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Papua New Guinea Patrol Reports

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40.25

WESTERN HIGHLANDS DISTRICT PATROL REPORTS

1965/1966

JIRI

<u>Report No.</u>	<u>Officer Conducting Patrol</u>	<u>Area Patrolled</u>
2 - 1965/1966	P.J. Walsh	Sth Wall Wagai Census Div. (part only)
9 - 1965/1966	P.J. Walsh	Aviamp Area-Sth Wall Wagai Census Div.

JIRI RIVER

3 - 1966/1967	H.D. Brown ✓	Portion of Schraeder Ranges
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TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of WESTERN HIGHLANDS Report No. 2/A (MWT) 1965/66

Patrol Conducted by P.J. WALSH CADET PATROL OFFICER

Area Patrolled SOUTH WALL WAKOI CENSUS DIVISION (PART ONLY)

Patrol Accompanied by Europeans NO

Natives 1 MEMBER R.P.N.G.C., 1 INTERPRETER

Duration—From 21/6/1965 to 19/7/1965

Number of Days 26

Did Medical Assistant Accompany? NO

Last Patrol to Area by—District Services 22/2/1965

Medical / / 19

Map Reference

Objects of Patrol GENERAL ADMINISTRATION
BRIDGE BUILDING

Director of District Administration,
PORT MORESBY.

Forwarded, please.

 / / 19

District Commissioner

Amount Paid for War Damage Compensation £

Amount Paid from D.N.E. Trust Fund £

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

ula

67-14-1

28th September, 1965.

District Commissioner,
Western Highlands District,
MOUNT HAGEN.

WHP PATROL REPORT NO. 2/1965-66:

Receipt is acknowledged with thanks of a rather brief Patrol Report by Mr. Walsh covered by your Memorandum WHD.519 of 15th September 1965.

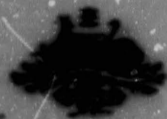
2. The comments of both Mr. Trollope and yourself have been noted.
3. Mr. Walsh must be made to realize that the writing of a Patrol Report is not a chore but an important document, which gives to his District Commissioner and Departmental Headquarters as complete a picture as possible of conditions obtaining in the area patrolled. I would like to read his comments on villages, political situation, carriers, commerce and industry etc. Mr. Walsh has been dismissing each heading in this report with a few cursory remarks.
4. Also in this report he makes no mention of the registration of any land disputes and the outcome of an attempt to settle a dispute between the natives and Carpenters Pty. Ltd., although both of these were listed as objects of his patrol.
5. I am sure Mr. Walsh is doing a good job in the field and benefiting the Administration by the time spent in native contact.

(T.G. Aitchison)
A/DIRECTOR.

ula

MIGRATIC

F M



TERRITORY OF PAPUA AND NEW GUINEA

(A)

Telegram
Telephone
Our Reference: WHD/719
If calling ask for
No.



Department of District
Administration,
MOUNT BAKER. W.H.D.

15th September, 1965.

The Director,
Department of District Administration,
RAEDEBURN.

MINJ PATROL REPORT NO. 218/766 MR. P.O. WALSH CPO
SOUTH WALL RANGI CENSUS DIVISION

I am attaching the above report and covering comments
by the Assistant District Commissioner, Minj.

The report is indeed exceedingly brief considering
26 days were spent on patrol. Nevertheless, I assume we have
benefitted administratively by the time spent in native
contact.

P.W. Ellis

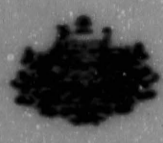
(P. W. ELLIS)

Assistant District Commissioner

ula

MIGRATIC
F N

(B)



TERRITORY OF PAPUA AND NEW GUINEA

67 - I - 3

Telegram
Telephone
Our Reference
If calling ask for
Mr.

Sub-District Office
MINI
Western Highlands District

12th August, 1965

The District Commissioner
Western Highlands District
MOUNT HAGEN

⁶⁵⁷¹⁶
MINI PATROL NO.2 of 1964/65 - MR. P.J. WALSH C.P.O.
SOUTH WALL WARGI CENSUS DIVISION

Submitted please, is original and copy of a report compiled by the above officer following a patrol to part of the above census division. Maps, various appendices, patrol instructions, and cash allowance claim are attached.

