there were quite a number who had problems on these matters. Edited Kulimp tax collection in the evening.

Tuesday 27th February 1968

Polling at Laga all day. During the morning I was joined by Mr. Cawthorn, which speeded up the polling considerably. Sat in on a court in the evening, and checked polling statistics, and tax collection.

Wednesday 28th February 1968

LAGA - PAKALIS

Actual Walking Time : 45 mins.

Completed polling at Laga by 11.00 a.m. We moved off at 11.45, and arrived at PAKALIS at 12.30. Mr. Cawthorn received gifts from the people and gave them a talk. We made preparations for polling on Thursday, and edited Laga tax collections.

Thursday 29th February 1968

PAKALIS - JUGUNA

Actual Walking Time : 45 mins.

At 8.00 a.m. polling was opened at Pakalis, and was all finished by 2.00 p.m. At 2.30 we set off for JUGUNA and arrived at 3.15. Mr. Cawthorn received gifts from the locals and gave them a talk. We made preparations for Friday's polling, and edited the Pakalis tax collections.



Friday 1st March 1968

JUGUNA - YARIMANDA

Actual Walking Time : 1 hr.

Opened polling at Juguna at 8.00 a.m. and finished at 1.00 p.m. Left at 2.00 p.m. for YARIMANDA and arrived at 3.00 p.m. Mr. Cawthorn received gifts from the people and gave them a talk. Made preparations for polling on Saturday. Edited tax collections, from Juguna.

Saturday 2nd March 1968

Polling at Yaramanda. In the afternoon Mr Cawthorn and myself, went to check on possible routes for the Baiyer - Lumis Rd. Edited tax collections in the evening and sat in on court case. We were visited at the Rest House by some local missionaries.

Sunday 3rd March 1968

YARIMANDA - LUMIS

Actual Walking Time : 2 hrs.

Broke camp at 8.30 a.m. and crossed over the LAKIM Gorge and arrived at LUMIS at 10.30. The reception here was very poor, in fact on arrival - non-existent. Both the Rest House and Police house were in a very poor state of repair, and when a few people did eventually come up they spent a fair bit of time straightening the place up.

Monday 4th March 1968

Polling at Lumis all day. A very full day's polling as there are three large wards here. In the evening Mr. Cawthorn arbitrated in a marriage dispute. We then checked the day's tax collection.

Tuesday 5th March 1968

LUMIS - PINYAPAIS

Actual Walking Time : 1 hr. 30 mins.

As tax collection was not completed yesterday, it was continued during the morning. Meantime, Mr. Cawthorn and myself checked polling, and tax collecting, statistics. At 11.30 a.m. we broke camp, and arrived at the Icimbe River at 11.50. We rested for ten minutes, and then moved on to PINYAPAIS. At 1.10 p.m. we arrived. There was a good reception here, and all the lines had gathered to await our arrival. Mr. Cawthorn received gifts from the people and gave them a talk.



Wednesday 6th March 1968

Polling at Pinyapais all day. During the day the D.C. arrived by helicopter, and took Mr Cawthorn back to Baiyer, and replaced him by a local clerk. In the evening I arbitrated in one or two local troubles, which were all settled quite adequately. I then edited the day's tax collection.

Thursday 7th March 1968

PINYAPAIS - TAIFIAGAMA

Actual Walking Time : 3 hrs. 40 mins.

At 9.15 a.m. we broke camp and set off towards Lumis. (This route, although not the most direct, was the one that the locals all recommended). We arrived at Lumis at 10.25. At 10.55 we moved on down to the Lumin Gorge, arriving at 11.55 after a steep and difficult descent. We rested here until 12.35 p.m. and then moved on to IUGU Mission, arriving at 12.50. We stopped to talk with some of the people there, and then on again at 1.20. At 2.30 we arrived at TAIFIAGAMA. There was a very good reception here, I received gifts from the people and gave them a talk. I made preparations for Friday's election, and checked voting, and tax collecting, statistics.

Friday 8th March 1968

TAIFIAGAMA - KIMARIP

Actual Walking Time : 4 hr

Polling at Taifiagama. I sent one policeman back to the station with all the tax money collected to date. By 1.00 p.m. polling had finished, and at 2.00 p.m. we left for Kimarip. Although only a fairly short distance, it is a steep ascent and going was slow. On the way I checked a trade store to issue a license. We arrived at Kimarip at 3.15. Here the patrol received a very <sup>good</sup> reception. Two men, one of this Post House, some lines from a long way away, and the other had been there, to meet the patrol, to the last man, woman and child. A very impressive reception. They gave the patrol a very plentiful supply of gifts. I spoke to them all, and discussed a few of their problems with them. I edited the Taifiagama tax collection, and made arrangements for polling on Saturday.

Saturday 9th March 1968

Polling at Kimarip. Heavy rain in the afternoon upset things a bit, but we managed to get finished by 6.00 p.m. I settled one or two local disputes, and then edited tax collections.



Sunday 10th March 1968

KIMARIP - MAINTS.

Actual Walking Time : 1 hr.

Broke camp at Kimarip at 9.00 a.m. and arrived at MAINTS at 10.00 a.m. We were greeted well by the people. The Rest House was not really satisfactory but they hastily fixed it. I received gifts from them and gave them a talk.

Monday 11th March 1968.

MAINTS - MAINJIMP.

Actual Walking Time : 1 hr.

Polling at Maints which finished at about 1.00 p.m. At 2.00 we broke camp, and arrived at Mainjimp at 3.00 p.m. On the way I checked a trade store for issuing a licence. I received gifts from the people, spoke to them, and made preparations for polling on Tuesday. Edited the Maints tax collection.

Tuesday 12th March 1968.

MAINJIMP - BAIYER RIVER PATROL POST.

Polling at Mainjimp, which was assisted for some of the time by Mr. Cawthorn. Polling finished at about 3.00 p.m. and then the patrol returned to the Station by a local truck.

Wednesday 13th March 1968

KUL.

Left the Station for KUL by lorry and got to within about 2 hr walking distance from KUL. A very poor reception here, but most of the people finally came up after singing out for them for a couple of hours. When polling had finished we returned to the Station, once again by car.

END OF DIARY



Introduction

The main objects of this patrol were to :

1. Carry out the House of Assembly Elections throughout the Baiyer Council Area.
2. Collect the first tax for the Baiyer Council Tax Year - 1967/68
3. Attend to any administration matters arising during the patrol.

The patrol was carried out with two Administration Officers, three policemen, a Local Govt. Asst., an Interpreter, and a Local Govt. Interpreter. The carrier line was changed at each Rest House, and usually consisted of about fifty people. For a couple of short periods the patrol was led by Mr. Cawthra, but he twice had to leave the patrol due to important administrative matters at the Station and in the area.

This was the first occasion that the area has been patrolled as a Council, and included some areas not previously inside the Baiyer Census Division: 1. BMMI - previously in the Jisi River Area, patrolled from Tablaga. Another group that came to Ruti were the MOBN's, who were previously in the Kooptum area. 2. There were also three Rest Houses in the Lower Lai Census Division, LUMIS, NEKERAP, and PINYAPALS, previously in the Wapenamunda Council.

The patrol was conducted through well patrolled areas with the possible exception of Ruti, being well off the beaten track, and the return track via Wosini. The walks and Rest Houses are almost all in fairly mountainous sections of the area, as the people all tend to settle along ridges and hill-tops. The walking tracks were all in good condition, partially due to the fact that very little rain fell during the month.

Linguistically the area is divided by the Baiyer River with the Meldpa speaking lines on the East of the river, extending as far as Ruti; and the Enga speaking groups on the West, extending as far as Pinyapals and Nekerap near Wapenamunda.

Native Affairs1. General

The response by the people at each rest house, was on the whole very good, and in almost every case the people were gathered and waiting for the patrol to arrive. They all brought up food for the carriers, and gave presents of pigs, chickens, and store goods for the patrol.

Throughout the patrol the people volunteered willingly to carry the patrol equipment on to the next rest house, which did mean that a permanent carrier line was not necessary.



(3)

At each rest house either Mr Cawthorn, or myself, gave a general administrative talk to the people, where a large stress was placed upon the importance of the Baiyer-Jimi Rd, to them as a individuals, and the area as a whole. They are beginning to grasp this fact, but at the same time feel fairly strongly, that the Govt. ought to help them more with this project, both financially and mechanically. This general lack of apparent assistance, is tending to cause a drop in the morale and enthusiasm of all the workers, which was very much present on the first section of the road.

The tax collecting on the whole ran fairly smoothly, considering it was a first collection, but there was a rather large % of defaulters. They seem to understand the purpose of taxing, and in some areas were quite keen that the rate should rise, as it has done for the '68/69 tax year.

The general attitude, to the Administration, throughout the area was seen, during the patrol, to be very favourable indeed, and they are all very pro-Govt.

## 2. Political

The people were interested in the elections and attendance was very high. - Over 80% poll. Prior to the elections there was a fairly continuous political education program, for quite a considerable period. Various pamphlets and booklets were distributed amongst all literate constituents, which they could read and discuss with the remaining people. As all the men throughout the area were working on the Baiyer-Jimi rd., it was easy to get them together and talk to them, and with them, about the elections. Also, having recently had their first Council elections, they had a fairly good idea of what was involved, and what they were about.

Nevertheless, I feel that a certain amount of confusion was caused by the fact that there were two electorates, (Open and Regional), in spite of endless attempts to clarify the situation. The <sup>Regional</sup> was further confused, as there was no canvassing in the area at all by any candidates, which probably accounts for the unusually high percentage of informal Regional votes from the Baiyer Electorate. Little was known of any of the Kompium Candidates who made up the other half of the Electorate, but the three local candidates all managed to get a fairly good percentage of the votes.

I think that on the whole the elections have been very beneficial to them, as they are getting a much better idea of who runs their country, and how. This is particularly so, now that a N.D.C. has been introduced to the area. The political understanding is progressing favourably, hand in hand with their gradual economic development.



## Rest Houses

The Rest Houses throughout the area were on the whole of a fairly high standard, with the exception of Ruji, which is due to the very sparse population there, and also that patrols down there are few and far between. The Lami Rest House was also in very poor condition when the patrol arrived, but this was straightened out while we were there. There were no new rest houses built during or as a result of the patrol, but since the previous patrol had been through Iki a new rest house had been built, on the same site as the old one.

## Roads and Walking

All walking tracks were in good condition, although the track between Wosoi and Iaga on the Iaga side of the Baiyer I consider dangerous, and I would recommend that any patrol with the normal patrol cargo, takes the longer, but I gather safer route, further down the Baiyer. Most walking distances are very reasonable, with the exception of Ruti to Wosoi, which for the slower carriers is about 10hrs walk. During this walk ROSE was pointed out to me, and I estimate that it would be about 6 - 8 hrs walk.

During the patrol some groups continued their work on the Baiyer-Jini ~~market~~ Rd., until they had finished their individual marks. By the end of the patrol this second section was almost completed.

## Conclusion

The patrol on the whole was a success, with all the objects of the patrol being fulfilled. No major incidents occurred during this period and only a couple of small courts and disputes arose.

From their point of view of the people it was a success as a local candidate was elected to "The House", although unknown to them, the numerical odds were in favour of a Kompium candidate being elected.

The process of the elections, and now having a local Member in the House, has broadened their education both generally and politically, and has, I hope, widened their rather narrow existing horizons.



APPENDIX 'A'

Report on Members of the Royal Police and New Guinea Constabulary :

No. 1911 Const. BAKABAH :

Appearance : Smart.  
Discipline : Very good.  
General Ability : A useful, competent, and reliable policeman.

No. 0677 Const. KEARUA :

Appearance : Tends to be a little sloppy.  
Discipline : Fair.  
General Ability : Lacks confidence, initiative and enthusiasm.

No. 2608 Const. BEBI :

Appearance : Smart  
Discipline : Very good.  
General Ability : A keen, alert and reliable policeman, who shows great potential for the future.

*R.C. Olive*

( R.C. Olive )  
Officer of the R.P.N.G.C.



2

APPENDIX 'A'

Report on Mentors of the Rural Police and the Police Constabulary

No. 2033 Const. VICHARAN :

Appearance : Smart.

Discipline : Very good.

General Ability : A useful, competent, and reliable policeman.

No. 2027 Const. SHREY :

Appearance : Tends to be a little sloppy.

Discipline : Fair.

General Ability : Lacks confidence, initiative and enthusiasm.

No. 2008 Const. DEVI :

Appearance : Smart.

Discipline : Very good.

General Ability : A keen, alert and reliable policeman, who shows great potential for the future.

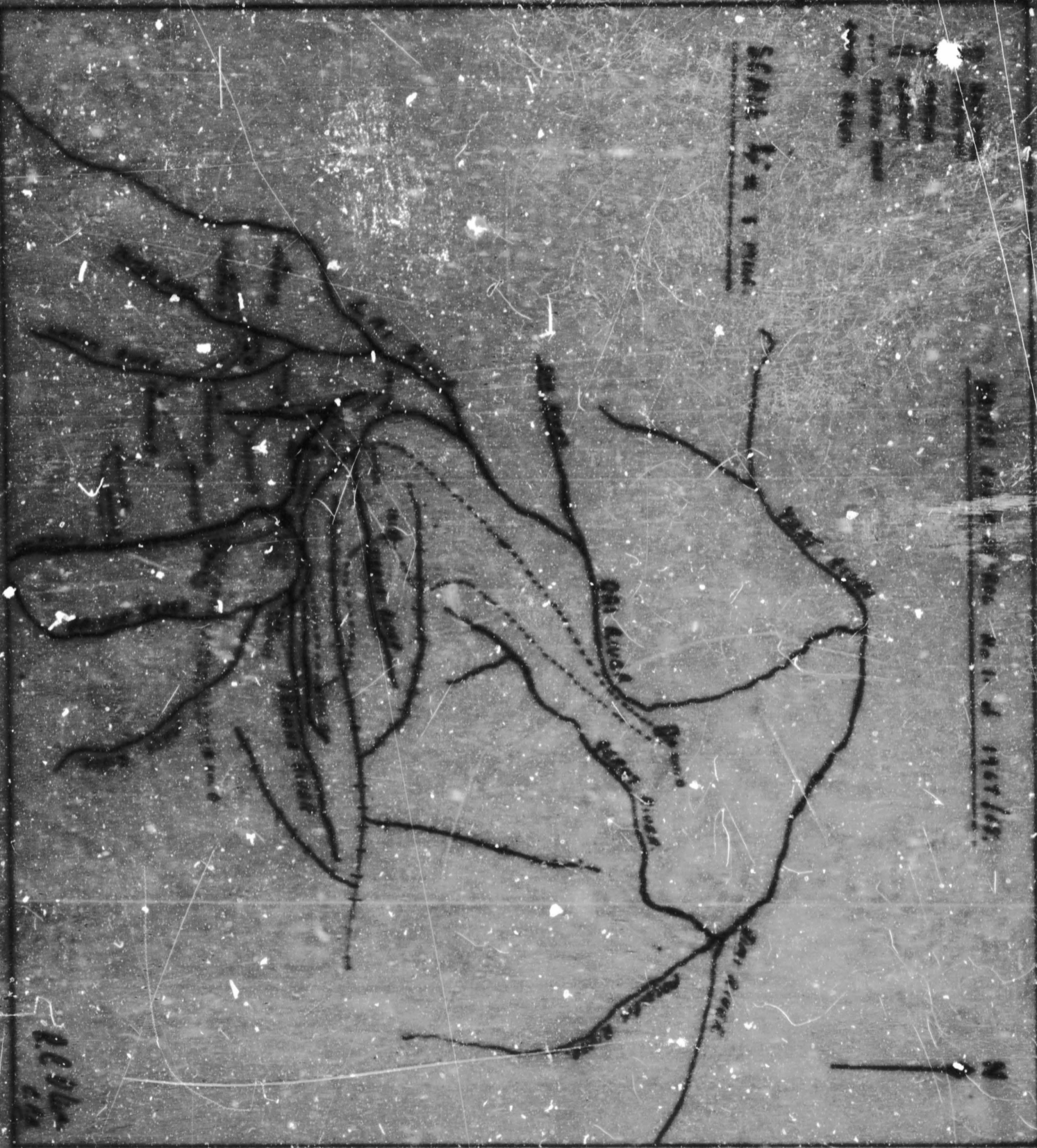
*R. C. Olive*

( R. C. Olive )

Officer of the R.P.N.G.C.

ME  
R.P.N.G.C.  
HAGEN





Scale 1/2" = 1 mile

Geological map of the New River

1880





TERRITORY OF PAPUA AND NEW GUINEA

# PATROL REPORT

District of Western Highlands Report No. 2 of 1966/68 Saiyer River

Patrol Conducted by Mr R.D. Olive O.P.O.

Area Patrolled Saiyer River Ganga Division (PART OF)

Patrol Accompanied by Europeans Nil

Native 2 Police 1 Interpreter.

Duration—From 25/3/1968 to 24/5/1968

Number of Days 53 9878

DNE Medical Assistant Accompany? No

Last Patrol to Area by District Service JANUARY 1968

Medical 1 19

Map Reference Journal of Road

Objects of Patrol Supervision, the construction of the third section of the Saiyer-Sini Rd., and the start of the gravelling.

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



TERRITORY OF PAPUA AND NEW GUINEA

Ref: 89-4-20

Dept. of District Administration,  
PORT MORBY, PAPUA.

20th August, 1955.

District Commissioner,  
MORABE DISTRICT, PORT MORBY.

PATROL TO MOUNTAIN AREA, MORA DISTRICT

I acknowledge with thanks receipt of Memorandum  
of Patrol/Control Report covering patrol by...  
TO... .. Census Development

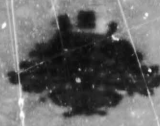
(P.V. ELIAS)  
DIRECTOR

\* Delete as necessary.

c.c. Mr. H. G. Olive, S.P.S.,  
Sub-District Officer,  
MORABE DISTRICT,  
MORABE DISTRICT.



67 14 25 (18)



TERRITORY OF PAPUA AND NEW GUINEA

Telephone  
Telegrams  
The Reference **WHY10**  
Number of  
M



Department of District Administration  
District Headquarters,  
**MOUNT HAGEN, N.E.D.**

9th August, 1968.

The Director,  
Department of District Administration,  
**KORORUA.**

**BAIYER RIVER PATROL REPORT No. 2 - 1967/68**  
**BAIYER RIVER LOCAL GOVERNMENT DISTRICT** (part of)

Please find attached the original and one copy of the above-mentioned Patrol Report. Comments by the Assistant District Commissioner is also attached.

Comments follow the same line as those on Mr. Clive's recently submitted Patrol Report No. 1-1967/68. I hope that now that Mr. Clive has caught up with his reporting he will attend to this matter more promptly in the future. The standard of this report is an improvement on his previous report and I am confident that under the new form of reporting commencing 1968/69, Mr. Clive's submissions will be more informative. During a patrol of close contact with 1,500 people over a period of 51 days, the officer could have collected a lot of useful information under a number of headings.

In reference to the comment by the A.D.C. on the payment of \$10,000 to be allocated under the Rural Development Fund for 1968/69 to assist in the payment of this huge hand made project. It is also anticipated that another \$27,000 will be allocated in the new Works Programme, for the graveling and drainage of this road. Initial payment for the road construction work reported upon will be made in the very near future.

*R. S. PELL*  
(R. S. PELL)  
Acting District Commissioner

c.c. The A.D.C.,  
Mount Hagen.  
  
The O.I.C.,  
Baiyer River.



67-2-6

Sub-District Office,  
MT. BASIN.

9th August, 1968.

The District Commissioner,  
Western Highlands District,  
MT. BASIN.

PASTOR REPORT NO. 2

BAIYE RIVER - MR. OLIVE

Once again, herewith a late report.

Mr. Olive's reporting has definitely improved. He is providing greater detail and showing more insight into problems.

I am in complete agreement with his claim that "The road certainly looks impressive and they are all very proud of their achievement". In order to maintain a healthy atmosphere it is essential that the payments promised be made as soon as possible after completion of marks.

So far there has been some confusion over how much money is available for direct payment to the people. It is desirable that a definite allocation be made as soon as possible. The suggested figure of \$10,000 would certainly delight everyone - and still be extremely cheap.

All hand tools available here have been sent to Baiye. Further stocks of shovels and crow bars are however required.

Mr. Gwing, the D.V.E., is most co-operative and at present has his blasting equipment on the job.

I fully concur with the view that more funds will have to be made available for successful construction of the BUI side with hand labour. This has already been discussed with you. Work can commence as soon as we have a clear picture of finance availability.

Once again, Mr. Olive is to be congratulated on the quality of his work - which I have observed in the field. Regarding his reports - more attention to spelling and perhaps the elimination of Pidgin expressions when using English would improve them.

For your attention please.

*R. E. Allen*

R. E. ALLEN

Assistant District Commissioner.