The patrol was essentially of a routine nature and no particular comment is called for. The labour situation in the area is still not resolved but is currently being analysed. The question of bride price will be taken up in the new WARGI Council following amalgamation in October of this year.

During a recent patrol objected at explaining to the people the new council, the people were counselled to elect suitable representatives. It is to be hoped, as Mr. Walsh states, that replacement will be the case in many instances.

Mr. Walsh has made an honest attempt in this report but has been criticised on it's brevity. He has been advised to improve on this in future reporting. Generally, this officer is shaping up quite well and with further training has the ability and interest to make a good field officer.

C.A. Trollope
Assistant District Officer

ATT:

TERRITORY OF PAPUA AND NEW GUINEA

Telegram
Telephone 67-1-2.
Our Reference
If calling ask for PJP/VL.
No.

Sub-District Office,
Western Highlands,
MINJ.

18th June, 1965.

Mr. P. Wainwright,
Cadet Patrol Officer,
MINJ.

PATROL - KUDJIP/AVIAMP AREA - SOUTH WALL WAHGI
CENSUS DIVISION.

Please make arrangements to depart on patrol on the 21st June to the abovementioned area.

Objects of Patrol.

1. General Native Administration.
 2. Settlement of minor disputes and registration of any land claims. Offences of a more serious or Criminal nature are to be referred to either myself or the Police Officer for further action.
 3. Inspect all native owned trade stores in the area and advise owners that they are required to renew licences as at the 30th June, 1965.
 4. Inspect and have people complete drainage work on section of New South road at Aviamp.
 5. Conduct maintenance of South road between Kudjip and the Tuman River. All bridges along this sections of road are to be repaired. Replace main bearers where necessary, renew bridge decking. Decking will be supplied to you with bridge spikes in sufficient quantities to complete the work. Grass verges and side drains are to be cleaned in preparation for grading.
- You are instructed to read and acquaint yourself thoroughly with the contents of the Police Commissioner's Circular Memorandum dated the 12th April, 1965. Police will be made available to you for patrol duty but under no circumstances are they to be used in connection with roadworks. This aspect of your patrol should be carried out by yourself in conjunction with local officials.
6. Investigate and attempt to settle dispute between owners of DJINBANGI land and the Management of Carpenters Tea Estate concerning drainage problems to western end of plantation. If you experience any difficulty in this matter refer same to myself.
 7. It is expected that the patrol will be of approximately 8 weeks duration. You should make arrangements to have 2 members of the R.P.N.G.C. and 1 Interpreter accompany you and accordingly draw rations for your party.

In addition to carrying out the abovementioned instructions it will be necessary for you to report fully on all aspects of Native Affairs, the work of local officials, roads and bridges, Law and Justice and any relevant matters which arise or come to your notice during the course of the patrol.

(P. J. FENTON)
OFFICER-IN-CHARGE.

c.c. District Commissioner, Mt. Hagen.
C.I.C. Minj Police Detachment.

(11)

Sub-District Office,
Sestern Highlands,
MINJ.

19th July, 1965.

The Assistant District Commissioner,
MINJ.

^{2-65/66}
PATROL REPORT NO. 4-1964/65.
PATROL OF KUDJIP - AVIAMP AREA
SOUTH WALL WAHGI CENSUS DIVISION.

A summary of the patrol diary is herewith submitted.
For further details please consult my Field Officers Journal,
folios 26 to 4 paragraphs 194 to 212 .

MONDAY 21st June, 1965.

Arrived KUDJIP Rest-House 1200 hours. Talked with local
officials. Talked with Mr. Assistant District Officer, Fenton
concerning/and dispute at Wahgi Plantations. Slept Kudjip.

TUESDAY 22nd June.

At KUDJIP Inspected all bridges between Kudjip and Water
Tuman. Returned Rest house and heard petty complaints. Slept
Kudjip.

WEDNESDAY 23rd June.

At Kudjip. Lack of labour postponed bridge work. Diso
some paper work and heard petty complaints. Slept Kudjip.

THURSDAY 24th June.

Proceeded to KURUMUL to watch destroying of TAMBERAN
objects. Gave talk to people. Slept Kudjip.

FRIDAY 25th June.