TERRITORY OF PAPUA AND NEW GUINEA

Patrol Report No. 2 of 1967/68 Salzer River.

Patrol Personnel: Europeans : Mr. R. G. Olive C.P.S.  
Natives : Const. WIK  
Const. BANI  
Interpreter : F. J. [11]

Area Patrolled: Salzer Census Division (PART OF)

Duration of Patrol: 51 days (broken period)  
29/3/68 - 24/5/68

Last Patrol to Area: D.D.A. January 1968

Map Reference: Fournil of Rawu

Objects of Patrol: Supervision of the construction of the  
third section of the Salzer-Jimi Rd.,  
and the start of the gravelling.



(8)

DALEY

Monday 25th March 1968

BAIYER RIVER PATROL POST - GBGL

After making various final preparations for the patrol I moved out to GBGL R/H at about midday. I was accompanied by two policemen and an Interpreter. Having established camp at the R/H, Ix moved onto the new section to scale out marks to each group. This was done on a Council Ward basis. The terrain was very rough which made the going very slow, but I managed to scale out 10,000 ft. before night fell. This was, in fact, further than I had put levels in, which I had been doing the previous week, but as there was plenty of clearing to do (bush and scrub etc.) this did not matter. It rained heavily that evening and all night.

Tuesday 26th March 1968

Settled one or two problems over marks that were scaled yesterday. Organised the two local Road Supervisors: Ogun to organise maintenance of the previous section, with the KUL Group; and Wana to work on the existing section now being started. The GBGL group are to work on the TRAGNA bridge, at the Bird Sanctuary. I continued to put levels in, but was slowed up badly by a faulty abney level, and uncleared bush. Rain washed out work in mid-afternoon. Several groups are working solely on building houses beside their mark.

Wednesday 27th March 1968

After meeting the surveyors, and thus correcting the abney level, I continued to put levels along the road. I met Mr. W. Cawthorn along the road, and after discussing a few problems that had arisen, Ix carried on putting in levels through to the new road head. Heavy rain in the afternoon.

Thursday 28th March 1968

Various groups are very short of road tools, so I went round and checked what was held by each one. Checked and corrected a few levels. Took all the Councillors down to the main road where payment of the previous section was discussed, with the D.D.C. and the A.D.C. I then returned to the camp to work out payment of all the workers, as this was the system agreed to by the Councillors.

Friday 29th March 1968

Continued to straighten out levels in various places. Met up with the surveyors who are going to move camp to the top of the range, so I made arrangements to assist with their moving camp. Heavy rain meant abandoning work fairly early.

Saturday 30th March 1968



Went down to check on, and assist with completion of the bridge across the Trauna River. Returned to GEGM when the bridge was finished and did some paper work.

Sunday 31st March 1968

Returned to the station.

Monday 1st April 1968

Tied in with Mr Cawthorn over various problems, and then returned to Gegl, on the motor bike which has now been fixed. Checked up on road work, and when rain fell in the afternoon, I returned to the R/S to start my Patrol Report for the previous section of road work.

Tuesday 2nd April 1968

As Gegl R/S is too far from this new section I arranged for a new R/S to be built on site. This will be far more convenient. I adjusted some of the levels along the road. It appears that we are going to have fairly bad problems with rocks and stone faces along the road in the not too distant future. Almost certainly need dynamite.

Wednesday 3rd April 1968

Checked on some levels on the new section, and checked on maintenance of the old section, which continues to fall in. In the evening I arbitrated in a dispute over some stolen bananas, which was finally sorted out.

Thursday 4th April 1968

Checked roll of various lines coming up to work, and again checked tools held by these lines, as they appear to have found a few more since I last checked - there is still a bad shortage. I also sorted out a dispute inside a group who had fallen out with their Councillor, but eventually sorted it out satisfactorily.

Friday 5th April 1968

Checked on maintenance work of previous section, and then carried on down to the Bird Sanctuary to tie in with the surveyors, (that was their base camp), over some assistance I required. On my return I met the D.C. and Mr. Cawthorn, with whom I discussed the road construction, and viaths. Called roll of Iki workers - attendance bad. Checked on construction further up the hill.



(B)

Saturday 6th April 1968

I returned to the station and when all the workers had gathered, I assisted Mr. Cawthorn in scaling pay to them all, after he had given them a talk. Discussed one or two problems that had cropped up.

Sunday 7th April 1968

Continued to compile patrol report back at the station.

Monday 8th April 1968

Made arrangements with Mr Cawthorn with regards to the workers and police over the Easter recess. Made arrangements also for my on-site house and camp to be completed. Heavy rain in the afternoon.

Tuesday 9th April 1968

Called roll of various lines and corrected levels. Went up to see the Surveyors over various points, including re-adjusting the alby level which seems to remain permanently inaccurate.

Wednesday 10th April 1968

Hears one or two minor complaints from Councillors and then went out on the road to check roll of various lines at work, and check widths and levels. There is still a strong tendency to try to build the road too narrow.

Thursday 11th April 1968

Both my local Road Supervisors and my policeman, reported sick. Nothing serious. I inspected my new camp site which is now satisfactorily completed and ready to move into after Easter. The workers went home for Easter during the afternoon. I returned to the station that afternoon.

Friday 12th April - Monday 15th Apr. 1968

Patrol temporarily adjourned for Easter.

Tuesday 16th April 1968

Made preparations to return to the bush, and then when I got back to Gegl, I moved camp up onto the new road site. Rain held up work in the afternoon. Mended the new Chain saw we now have for the road.



4. (12)

Wednesday 17th April 1968

Organised the building of a house for the local Road Supervisors, on the new campsite. Started to teach Const. BENI how to use the chain saw, and went out to cut a few bridge logs, which the people seemed to appreciate. The chain saw then broke down. As it rained in the afternoon I finished writing up my patrol report.

Thursday 18th April 1968

Checked roll of some lines coming up to work, and various levels along the road. Discussed future road construction with the Surveyors.

Friday 19th April 1968

Mr. Cawthorn came up to the road and I did a general inspection with him. Checked roll of various lines, then heavy rain stopped work fairly early.

Saturday 20th April 1968

General inspection of roadwork. All lines returned home at midday. Scaled up the kaukau garden to the various Baiyer lines in the afternoon.

Sunday 22nd April 1968

Typed out patrol report in the morning and then moved back onto the road in the afternoon. Discussed a few minor problems with Councillors in the evening.

Tuesday 23rd April 1968

Went along the next anticipated section of the road with the Surveyors, and checked various proposed cuts through the ridge. Corrected abney level again.

Wednesday 24th April 1968

Checked abney level but still appears to be faulty. Met up with the D.C. and the Director of P.W.D. and then went up in a helicopter to inspect the road and the proposed route. Later on I returned to the station to discuss roadworks with Mr. Cawthorn. In the evening I arbitrated in a dispute over a pig that had been killed.

Thursday 25th April 1968

Heavy rain all morning. I managed to adjust the abney level and mend the chain saw. Adjusted some levels on the road and went down to inspect a new slide. In the afternoon cut down some trees for bridge logs with the chain saw. Once again heavy rain finished work early.



Friday 26th April 1968

Made arrangements with the surveyors to put levels up to the top of the ridge. Went to the station to see Mr. Cawthorn over a few things, but he was at Eulimp investigating a murder so I followed him out there to see if I could assist. Everything was organised so I returned.

Saturday 27th April 1968

Checked on various lines at work, and then went up to the Mission to make arrangements for the post mortem of the murdered woman. All lines returned home at midday.

Sunday 28th April 1968

Completed typing out patrol report at station.

Monday 29th April 1968

After attending to various bits of station work, I returned to the bush. I checked up on one or two marks, but heavy rain at midday finished work for the day.

Tuesday 30 April 1968

Checked roll of various lines at work and then went up and checked on the new section being pegged out by the surveyors. This section is now ready to start being worked. Went back to the station to tie in with Mr. Cawthorn about the gravelling which is about to begin, and problems that are likely to arise on the new section. Returned to the bush in the late afternoon.

Wednesday 1st May 1968

Discussed a few minor problems with some Councillors. Checked the roll of various lines and corrected some levels. Met the surveyors and discussed the next section to be constructed.

Thursday 2nd May 1968

Called roll of various lines and then went down to check on gravelling. Seems to be rather slow. Went down to the Bird Sanctuary to check on cleaning up by ~~persons~~ from the station.

Friday 3rd May 1968

Called the roll of some lines and general road supervision. Adjusted some levels until rain stopped work at 3.30 p.m. when all lines returned home.



Saturday 4th May 1968

Chocked up on gravel collecting at the Trauma River, and then went and checked cleaning up of the Bird Sanctuary. Went down to the Ag. Stn. to collect some batteries but they were not ready.

Sunday 5th May 1968

Spoke with some Councillors on various problems arising on the road. The stones that need blasting are starting to bother them. Met the surveyors, and arranged to meet them on the new section tomorrow, as we are going to start half of it, as from this week. It will be worked by the people from LUMIS, NEKERAP, and PINYAPAIS Rest Houses. It should speed things up considerably with regards to reaching the top, and should be a great morale booster to the regular Baiyer workers.

Sunday 7th May 1968

Checked on maintenance of the previous section of road which should be finished this afternoon. Went up to the top with one of the surveyors to check the cut through the top of the range. It will be very deep and quite a problem with hand labour. I then staked out marks to the Lumis, Pinyapais and Nekerap lines, starting from the top and working back towards the Baiyer groups. I scaled about 3000 ft. to them, which leaves a similar distance between them, and the existing section being worked.

Wednesday 8th May 1968

Called the roll of various lines and then went down to the new kaukau garden to scale up marks, for the Lumis, Pinyapais and Nekerap groups. Returned to the station to see Mr. Cawthorn, and met the B.D. and A.D.C., with whom I then inspected the road.

Thursday 9th May 1968

Arbitrated in a couple of small disputes brought up by Councillors, and then went up to the top to check on work on the new section just being started, and call the roll.

Friday 10th May 1968

Called the roll of various lines, and then went down to check on gravelling. Heavy rain washed out work at 3.00 p.m. Made arrangements for men to pick shovels and crowbars to be collected from the station.

Saturday 11th May 1968

Inspected roadwork with Mr. Cawthorn, and checked on cut through the ridge with the surveyor, and looked at the various alternative possibilities. None of them are very satisfactory for several reasons.



7

(7)

Sunday 12th May 1968

Supervised roadwork of Luvik, Pinyapais and Nekirap, lines and checked their roll.

Monday 13th May 1968

General road supervision and then cut some posts, for bridges, with the chain saw, very successfully. Discussed a problem of changing wards in the Council with a Councillor and his line.

Tuesday 14th May 1968

Went to Mt. Kapan with Mr. Cawthorn. Discussed roadwork and the Administrator's visit, with the S.A.C. Started to survey and went out to see the surveyors to make arrangements for the top cut through the ridge to be pegged.

Wednesday 15th May 1968

Went round finding pit-sawyers for the station. Called the roll of some lines and made arrangements for rocks to be cleared of surrounding ground ready for blasting. Scaled out picks, shovels and crowbars, to several lines.

Thursday 16th May 1968

General road supervision. Checked on work at the top by the ridge. They find the theory of levels a little confusing. Went up to the top cut to assist the surveyor with speeding up clearing so he could peg out the cut.

Friday 17th May 1968

Called roll of some lines and went down to check on the gravelling. Cut some posts with the chain saw for bridge logs. The road is now navigable by motor bike up to the rest house.

Saturday 18th May 1968

Checked up on one or two lines who decided to work through the weekend. Started to write up Patrol Report for the Election.

Sunday 20th May 1968

Checked on details of the Administrator's visit to the road tomorrow. Cut down a large hoop pine with the chain saw for the station pit-sawyers. Organised building of a bridge.



(8)

Tuesday 21st May 1968

Escorted the Administrator and the D.F. along the road. Straightened out one or two levels. Helped the pitcrews by cutting up the pine trees, with the chain saw. Arbitrated in a small dispute over a payment between two lines.

Wednesday 22nd May 1968

General supervision of all lines working and calling roll of some lines.

Thursday 23rd May 1968

Checked on gravelling which was rather drawn to a standstill as the tractor had broken down. Returned to the station to see Mr. Cawthorn, and the A.D.C. arrived, with whom I walked up the road to the ridge to check the alternatives for the ridge crossing.

Friday 24th May 1968

Had a talk with the Councillors with regards to keeping work moving and opening up their marks during my absence. The tendency is to work the road too narrow. Made arrangements for carriers to move the surveyors gear to the top of the range from the Bird Sanctuary. Returned to the station to attend a L.Govt. Seminar at Kundlawa.

END OF DAIRY

W



### Introduction

The object of the patrol was to supervise the construction of the third section of the Saiyer-Jiai Rd., and organise the grubbing at the start of the road, which is to continue through to the existing road head.

When this section started, about 5 miles had previously been completed, in two sections. The start of the road branches off from the Bird Sanctuary Road, about 1 mile before the Sanctuary and follows the Trauna River along its north bank right up the Trauna re-entrant. On reaching the ridge it is proposed that it will turn back down the other side, and follow onto the grasslands of the Lower Jiai, through to J211. It is also being considered as one of the proposed routes for the HASSAN-HADANA Highway.

The road to date, as was this present section, was built entirely by hand labour, on a self-help basis, by 100 men from the Saiyer Valley, since October 1967.

Unfortunately, my patrol was brought to a rather abrupt halt, as I had to attend a L. Govt. Seminar at Kundise, followed by a patrol into the Lower Jiai. However, roadwork continued and now most marks are either finished or very nearly finished.

### Native Affairs

As on the previous two sections, there were 17 Council Wards involved in this work, which involves about 1,400 people. Also during this period, 7 wards from the Lower Lal came and assisted with a small section of their own, as they are now in the Saiyer Council, and felt they ought to contribute to what is a Council Project. This would mean that a total of nearly two thousand people would have been involved with the project during this period.

As it would be impracticable to have so many people all working on the same spot, a system of scaling marks has been utilised. The number of workers from each ward are counted, and then a section is scaled up according to the number in each line. If the terrain of a mark is very steep, rough or stoney, then the lengths reduced accordingly, and likewise if the ground is flat and easily workable it is lengthened. A lot of trouble was taken in being as fair as possible, in view of the length of the mark.

Having thus received their marks, the mark is worked under the direct supervision of the Councillors, each one controlling his own group on his own mark. When they get their marks, the first thing they do is to build new houses, close to their mark, so that time is not wasted on walking each day. This has been standard practice on each section.



About 6 or 7 months ago, a garden was built at Andiga, just this side of the start of the road, and another garden was built on the south side of the Transa River, near GEGH, the two totalling about 30 acres. The garden at Andiga was scaled, once again into wards, and each group has the use of their section of the garden. The system was then established that when a group came to work, they brought enough food for a couple of days, and lived off food from the garden for the rest of the week. This they found a very satisfactory arrangement, and accepted it gladly. When the groups from the Lower Lai came up, they were scaled marks on the same basis in the other garden near GEGH. As they live a long way away they decided to work for a fortnight at a stretch, and then take an extra day when they went home. This meant that the garden was their main means of support.

The system for payment of roadwork is done by having the names of all the workers in a large roll book, and at periodic intervals calling the roll. By this means I can get a pretty fair idea of who comes up to roadwork regularly and thus when the time for payment comes - at the end of each section, each man is assessed on the amount of time he has spent on the road and paid accordingly. The people find this a fair and satisfactory method. Just after this section started, payment for the previous section was made on this basis.

Once a mark has been completed, the group goes home and waits for the remaining lines to finish. This gives them time to build gardens, houses and fences etc. and have a rest. This acts as a strong incentive to work hard and finish their mark quickly. Their keenness to finish quickly is seen by the fact that lines often work through a weekend, and also have races with other lines to see who will finish first. Fortunately, this has not meant that the standard of work has gone down. On the contrary, they take a great pride in their work, and their marks.

The reason for their high attendance can most probably be attributed to teamwork. Anyone who fails to come up, becomes unpopular with his line, as they will realize that the more people that work on a mark, the quicker it finishes. Unpopularity, is something that can be ill afforded at their level of social structure and security; - This they also realize.

During this period we were visited by the Administrator, the Director of P.W.D., the District Commissioner, the A.D.C. Mt. Hagen on several occasions, and regularly by Mr. Carthorn, A.D.C. Baiyer River. This was very good for the morale of the workers, to see that outside interest is being taken in their road, and their efforts - which are considerable.



Each week the people come to work, and return home on Friday afternoon, to rest, go to church, and replenish their food supply. On Sunday afternoon or Monday morning they return to work. This involves a walk of about 15 miles each way, for the average man, and as much as 20 miles or more, each way, for some. - A total of over 40 miles, to walk, to get to work and back. To do this each weekend for about 4 months at a stretch, (as this last section has been), and doing a hard week's work inbetween, is a very commendable effort.

In view of their various hardships, I am very pleased to be able to say, that their attitude is little changed from what it was on the last section. Considering the length of time they have spent on this work, it is very good. The road certainly looks most impressive, and they are all very proud of their achievement to date.

It is expected that through to the top of the ridge, work will continue on the same system as mentioned above, but once work starts down the other side, and gets closer to KOTI, the various hardships will be increased, especially their distance from home. For this reason, the system of work and supervision will have to be revised.

#### Roads and Bridges.

This section of road is approximately 2 miles long and starts about 5 miles from the start of the construction at the Bird Sanctuary Road. As on previous sections the width of the road, where possible, will be at least 10 yards wide, when it is finished; but in certain bad spots it may go down to only 9 yards. - The <sup>steepest</sup> slopes through which it is being worked, vary from about 20 - 30 degrees, and averaging between 30 - 40 degrees. The ground, on the whole, is red clay and stone, and for the most part is fairly stable; but a few sections have proved highly unstable and some considerable landslides have been encountered. Catch drains, which have been put above all the large cuts, have reduced these slides quite considerably, I believe.

The closer one gets to the top, the worse the stone problem becomes. Several places have proved quite unworkable by hand due to sheer faces of rock, and large individual rocks. These will, of course, have to be blasted, but when blasting occurs, new local slides could occur.

The section at the top, which is being built by the people from the lower Lai, is about  $\frac{1}{2}$  mile long. The head of their work is about 200 ft. from where the cut will go through the ridge towards KOTI. The marks were scaled back towards the Baiyer marks leaving about  $\frac{1}{2}$  mile yet to be worked inbetween.



The majority of this section at the top, although fairly steep, appears to be reasonably stable, except for one very large landslide, which occurred during the clearing of this mark, a few months ago. Adjacent to this slide is a long solid stone face, which will need a considerable amount of blasting, and it is quite possible that the slide could be set off again. The slide seems to have stabilised since four catch drains were put over the cut but the real test will come with the wet season. One or two smaller slides should settle down once they have been properly cleared.

Several ~~temporary~~ wooden culverts have been established along both marks, although a lot of them warrant proper drum culverting. However, since the patrol finished, two 200. culverts have been put in, and when more funds become available, it is anticipated that more will be bought.

When this mark started there was a fair bit of maintenance still required on the previous section, mostly involving clearing of slides which had occurred since the mark had finished. This was done by the two local rest houses - GEM and NUL. When they had finished the maintenance, they returned to the start of the road, to start the gravelling. This was assisted by the Council tractor and trailer, and the hire of a local tractor. The stones and sand for gravelling were collected from the Baiyer and Trauma Rivers, by the women of the area. Each Monday the women from two rest houses would take it in turns to collect gravel from the river beds and heap it beside the road. This has proved to be sufficient to keep the gravelling teams going full time each week.

During this section there was still a shortage of picks crowbars and shovels, but a few that we did manage to obtain were sent out to various lines. However, any more that can be made available can be put to good use.

The section of unworked ground, between the Baiyer road head and the top section is similar terrain to this present section and no unusual problems are anticipated. All being well, as it is a fairly short mark, once it is started, it should be finished fairly quickly.

The cut through the ridge will present quite a few problems, but was in fact chosen as the best of three sites. It will involve a 60 ft. cut (deep), through, to obtain the correct radius for the curve. Of the two alternative cuts both would have been further along the ridge, which means further to come back again, through side slopes of 40 - 50 degrees, - a considerable amount of work. The closer of the two would have involved a deep cut, with a decreasing radius curve; and the other, about 200 yards further down, had a very sharp bend at the turn.

Supervising of the job was assisted by two local road supervisors, who keep their eyes on widths, levels and bridge building.



Conclusion

As the patrol was terminated while the section was still only half completed, relevant comments on the conclusion of the patrol are few. During the time I was there, everything was carried out successfully. However, this section of the road is almost completed now, and in fact recently several marks have finished, although some are not altogether completed, due to rocks which are still waiting to be blasted. This means that when this section is completed, only half a mile will remain unworked on this side of the range. It is expected that blasting will start in the very near future.

Of all the sections on this side of the range, this has been the only real hurdle, and now that it is almost over, the next section should be finished with little difficulty, and fairly quickly.

No major incidents occurred during this period and work progressed smoothly.