At Kudjip getting the local officials ready for the
District Commissioner's visit. Finished this worked 1400 hours.
Heard petty complaints. Slept Kudjip.

SATURDAY 26th June.

Proceeded to Minj per truck at 1130 hours. Slept Minj.

SUNDAY 27th June.

Returned to Kudjip at 1300 hours. Proceeded to sing
sing at KAUI.

MONDAY 28th June.

At Kudjip. Inspected work being done in acquiring bearers
for bridges. Heard petty complaints. Slept Kudjip.

TUESDAY 29th June.

At Kudjip. Supervised work in pulling trees for bridge
work.

WEDNESDAY 30th June.

At Kudjip. Proceeded to Water AL to collect bridge decking from old bridge. Returned Kudjip 1430 hours. Slept Kudjip.

THURSDAY 1st July.

At Kudjip. Began work on bridge at Water MINIMP replaced bearer and decking. Returned to Rest House at 1530 hours. Slept Kudjip.

FRIDAY 2nd July.

At Kudjip. Work on the bridge at Water Lago. Replaced old bear^{er} and decking. Returned Rest House at 1430 hours. Slept Kudjip.

SATURDAY 3rd July.

At Kudjip until 1030 hours then proceeded to Minj to meet new A.D.C., Mr. C. A. Trollope.

SUNDAY 4th July.

Proceeded to Kudjip at 1400 hours. Slept Kudjip.

MONDAY 5th July.

At Kudjip. Began work on the bridge at Water KAUMUN. Finished at 1400 hours. Slept Kudjip.

TUESDAY 6th July.

Moved to KAUWI Rest House at 1100 hours. Straightened camp and then drove to Water TUMAN to inspect work on new South Road. Returned KAUWI at 1730 hours. Slept KAUWI.

WEDNESDAY 7th July.

At Kauwi. Repaired fords at Water KANI. Heard petty complaints during afternoon. Slept Kauwi.

THURSDAY 8th July.

At Kauwi. Unable to begin repairing bridges due to lack of bridge decking. Began work on patrol report and heard petty complaints. Slept Kauwi.

FRIDAY 9th July.

At Kauwi. Still no bridge decking available. Talked with local officials and heard petty complaints. Slept Kauwi.

SATURDAY 10th July.

Proceeded to Minj to buy food etc., returning to Kauwi at 1230 hours. Slept Kauwi.

SUNDAY 11th July.

At Kauwi. Patrol rested.

MONDAY 12th July.

Patrol moved onto AVIAMP Rest House. Talked with local officials during afternoon. Slept Aviamp.

TUESDAY 13th July.

At Aviamp. Proceeded to Water Fun to begin work on building a causeway there.

During afternoon put new decking on the bridge at Water Kaumun. Returned rest house at 1800 hours. Slept Aviamp.

WEDNESDAY 14th July.

At Aviamp. Supervised work at the Water Fun. Returned rest house at 1500 hours. Heard petty complaints. Slept Aviamp.

THURSDAY 15th July.

At Aviamp. Continued worked at the Water Fun. Returned to rest house at 1630 hours. Slept Aviamp.

FRIDAY 16th July.

At Aviamp. Finished worked at the Water Fun. Returned to rest house at 1700 hours. Slept Aviamp.

SATURDAY 17th July.

At Aviamp. Heard petty complaints and had discussions with local officials concerning continuation of work on the new South Road.

At 1500 hours proceeded to Nondugi to visit Mr. G. Gomara (A.P.O.). Slept Nondugi.

SUNDAY 18th July.

Proceeded to Aviamp at 1100 hours. Slept Aviamp.

MONDAY 19th July.

At Aviamp until 1130 hours then departed for Minj. Patrol finished.

4

Sub-District Office,
Western Highlands,
MINJ.

19th July, 1965.

The Assistant District Commissioner,
Sub-District Office,
MINJ.

PATROL REPORT NO. 2, 1965/66
MINJ 1964/65.

KUDJIP - AVIAMP AREA, SOUTH WALL WAHGI C.D.

Introduction.

The area patrolled was the KUDJIP AVIAMP area of the South Wall Wahgi Census Division of the Minj Sub-District. The purposes of the patrol (briefly) were as follows:-

- (a) General Administration.
- (b) Registration of any land disputes.
- (c) Repair all bridges between Kudjip and Aviamp
- (d) Attempt to settle dispute between natives and Carpenter's Pty. Ltd. over DJIMBANGI.