As the road starts down the other side, more funds will have to be made available, for the construction to successfully continue, as people are already walking up to a 40 mile return journey each weekend, to get to and from work, and this distance will increase as the work progresses.



Patrol Report No. 2, 1967/68 Baiyer River

(2)

APPENDIX 'A'

Report on the members of the Royal Papua and New Guinea Constabulary

No. 917 Const 1/c WIK

Discipline : Good

Appearance : Smart

General Ability : A reliable and confident policeman whose experience makes him very useful.

No. 2608 Const. 1/c

Discipline : Good

Appearance : Very smart.

General Ability : Keen, alert and reliable.

*R.C. Olive.*

R.C. Olive.

Officer of the R.P. & N.G.C.



APPENDIX 'A'

Report on the members of the Royal Papua and New Guinea Constabulary

No. 517 Const 1/3 VDS

Discipline : Good  
Appearance : Neat  
General Ability : A reliable and confident policeman whose experience makes him very useful.

No. 3608 Const. BSH

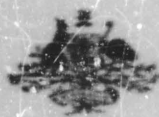
Discipline : Good  
Appearance : Very smart.  
General Ability : Keen, alert and reliable.

*R. C. Olive.*

R. C. Olive.

Officer of the R.P. & N.G.C.





TERRITORY OF PAPUA AND NEW GUINEA

# PATROL REPORT

District of WESTERN HIGHLANDS Report No. 3 of 1967/68, BAIVER RIVER

Patrol Conducted by Mr. W.A. CANTHORN, B.D.O.

Area Patrolled Lower JIMI and the AREMI Valley (Part of the HUNOGA C.D.)

Patrol Accompanied by Europeans Mr. R.C. OLIVE, C.P.O.

Natives & Police, 1 H.M.O., 2 Interpreters  
50 Carriers

Duration—From 8 / 6 / 19 68 to 28 / 5 / 19 68

Number of Days 27 days

Did Medical Assistant accompany? No.

Last Patrol to Area by—District Services July / 19 66

Medical Nil / 19

Map Reference Journal of RANGI and attached map.

Objects of Patrol 1. Purchase of Lower JIMI Grasslands. 2. Purchase of land, PANGACE/ISENAPI. 3. Initial contact with people in the AREMI Valley not previously contacted. 4. Consolidation of Administration influence there.

Director of District Administration,  
FORT 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



67-14-24  
32

SECRET

10 October, 1955

The Director, Central Intelligence Agency,  
Washington, D.C.

Dear Sir:

With reference to your letter of 29 August 1955,  
concerning the above subject, you please refer to the  
results of the investigation conducted by the FBI  
concerning the above subject as follows:

1. The results of the investigation report  
and the name of the person of interest are as follows:

Very truly yours,  
Director





TERRITORY OF PAPUA AND NEW GUINEA

67-14-24 (31)

Telephone  
Cable Reference WED107  
H. Collins and Co.  
No.

Department of District Administration,  
District Headquarters,  
MOUNT HAGEN, W.A.I.D.



15th August, 1968.

The Director,  
Department of District Administration,  
KONKORU.

BALYER RIVER PATROL REPORT No. 3 of 1967/68  
LOWER JINI AND ISENGAPI

Please find the original and one copy of the above-mentioned Patrol Report, conducted by A.D.O. Mr. W.A. Cawthorn. My comments are as follows.

Should the proposed Matang - Hagen Road pass along the Balyer - Kairank - Simbai route, it would certainly assist in the administration of this area, however this is purely speculation until the final decision is made.

In reference to "Roads and Bridges", a suspension bridge over the Jini River would be beneficial to the area, but before any action can be taken on this, a more suitable site should be located with a lesser span than 300 feet.

Concerning "Land", I would be surprised if these people now without land do not have rights to some land beyond the Gerut River south east of Ruti. This matter should be investigated in the first instance. If it is firmly established that the families are landless, steps will certainly be made to resettle them on suitable land.

It is suggested by Mr. Cawthorn that the Administration should organise the local people with the construction of the Isengapi Mission Airstrip.

While this may be desirable from some aspects it is not possible at this stage due to staff shortages. Whenever possible the administrative consolidation of this area should be extended, however this again will be limited by staff shortage. Within the next six months the staff situation will deteriorate before it improves. When the staff situation does improve it is proposed to establish a Base Camp at Ruti. This could provide more regular patrolling of the area.

As to the Administrative future of the area. Because of distance, the administrative responsibility should not rest with Tahibuga, but either with Balyer River or Simbai Patrol Post. The decision as to whether the area should be administered from either Balyer River or Simbai is still under consideration.

Mr. Cawthorn has achieved the main objects of the patrol and has presented an interesting report. Some items of public interest have been released to the press at Mount Hagen. It is agreed that more time should be spent in the area next patrol in an effort to achieve



more effective consolidation and awareness amongst the people.

*[Handwritten Signature]*  
(S.S. BULL)  
Acting District Commissioner

c.c. The A.D.C.,  
Mount Hagen.



Patrol Report No. 3 of 1967/68, Baiyer River.

7

Patrol Personnel:

Europeans: Mr. W.A. Cawthorn, A.D.C.  
Mr. R.C. Olive, C.F.C.

Natives: Const. 1/c WIE  
Const. ANSARIN  
Const. SUAI  
Const. KIMET

Interpreter KEME

AURANG

N.M.C. No. 1536

Area Patrolled:

Lower JIMI and the AREMI Valley  
(YENOGA C.D.)

Duration of Patrol:

21 days, from 8/6/68 to 28/6/68

Last Patrol to Area:

B.D.A. - Lower Jimi, Feb. 1968  
Aremi Valley, July 1966

Map Reference:

Journal of name and attached map.

Objects of Patrol:

1. Purchase Lower Jimi Grasslands.
2. Purchase PANGALN/TSEKAPI.
3. Contact any people in the AREMI Valley and along the JIMI River who have not been contacted.
4. Consolidation of Administration influence in the AREMI Valley.



TERRITORY OF PAPUA AND NEW GUINEA

DIARY

Saturday, 8th June, 1968:

BAIYER RIVER - IKI

Actual Walking Time: 1hr. 30 mins.

Carriers and Police went ahead to IKI Resthouse, leaving Baiyer River at 12.0 midday. Mr. R.C. Olive, C.P.C., followed on at 1.30 p.m., arriving IKI Resthouse at 3.15 p.m.

Carriers and patrol gear arranged for an early start tomorrow. Ample food bought here. Owners of the RUTI grasslands were told to accompany the patrol to RUTI tomorrow to receive payment for the land.

Sunday, 9th June, 1968:

IKI - RUTI

Actual Walking Time: 7 hrs.

Left at 7.30 a.m., arriving RUTI Resthouse at 5.30 p.m. Resthouse in very poor condition so tents erected for patrol personnel.

Monday, 10th June, 1968:

AT RUTI

8 Sent word off for all owners of the RUTI grasslands to assemble at RUTI to receive payment for the land. Attempted to contact Mt. Hagen on the A510 portable radio, but unsuccessful.

Tuesday, 11th June, 1968:

AT RUTI

Mr. J.A. Cawthorn, A.D.C., arrived from Baiyer River by plane with the money for the grasslands purchase. Spoke with owners and instructed them to assemble at RUTI tomorrow to receive payment. Contacted Hagen in the afternoon on the A510 radio.

Wednesday, 12th June, 1968:

AT RUTI

Completed payment of the Jini grassland, without incident. 573,601 was paid out for the 40,000 acres, approximately 80% of which the owners agreed to invest. Contacted Hagen in the afternoon to organize a plane to pick up the money to be invested the next day.

Thursday, 13th June, 1968:

AT RUTI



Prepared all patrol gear for an early start tomorrow. Carried money down to the airstrip to the plane which arrived about 1.0 p.m. Took off to do a short aerial survey of the area to be patrolled, noting populated areas and natural features, in company with the A.D.C., Mt. Hagen, Mr. R. Allen.

Briefed Police and carriers on the objects of the patrol and the area to be patrolled.

Friday, 14th June, 1968:

RUFFI - ABARANTS (Bush Camp)

Actual Walking Time: 4 hrs. 15 mins.

Set off for the Jini River at 7.0 a.m. with 50 carriers, 4 Police, an Interpreter and N.M.C. Rested at 9.50 a.m., moving on at 10.15 a.m. Good track along the level Jini flats, arrived at the Jini River at 11.35 a.m. Saw people on the far bank and attempted to talk with them. Unfortunately the local man who was to interpret for the patrol had not turned up and consequently the people on the far bank remained wary of the patrol and refused to co-operate.

Carriers and Police were sent off to cut softwood trees for construction of a raft. A rough raft was constructed by 1.0 p.m. and N.M.C. Olive swam across the Jini with a rope which was fastened on the far bank. The raft was then pulled backward and forward across the River by this rope, which was anchored at both sides of the River. At this point the River was about 200 ft. wide and fairly fast flowing so difficulty was had pulling the raft to and fro, especially when most of the patrol was on the one side. Only about six people, or the equivalent gear, could be carried at once, and even then the River swirled over the raft up to the carriers' knees.

The last of the patrol was over by 5.30 p.m. and by this time the interpreter, ASWANG, had arrived, so camp was made at the edge of the River, in an old garden. About 15 of those people seen on the far bank stayed with the patrol, of these 3 were Tultuls!

A little food was bought and rations were scaled to the carriers. Spoke with the local people and arranged for guides for the next day. Guard posted.

Saturday, 15th June, 1968:

ABARANTS - BURUNJIP (Camp)

Actual Walking Time: 3 hrs.

Light rain falling so patrol did not set off until 8.15 a.m. Walked up the Jini River to the KURA Creek, then followed up it and rested at 9.45 a.m. Moved steeply up the TENE Ridge at 10.5 a.m., resting again at 11.5 a.m. Moved on at 11.35 a.m. and arrived at a cleared campsite where some 20 men were gathered. Decided to make camp here.

Spoke with these people and inspected a nearby house. Bought some food and gave medical attention to them. Arranged guides for tomorrow and set word off to the next population group. There were people here from the ARANI River, decided to go there tomorrow rather than to the head of the KURA Creek. Guard Posted.

Sunday, 16th June, 1968:

BURUNJIP - YIBIMBIN (Camp)

Actual Walking Time: 5 hrs. 10 mins.



Set off at 6.35 with local guides, walking due West along the TMS Ridge. Rested at the head of this Ridge at 7.45 a.m. Moved on down the far side at 7.55 a.m. and rested in large kunai area at 8.20 a.m., from here a good view of the AREMI Valley could be obtained. Moved on at 8.45 a.m. clearing a track down to the WARAN Creek, followed down it to the AREMI River and rested there at 10.20 a.m. We crossed and moved up the far side at 11.0 a.m. Arrived at a cleared campsite at 1.30 p.m. where some 40 local people were gathered. Made camp.

After talking with these people decided to move down the AREMI River to the YUAT River, in an attempt to contact the KOPEN people living along that river. Bought food and gave medical attention. Arranged guides for tomorrow after some difficulty and sent word ahead. Guard posted.

Monday, 17th June, 1968

KIMBIN - KUMTAGARI (Camp)

Actual Walking Time: 3 hrs. 40 mins.

Const. KAMBARAN, suffering from a bad eye infection, was left here with two carriers and some rations. Set off at 6.50 a.m., walking down the AREMI Valley. Rested at a cleared garden at 8.30 a.m. and surveyed the surrounding terrain. Moved on at 9.0 a.m. and rested again at 11.0 a.m. after a time some local people came up and, after speaking with them, it was decided to make camp here.

People showed great reluctance to guide the patrol any further South, but finally agreed to take the patrol tomorrow to the head of a ridge, separating the YUAT from the AREMI, which was the boundary between them and the KOPEN people who evidently are a different language group.

Bought some food and rations loaded to the carriers. Gave medical attention to the 20-odd people gathered here. Could not contact Hagen on the radio. Guard posted.

Tuesday, 18th June, 1968

KUMTAGARI - AREMI River (Camp)

Actual Walking Time: 5 hrs. 15 mins.

Left at 6.35 a.m. with some 15 local men who agreed to help the patrol to cut a track. At the top of the boundary ridge met two people of the KOPEN Group who were evidently waiting for the patrol, although there was no way they would have known that the patrol was in the vicinity. Some of the guides could converse with them but they moved off evidently intending to guide the patrol. As they were going in the right direction the patrol followed. Stopped at 9.45 a.m. to clear an area of bush to enable a view down to the YUAT River. Moved on at 10.55 a.m. and reached the AREMI River, where it flows into the YUAT flats, at 1.0 p.m. Rested here and attempted to discover where our guide was taking us, an attempt was made, by signs, to ask him to take us to the populated parts of this area. Moved on at 1.20 p.m. moving generally down the AREMI, arrived at the AREMI-YUAT junction at 2.10 p.m., evidently the destination the guide was leading us to. As communication ceased impossible, the patrol returned up the AREMI River and made camp further upstream at 3.15 p.m.

As the lack of an interpreter and a guide presented too great a problem it was decided not to waste time with the KOPEN people but to return up the AREMI River and move toward WENGARI. Rations issued. No contact with Hagen.



Wednesday, 19th June, 1968

ARMI - YIPIMBIN (Camp)

Actual Walking Time: 7 hrs.

Set off at 4.45 a.m. following on the ridge on the east bank of the ARMI River. After 1.30 hrs. reached the ridge top the track went down to the ARMI River again where the patrol rested at 11.5 a.m. Crossed this River and moved up the other side, arriving at our previous campsite of YIPIMBIN at 2.15 p.m.

Found Const. KANGABAN still very sick with infected eyes. Contacted Hagen on the A514 and sought medical advice. Sent word ahead to the ARMI River and arranged guides for tomorrow. Some food bought and various noises heard mounted.

Thursday, 20th June, 1968

YIPIMBIN - FOTOK (Camp)

Actual Walking Time: 2 hrs.

Broke camp and set off at 6.25 a.m. with Const. KANGABAN following behind accompanied by four carriers and the patrol R.F.C. Crossed the KUMOI Creek and camped on the far side at 8.25 a.m. in a populated valley. As a group of about 30 people were gathered here with food decided to go to further.

Spoke with these people and arranged for guides for the next day, again word sent ahead. A Cessna aircraft passed the camp in the afternoon. Unable to contact Hagen in due to heavy rain in the late afternoon.

Friday, 21st June, 1968

FOTOK - LINDOM (Camp)

Actual Walking Time: 2 hrs. 35 mins.

Set off at 6.15 a.m. still following up the ARMI River on its west bank. Crossed the YIPIMBIN Creek and rested in a small area about 11 at 8.15 a.m. moved on at 9.5 a.m. and arrived at a cleared site at 9.40 a.m. where about 30 people were gathered. Decided to make camp here, it is an old campsite used by Mr. R. Brown from 1947-50.

Spoke with these people and inspected one of their houses, which are actually different from the houses found nearer the JIMI River. Sent word ahead to FOTOK and arranged for guides for tomorrow. Contacted Hagen at 4.30 p.m.

Saturday, 22nd June, 1968

LINDOM - ...

Actual Walking Time: 4 hrs.

Left with three guides by 6.30 a.m. moving into an area which is heavily populated than the lower ARMI. Rested at this river at 8.30 a.m. and then moved up to the plateau, in the centre of which ... is situated. Very little sign of any population ... arrived at ... at 10.30 a.m. The place ... a few ... built by the ... but ... of ... and ...

Spoke with ... and during the afternoon about these people, includ-



(14)

ing a patrol, came up with a little food. As the surrounding ridges gave ample evidence, by the number of houses and gardens, that there was a fairly sizable population in the area, the mere attendance was surprising. Rations issued to 3 rations.

Sunday, 23rd June, 1968:

AT TSENGAPI

After a great deal of calling out and numerous messages being sent by word of mouth, the four agents of the land - PASOALE, TSENGAPI eventually came up and payment for this land was finalized without further setbacks. Only a total of about 40 people were seen by the patrol today and some more food was bought. Medical attention was given these people and word was sent off to the WABAG Creek area where the patrol was to go tomorrow.

The patrol's reception here was very different to that in the other areas of the ARKHI Valley. The people seemed to have no interest whatsoever in the patrol. About 12, however, agreed to accompany the patrol on tomorrow's walk. Const. KIMBARAN improving rapidly.

Monday, 24th June, 1968:

TSENGAPI - BUNAM (Camp)

Actual Walking Time: 3 hrs. 20 mins.

Thankful to leave the bitter cold of the TSENGAPI plateau, the patrol moved off at 6.20 a.m., over a low ridge and down steeply to the WABAG headwaters. Reached at an old house at 9.15 a.m. and moved on at 9.40 a.m. Arrived at a cleared campsite at 10.15 a.m. where some 35 people were gathered awaiting the patrol. Made camp.

Bought ample food for the night and rations scaled for the morning. Medical attention given. Spoke with these people, who are certainly more co-operative than the TSENGAPI people and arranged guides for tomorrow's walk. Sent word ahead to next populated area. Contacted Hagen by radio. Guard mounted.

Tuesday, 25th June, 1968:

BUNAM - BUNAP (Camp)

Actual Walking Time: 3 hrs. 25 mins.

Broke camp and left by 6.20 a.m., immediately crossing the WABAG River and moving up a steep ridge on the far side. Reached the top of the TSENGAPI Ridge by 9.45 a.m. and moved down the far side, arriving at a campsite at the head of the WURA Creek at 9.45 a.m. Some 40 people were assembled here to greet the patrol. Made camp.

Again bought ample food and issued some rations to the police and carriers. Spoke with these people and arranged for guides for the next day. Decided to return to the crossing point on the WURA River immediately in an endeavour to reach KITI by the 27th. Contacted Hagen on the 25th at 4.30 p.m. Guard mounted.

Wednesday, 26th June, 1968:

BUNAP - KITI River (Camp)

Actual Walking Time: 4 hrs. 45 mins.

Reported 6.30 a.m., walking down to the KURA Creek, then



following down it for an hour. Left it and by 9.0 a.m. reached the top of the ridge overlooking the JIMI River. Moved down and arrived at the previous campsite of ADAM'S at 10.25 a.m. Rested here and walked down to the River to investigate the rope and raft which had been left here. They seemed in good shape so began to recross the River by raft 12.0 midday. The patrol was all across by 2.0 p.m. and moved up the far bank, making camp at the top.

Contacted Hagen on A510 and arranged plans for RWTI tomorrow to take out witnesses for the Supreme Court.

Thursday, 27th June, 1968:

JIMI River - RWTI (Camp)

Actual walking time: 6 hrs.

Moved off at 7.40 a.m., walking along the JIMI flats to RWTI and arriving there at 11.30 a.m. Mr. W. Cawthorn, two Police, and the Interpreter left for Baiyer River in two planes by 2.0 p.m. The remainder of the patrol, under Mr. R. Olive, continued on through the kumal, making camp on the far side at 5.30 p.m. Rations issued.

Friday, 28th June, 1968:

RWTI - BAIYER RIVER

Actual walking time: 5 hrs. 40 mins.

Broke camp and departed by 6.0 a.m., moving up the Baiyer-Jimi Divide. Rested at the top at 9.40 a.m. Moved down the far side to KIL Resthouse at 10.30 a.m., arriving there at 11.30 a.m. and rested. Moved on at 1.0 p.m. and arrived at Baiyer River Patrol Post at 2.30.

Patrol disbanded.

END OF DIARY



### Introduction:

This patrol confined its activities to the valley of the AREMI River, and its tributaries, and the KURA Creek. This area is a part of the SCHRADER Ranges and is normally included in the KOROGA Census Division of the TABIBUGA Patrol Post. The AREMI River has been visited by three patrols in the past, 1963, 1964 and 1966 respectively, all originating from TABIBUGA. However, none of these patrols covered the Lower AREMI and that part of the JIMI River visited by this patrol.

The AREMI River, which is about 22 miles long, has its source high in the SCHRADER Ranges in an open plateau area which has TSENGAPI, at a height of about 6,000 feet a.s.l., as its centre. From there it drops over 5,000 feet in about 16 miles to the YUAI River, which it joins below the GAI River junction. As can be imagined from this precipitous drop, the country in this area consists of steep slopes rising to razor-back ridges, or falling suddenly to the deep gorges of the tributaries of the AREMI. In contrast to this terrain is the relatively flat plateau at the headwaters of the AREMI, where the bulk of the area's population is found. The KURA Creek is a much smaller tributary of the JIMI, but it has a fairly large population jammed between the steep sides of its valley.

The SCHRADER Ranges are a steep chain of mountains rising from the JIMI River, and further down from the YUAI River, to heights of 9,000 feet and then falling gradually to the coastal flats in the Madang District. They are an extremely rugged chain of mountains and are cut at intervals by deep gorges, along the sides of which cling small and isolated pockets of population. One of such is the pocket of population found in the AREMI Valley. Others, situated in tributaries of the KAIRONK River, such as the SAI, and in the KININI and EMBENT Valleys, are contacted sporadically by patrols from TABIBUGA or SIMBAI Patrol Posts. Still more may be hidden in the jumble of valleys running into the YUAI River, below the AREMI junction, but as yet this area has not been patrolled.