Native Affairs.

At all rest houses the patrol was greeted with enthusiasm. More than adequate supplies of food (fresh vegetables and supplies of pigs etc.).

The native situation throughout this area seems to be good. At the moment however, the plantation owners in this area are experiencing a boom in coffee, but are having difficulties in obtaining labour from the local group to pick this coffee. The District Commissioner has had discussions with local officials and plantation owners concerning this. Concerning bridge price, limiting the amount to be paid for bridge price has been discussed in the Ngangamp W.L.G. Council. A maximum amount of £30 and a ~~maximum~~ number of 5 pigs was set. This rule is not definite as yet, but when the new Wahgi W.L.G. Council is formed in September, it is expected that this rule will be established by the Council.

Village Officials.

At the three centres where the writer camped, the majority of local officials did not seem to be the head ~~man~~ of the line they represented.

At all these centres, the writer found that the ex-Luluais and ex-Tultuls seem to be having the say in the affairs of the group. This was seen by the fact that many of the petty complaints brought before the writer for settlement were not taken to the councillor first, but brought straight to the writer.

With the formation of the new Wahgi Council, the majority of these councillors should be replaced.

Concerning the work of the council in the Sub-District, it is now concerned with Timber cutting, a mail run from Minj-Banz to Mt. Hagen and is due to buy a four-wheel drive Ambulance which will be probably hired to P.H.D for hospital work.

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Roads and Bridges.

The main purpose of the patrol was concerned with this section.

Kudjip - Avilamp - Water Tun area is served by a light vehicular road. This road is looked after by the various village officials whose lines work weekly on the road.

The purpose of the patrol was to repair all bridges between Kudjip and Water Tun. Most of the bridges were in bad repair. The bridge bearers and bridge decking in most cases needed replacing. In two cases, bridges were unable to be built so at the Water Tun a causeway was constructed and at the Water Kami the forde was repaired.

This aspect of the patrol was unable to be fully completed due to the lack of bridge decking in the Sub-District.

Rest-Houses.

The three Rest-Houses in which the writer camped were all in good condition. The rest houses are adequate for the needs of officers of any department who camp there.

Law and Justice.

Many petty complaints were brought before the writer for settlement outside the Court of Native Affairs.

The complaints varied from the usual marital disputes, damage to gardens, bride price, troubles and small debts.

Mission.

In the area patrolled 3 missions are represented - Catholic, Nazarene and Lutheran.

The Nazarene Mission at Kudjip and Watertun has European missionaries whilst the other mission stations are represented by catechists only.

Europeans.

Europeans in this area are engaged in Mission work (as discussed above) and in the management of seven plantations in the area.

Conclusion.

The general native situation in the Kudjip - Avilamp area is good.

The relation between the indigenous peoples and the Europeans is also good except for the difficulty the plantation owners have at the present in getting labour for the picking of coffee.

Walsh
(P. WALSH)
CADET PATROL OFFICER.

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APPENDIX "A"

Agriculture.

Agriculture in this area is still essentially that of subsistence type. The main crops raised are sweet potato, corn, tomatoes, lettuce, peanuts and potatoes.

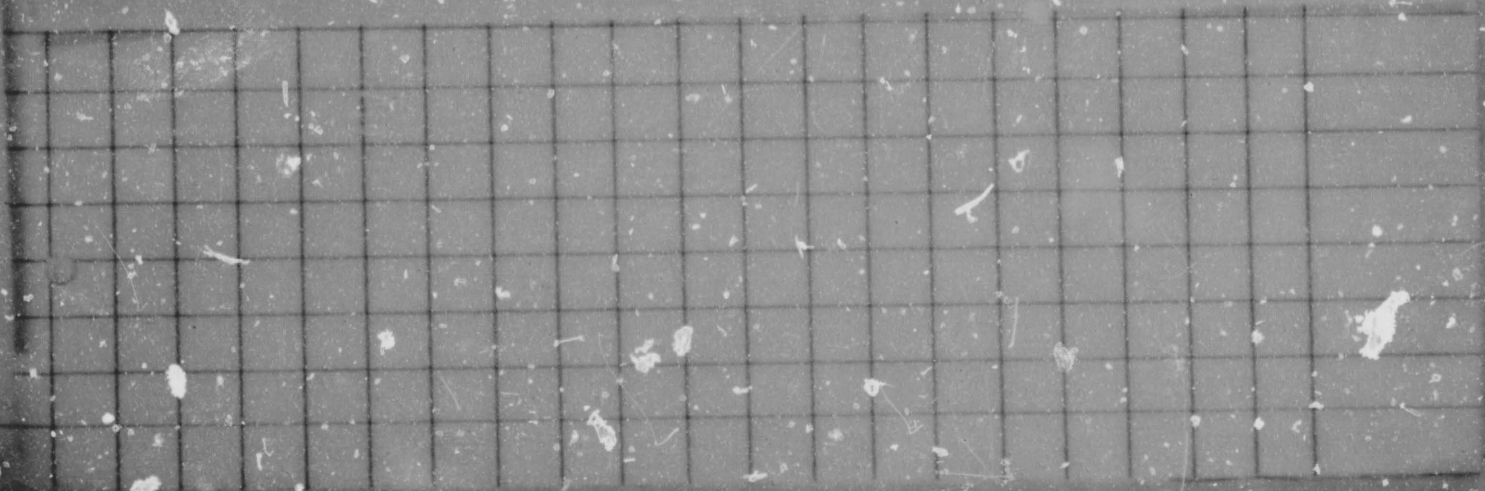
In the Kudjip area, the D.A.S.F. is planning the establishment of tea growing.

233 acres has been set aside in 6 - 7 acre family plots.

The tea, when cropped will be processed at the factory of New Guinea Company's at Kudjip.

(P. WALSHE)
CADET PATROL OFFICER.

c.c. Agricultural Officer, Minj.



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APPENDIX "B".

Education.

The area patrolled is served by European staffed Mission Schools at Kudjip and Water Tun and by the various schools staffed only by catechists at Kudjip, Kauwi and Water Tun.

The latter type go only to standard 2 - 3 or according to the educational standard of the catechist in charge.