Due to the short duration of this patrol and its hurried nature, small pockets of population in the WOK Valley, and over ranges to the north of TSENGAPI, were not visited. Any subsequent patrol into this area should endeavour to remain at least one month among these people, for at their present stage of contact little can be accomplished by such hurried visits as this.

The main objects of this patrol were to purchase the land PANGALE/TSENGAPI for a Mission airstrip and station, to renew contact with groups already contacted and to make initial contact with any groups previous patrols may have missed. Also this was an attempt to find an easier and quicker route into this area to facilitate later administration here, which is now hampered by the difficulty of access.

By now, all groups in this area would have been contacted, which does not, of course, mean all the population. There are always a number of people who keep away from patrols until government influence is well consolidated. These people, while having been fairly thoroughly contacted, are still by no means under governmental influence and they continue to exist pretty much as they have always done.

The patrol was done in conjunction with the purchase of the Lower JIMI Grasslands. Three days were spent at WOK effecting this purchase, which went smoothly and with no complaints. See under Land.

### Native Affairs:

The people of the AREMI Valley are short in stature and dress similarly to those people found all along the Southern Hill of the SCHRADER Ranges, up to the regularly patrolled areas of TSENGAPI, TSENGKI, BOKAPAI, YIMBUGEMA, etc. In the lower reaches of the AREMI and in the KURA Valley they construct the same type of circular house I have seen around TSENGAPI. In the higher altitude of the upper reaches of the AREMI the house style is notably different being rectangular, with a 'alamah' style gable roof, and being considerably larger. Ethnically these people would be classed with



the pygmy-statured people found all along the SCHRAIBER'S, and into the Simbai area. However, linguistically there are great differences. This patrol used the Station Interpreter from Baiyer River to interpret from Pidgin to Madipa (Sagen) and a man from near RUTU, who is a member of the KININT Group from the North bank of the JIMI River, MEREN Resthouse, and who understands Madipa, to interpret into the KININT language. This KININT language is evidently the language of the KAIRONK Valley and places East and it is understood in the KURA Valley and around TSENGAPI. I believe it to be the same as what Mr. Sage, in his Patrol Report No. 2 of 1963/64, JIMI River, terms the KOBON language. This language evidently extends East as far as TSENGAPI Resthouse. Further East than that the KURAM language is spoken. What Mr. Sage terms KAMAM is, I think, the KURAM language, spoken on the West bank of the middle and lower AREMI and by all KININT speakers in the AKEM and KURA areas. To speak to the KURAM people another interpreter had to be used, in this case from the KURAM Valley. But, further west, along the north bank of the YUAT River, is another group of people which this patrol tried, unsuccessfully, to contact and they speak a different language again. The KURAM (YUAT) speakers called them KOPANS. The patrol met two men who guided the patrol down to the YUAT River, but no-one was able to converse with them. The only person I know of who knows their language is an old man, named KAPINA, living at RUTU. So, within the confines of the AREMI Valley, there are three languages spoken which seem to be in no way derived from one another!

The patrol made initial contact with people living on the West bank of the Lower AREMI and with people living around the headwaters of the KURA Creek, invariably these people were more friendly and co-operative than those people of the middle and upper AREMI who had been contacted before. This may be due to the fact that the people living nearer the JIMI had some contact with the JIMI Grasslands and RUTU, from where the patrol was said to have come, but I feel their attitude goes deeper than this. Three patrols, prior to this one, had visited the area, and each had promised regular visits from patrols in the future. One had built resthouses in the area and issued Village Books, no signs of which were seen by this patrol. Work had begun on the proposed TSENGAPI airstrip and had not progressed in the intervening three years. In fact there was a general air of disillusionment in these parts which gave one a feeling that each patrol was merely an isolated incident in their existence, with no meaning or promise for them. A Tul tul at TSENGAPI told me that they all thought, when the last patrol left there, that it was going for good and it would never return. This state of affairs is due to the inaccessibility of this area and the lack of staff which could enable a period of at least six weeks every year to be spent in the area consolidating Administration influence.

No signs were seen of the state of unrest and intermittent warfare among these people mentioned by previous patrols. Generally, movement between groups went on freely and there were no cases of inter-tribe disputes or quarrels. One man informed the patrol that he was in fear of his life from a neighbouring group, because he had married one of their eligible females, promised to one of their group, but this did not prevent his moving freely through their area. The fact is that these groups are so small and so isolated that it would be a case of committing racial suicide if they were to indulge in intermittent warfare. I should think their sport would consist more of isolated killings than tribal warfare. These people are still unsure of patrols and they continue to hide their young, especially their unmarried daughters, from patrols. They made a point, in most places, of guiding the patrol in a set-back around their houses and gardens so that we had to go out of our way to see any signs of habitation. There are still many who will not approach the patrol, either through disinterest or hostility. However, except toward the YUAT area, little difficulty was had to recruit guides, often as many as fifteen men accompanied the patrol and cleared the track for the carriers. The patrol followed, for the most part, regular routes. More difficulty could be expected if one wished to leave the beaten track and enter the more isolated parts.

At many of the camps the lack of people was accounted for by the explanation that they were away hunting plumes for a day. The number of plumes this group was used seems either that these people are even more keen on 'sing-sings' than the average high-



9. (8)  
leader, or that it was an excuse used to previous patrols with  
success. I notice in previous patrol reports of this area that  
missing people were accounted for to the patrolling officer in  
the same way.

I feel that the future of these people will be closely  
linked with developments in the Lower JIMI, around RUMI. The people  
know this area, both by sight and by actually visiting it and it  
is more tangible to them than a station, such as TABIBUCA, which they  
know only as a name. If a road is put through to Maiang it will  
skirt the borders of their area and bring the outside world to  
their doorsteps, and it will also link them a lot more closely to  
the Lower JIMI, and through it, to Hagen.

#### Population and Census:

No attempt was made to record names or conduct a census  
because of the time available and because it would only duplicate  
records at TABIBUCA. None of the Village Books, issued by Mr. Brown,  
C.I.C. Tabibuga, were brought to the patrol and so no revision was  
attempted. A rough head count was done at each camp and from this,  
a rough total of people contacted would be about 260, this is  
compared to Mr. Brown's total seen of 452. The discrepancy is due to  
the complete lack of interest shown in the patrol by the people of  
the Upper ARAMI Valley, especially TSETGAPI. There Mr. Brown censused  
216 people, 40 of whom were seen by this patrol. I would estimate  
the total population of the ARAMI and KURA Valleys as being in the  
vicinity of 1,000 people. The fact that the people of the Lower  
ARAMI are semi-nomadic and have a number of scattered gardens to  
each family has resulted, in the past, in an over-estimation of the  
population there.

None of the group names recorded by this patrol coincide  
with those in previous reports. The people were found to have only  
a vague idea of any distinctions between group and place names  
and many times these were confused.

#### Roads and Bridges:

The only River which needed bridging was the JIMI River,  
and this was too large to bridge. The ARAMI River, even at its  
mouth, could be forded, although in the rainy season it may require  
bridging by logs.

To cross the JIMI River a raft was fashioned and it was  
towed backward and forward across the current by a heavy sisal  
rope fastened on each end. This is a difficult and dangerous method,  
however the River at this point was too wide to enable a cane  
suspension bridge to be built across it. The actual stream was  
about 200 feet wide, and the banks were between 300 and 350 feet  
apart. There possibly would be narrower spots in the vicinity but  
I would regard 200 feet as being the minimum bridge length to  
ensure an adequate height above the floodwaters. This length is too  
great for a cane suspension bridge, but a wire cable suspension  
bridge would be feasible. The erection of such a bridge would affect  
this area incalculably. Both by opening a direct and easy route to  
the outside world for these people and by providing easy access  
for regular patrols into the area.

The terrain of the ARAMI Valley immediately rules out  
any thoughts of a vehicular road system there. One would be hard  
put even to build a motor-cycle track. The best one can hope for  
is a system of well-cleared, well-graded walking tracks which may  
reduce somewhat the precipitous grades of the present native pads.

#### Village-Officials:

There are seven Tultuls in the ARAMI-KURA Valleys, three



of these are in the KURA Valley, with an estimated population of 150, two are at TIKKAPI, with an estimated population of 300, and two are in the Middle KURI, amongst an estimated population of 200. All were invested through IABIBANA, except for one of the KURA Kultals who was found near RUPU Gace and was persuaded to go into Hagen, where he was given a Tukul badge, no doubt in recognition of his adventurous spirit.

They generally are very apathetic and have practically no command. The only one with any life in him is ISIKAPSIMA of the KURA Valley who is young and energetic. He met the patrol originally at KURI where he witnessed the payment for the JIMI Grasslands, in which he was of interest, and he accompanied the patrol right through the KURI and back to KURI. Tukul ANDEPI of TIKKAPI has potential but the rest either need a crash-course in their duties or someone to take over their responsibilities. At most places it was usually someone other than the Tukul who did the talking and the organizing.

#### Surveying and Mapping

The attached sketch map, 4 miles to 1 inch, was done mainly by guesswork, as the patrol compass was found to have a  $10^{\circ}$  variation and so was useless. However, the KURI area and the JIMI and YUAT Rivers are plotted fairly accurately from aerial photos and an aerial survey. The KURI area has then been projected on to this base, purely by observation and fairly erratic compass bearings. The accuracy of the map is fair.

#### Land:

The purchase of some 40,000 acres of flat land in the lower JIMI was finally completed by this patrol. The 400-plus owners were given a total of \$73,801.00 in payment for the land and improvements. Of this total the owners agreed to invest about 80% in the Territory Loan. They were all happy with the payment and the purchase was completed amicably.

About six families live in the area purchased and they were anxious about their future, as they have no other land to move to. They were told that they could remain on the purchased land for the time being, but they should attempt to find somewhere else to move to as they may soon be told to vacate the land, if it is the intention of the Administration to cut some of this land up into blocks for indigenous resettlement, could consideration be given to the suggestion that these families be given blocks there?

After initial difficulty in locating the owners of the land, PANGALU/TIKKAPI, this purchase was also completed and the papers have been forwarded. There, too, the price was acceptable and the purchase was effected amicably.

#### Conclusion:

Since the initial contacts, in 1963, government influence has been consolidated in this area in a very haphazard way, and the resulting native situation is consequently not as good as it should be. After five years of contact the people are changed little and, materially, they are changed not at all. With the purchase of the TIKKAPI Mission Lease it would be unfortunate, and perhaps dangerous, for the normal Administration consolidation to be left in the hands of the Mission to carry out.

Having regard to this I think it is important to attempt to increase the amount of contact by patrols that these people have. A good way would be for the Administration to organize the local people to help with the construction of the TIKKAPI airstrip, in conjunction with a full census and exploration of the area. Subsequent



short, but regular, patrols could be sent in then to consolidate the work of such a lengthy patrol.

To facilitate access into the area for later patrols I believe it essential to attempt to build a wire suspension bridge across the JIMI, in the vicinity of this patrol's crossing point. It would then enable shorter and more frequent patrols to be sent into this area.

I agree with both Mr. Sage's and Mr. Brown's comments that this area should be covered on a separate patrol and should be made a separate Census Division, with further population found lower down the YUAF I doubt the total would ever exceed 1,200, but even so this is twice the population of the KOGAIYO Census Division, in the Lake Kogaiyo sub District, for instance.

Finally, will this area remain under IASHIJOA, or may it come under the jurisdiction of GIMBAL Patrol Post, from where it is two days walk, or Baiyer River Patrol Post, though KOGAI?

  
Assistant District Officer



(3)

Patrol Report No. 3 of 1967/68, Saiver River.

APPENDIX 'A'

Report on Members of the Royal Papua and New Guinea Constabulary:

No. 917 Const. I/c. RIK -

Discipline: Good.

Appearance: Smart.

General Ability: A newly promoted Corporal, he did well on this patrol, but is still finding his feet. Had visited this area with a previous patrol.

No. 1033 Const. KANDAMAN -

Discipline: Excellent.

Appearance: Good.

General Ability: A reliable and constant policeman. Unfortunately, due to an eye infection, he was not of much use on this patrol.

No. 813 Const. BURI -

Discipline: Fair.

Appearance: Sloppy.

General Ability: Lacks initiative and energy and is unreliable. Not much help at all.

No. 2275 Const. BYVE -

Discipline: Good.

Appearance: Smart and Alert.

General Ability: A young and inexperienced policeman, but he is keen and intelligent and should do well.

  
Office of the R.P. N.G.C.



APPENDIX 'B'

Medical and Health:

An Air Post supervisor, lent from P.M.S., Mt. Dagen, accompanied this patrol into the AREMI Valley and kept illness and sores in the carrier line to a minimum. Malaria suppressives were issued to all patrol personnel and the Medical Orderly was told to issue further tablets for two weeks after the patrol's return.

At all places where the patrol camped, medical attention was given to the local people. For the most part they received it eagerly, for they have, in the past, received medical aid from other patrols and they have learnt, at least, the efficacy of penicillin. Treatment was sought only for wounds and sores and the old head and stomach pain. But very few people sought treatment for such sicknesses as malaria and dysentery and, unfortunately, the patrol came on nobody suffering from this type of disease. It was fairly evident that they did not bring up their seriously ill people to the patrol for treatment. They are still at that primitive stage where they believe that sickness is a result either of poison or of evil spirits.

It is pointless to reiterate the need for a Medical Orderly to be posted permanently to the AREMI area, a need that has been pointed out in previous patrol reports. The nearest medical aid available to these people at present would be in the LAISUM Valley, a place where these people seldom venture, once an airstrip is built at TUNGAPI perhaps the question of a Medical Orderly being posted to the AREMI Valley could be considered.

  
(J. A. Cavthorn)  
Assistant District Officer



Patrol Report No. 1 of 1957/58, District of Columbia

APPENDIX 1A

Report on Conduct of the Patrol Officer and his Subordinate

No. 117 Const. 1/11/58 -

Classification: Good.  
Assignment: Short.  
General Remarks: A reliable and competent policeman, unfortunately, he is still wearing his foot. Has visited this area with a previous patrol.

No. 118 Const. 1/11/58 -

Classification: Excellent.  
Assignment: Short.  
General Remarks: A reliable and competent policeman, unfortunately, he is still wearing his foot. Has visited this area with a previous patrol.

No. 119 Const. 1/11/58 -

Classification: Fair.  
Assignment: Short.  
General Remarks: Lacks initiative and energy and is unreliable. Not much help at all.

No. 120 Const. 1/11/58 -

Classification: Good.  
Assignment: Short and Alert.  
General Remarks: A young and inexperienced policeman, but he is keen and intelligent and should do well.



Signature of the reporting officer.



1.  
4  
District Report No. 1 of 1957/58, Arun Valley.

APPENDIX 'E'

Medical and Health

An A.D. Post Supervisor, Capt. C. P. D. M. Logan, accompanied this patrol into the ARUN Valley and kept illnesses and cures in the carrier line to a minimum. Malaria suppressives were issued to all patrol personnel and the Medical Orderly was told to issue further tablets for two weeks after the patrol's return.

In all places where the patrol camped, medical attention was given to the local people. For the most part they received it eagerly, for they have, in the past, received medical aid from other patrols and they have learnt, at least, the efficacy of penicillin. Treatment was sought only for wounds and aches and the odd hard case of stomach pain. But very few people sought treatment for such ailments as malaria and dysentery and, unfortunately, the patrol did not see anybody suffering from this type of disease. It was fairly evident that they did not bring up their seriously ill people to the patrol for treatment. They are still at that primitive stage where they believe that sickness is a result either of poison or of evil spirits.

It is pointless to reiterate the need for a Medical Orderly to be posted permanently to the ARUN area, a need that has been pointed out in previous patrol reports. The nearest medical aid available to these people at present would be in the KATHAK Valley, a place where these people seldom venture. Once an airstrip is built at TENGAPI perhaps the question of a Medical Orderly being posted to the ARUN Valley could be considered.

  
District Officer



APPENDIX 'C'

Anthropological:

The AREMI Valley is a deep, steep-sided valley cut into the Southern slope of the SCHROEDER Ranges. The AREMI River flows into the YUAT River at its headwaters, and along the 22 or so miles of its length live scattered pockets of population, totalling an estimated 1,000 people, with a further 200 to 300 people comprising a hitherto uncontacted group living along the North bank of the YUAT River, West of the AREMI junction. This latter group is known as KOPPI by the AREMI people. They are a different language group and little is known of them. The people of the AREMI proper consist of two distinct language groups; the KUMROA to the West and the KINIAT to the East and in the KUMI Valley. The KINIAT are normally bi-lingual and as their language is also spoken further East in the KAIRONK area, it seems obvious that the KUMROA language is the original language of the AREMI.

The people are short in stature but stocky in build and seem little different, physically, to the other peoples of the SCHROEDER Ranges living further East. They have the same 'mushroom' type hairstyle and have the same style of dress. However, the habit of facial tattooing, noticeable further East, was not as evident in this area. They have a similar habit of piercing small holes in their nostrils and arranging a fan of small bamboo 'pins' ~~ix ixix~~ around the end of their noses, and they also pierce their nasal septum. As far as I could ascertain none of this piercing is connected with any initiation, or other, ceremonies. Neck ornaments of dried fingers, and sometimes whole hands, are still in evidence and they continue to maintain a practice of carrying a close relative's jaw-bone around with them in their string bags, a practice I also noted far to the West in the HDNA area.

Prior to contact by patrols, the people of the AREMI Valley had already sampled European goods. Their traditional trading routes were through the KAIRONK, from where they traded salt, and so word of the Administration came well ahead of patrols. Beads, pearlshell, etc. were traded down the JIMI into this area, and from CINBAI through the Upper KAIRONK to TSENGAPI in the AREMI headwaters. Axes were obtained from the Lower JIMI and the traditional stone implements were long ago set aside. So these people, though primitive, are by no means materially naive to the extent of still retaining traditional implements where better ones have come to hand. Bows, arrows and shields are still very much in evidence and give one the feeling that they are still used in a functional way.


There are two very distinctive house styles used in this area. In the lower regions, houses are built to a circular pattern, approximately 40 feet in diameter, with a passage going completely around the outside, and the interior being divided into separate rooms. Normally these houses are built for a number of families of the same sub-Clan. In the higher region, the houses are built to an elongated, rectangular shape, with a 'cave-shell' style roof. They are built to a length of 60 or 70 feet, being about 20 feet in width. Here, again, they are separated into rooms which suffice for a number of family groups. The main reason for the differing house styles seems to be building, or rather roofing, materials. The lowland circular house being roofed with the leaf of the cana vine and the highland house being roofed with the fronds of the 'karoka' pandanus. Kmai is not used although it is much in evidence. The circular style house is general all the way up the JIMI.



There appears to be a definite division between the highland and lowland population of the ARMI Valley, although ethnically and linguistically they are similar. I believe these differences may be caused by the climatic variations met with in the 5,000 feet plus drop of the river in its 22 miles of length, and the resulting effects in methods of cultivation. Firstly, the climate has affected house styles, secondly, it affects diet, sweet potato being the staple in the highlands and taro and banana being the staple lower down. In the upper reaches of the River the population grows more dense and the people tend to cultivate and re-cultivate in specified sub-Clan and even family areas. That is, they have a land tenure system very similar to the normal Highland people. However, the people in the lower reaches of the ARMI follow a shifting cultivation pattern. One family often has a number of gardens, spread over a large area, and they will move from garden to garden through the year, living in rough garden shelters. In this way the large round house mentioned becomes a type of club-house, where the owner-families gather only at special occasions. Hence, these people maintain a semi-nomadic existence in comparison to the settled cultivation carried on by their neighbours in the upper reaches of the ARMI. As can be expected these differing ways of life cause a differing outlook which does not make for much social intercourse between the peoples of the upper and lower ARMI. However, there is movement each way, the distances involved are insignificant, and there is a feeling of common ancestry and common destiny among them.

Another oddity of the lowland dwellers are their laws of consanguinity. They practice endogamy and make a habit of marriage between first cousins. This practice is probably forced upon them due to their small and isolated groups and their nomadic habits. It is a habit practised to a lesser degree in the highland areas, countenanced but not encouraged. These groups, especially in the lowland areas, lead very insular and close existences. Their nomadic and marriage habits keep them away from the normal channels of social intercourse and people living no more than two hours walk away could be strangers, a fact more surprising in such a small community as the ARMI.

Little more information, apart from the more obvious things mentioned, could be gleaned from these people as they are still suspicious of patrols and their intentions.

  
 (W. A. Cawthorn)  
 Assistant District Officer



Legend  
● Settlement  
▲ Mountain Peak  
— Road  
— Railway  
— Watercourse  
— Boundary  
— Contour



Scale 1:50,000

Scale 1:50,000