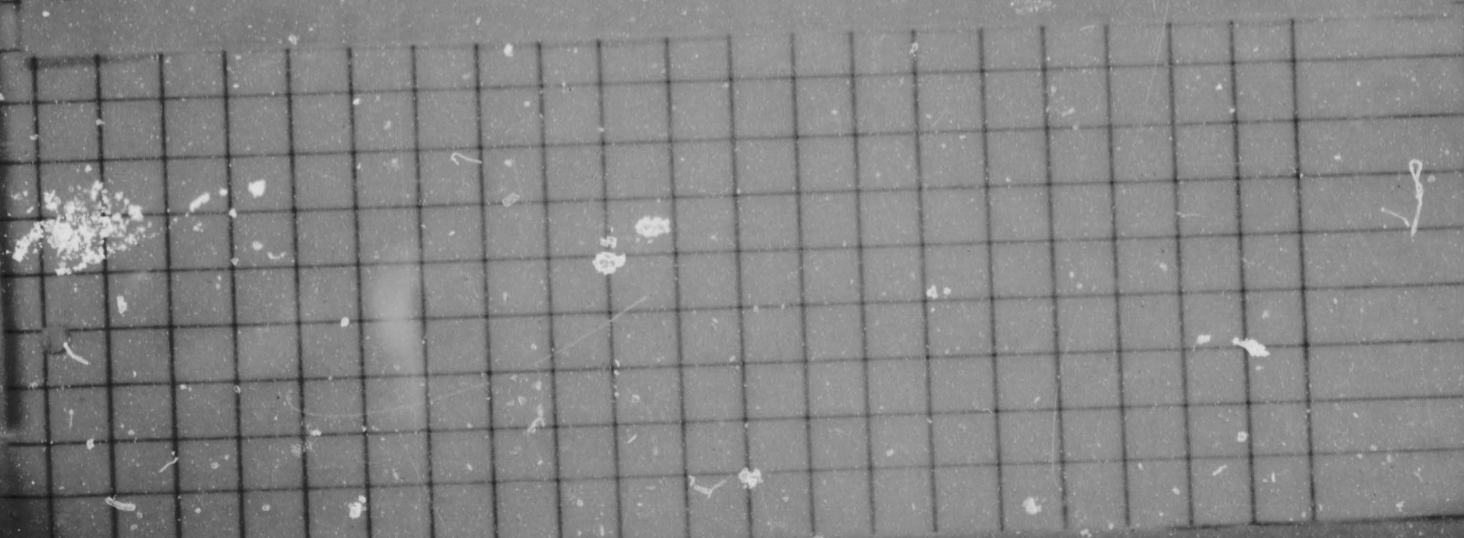
Walsh

(P. WALSH)
CADET PATROL OFFICER.

c.c. Primary "T" School, Minj.

RATIC

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(3)
(4)

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APPENDIX "C".

Health.

The health of the people seen in the area patrolled seemed to be fairly good.

The area has medical facilities at the Mission hospital at Kudjip and at the Mission Aid Post at Water Fun. The Administration has only one aid post in the area and that is situated at Avlamp.

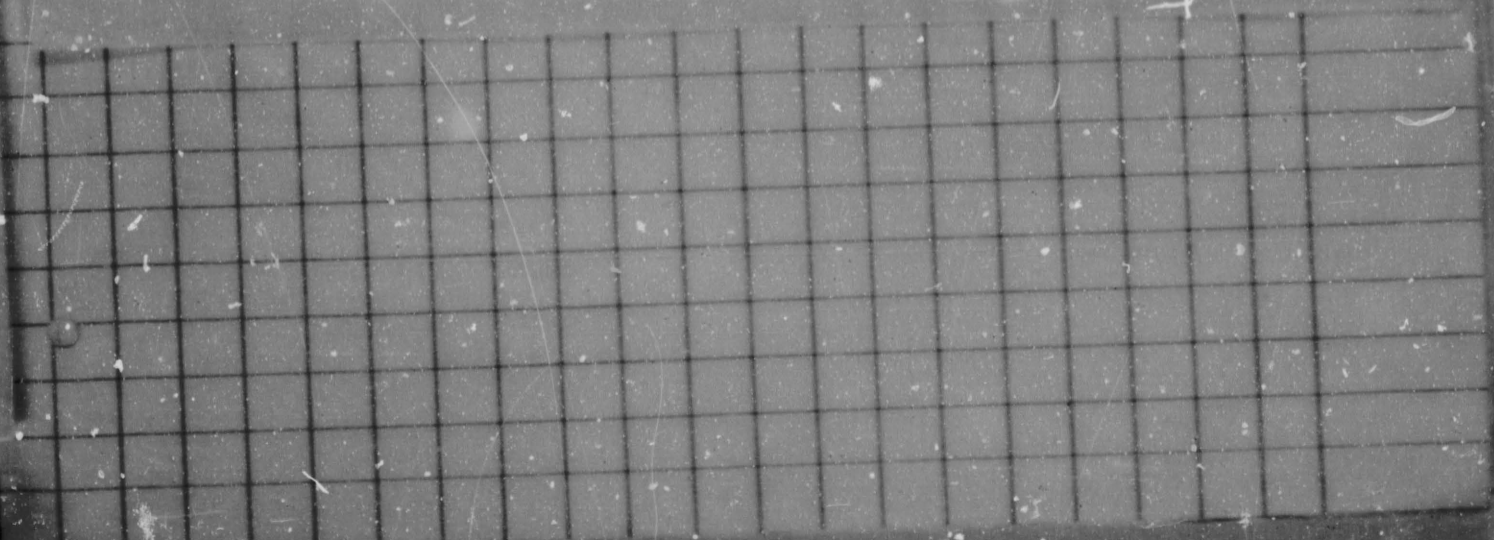
The Nazarene Mission at Kudjip has begun work on a new hospital at Kudjip, estimated to cost at least £100,000. When finished it will accommodate for both Indigeneous and European patients.

Walsh

(P. WALSH)
CADRE PATROL OFFICER.

c.o. Medical Officer, Minj.

RATIC
M



(57)

APPENDIX "D".

Report on Members of R.P.N.G.C.

Reg. No. 8801 Const KGI.

Discipline.

Very good.

Appearance.

Always smart.

General Conduct.

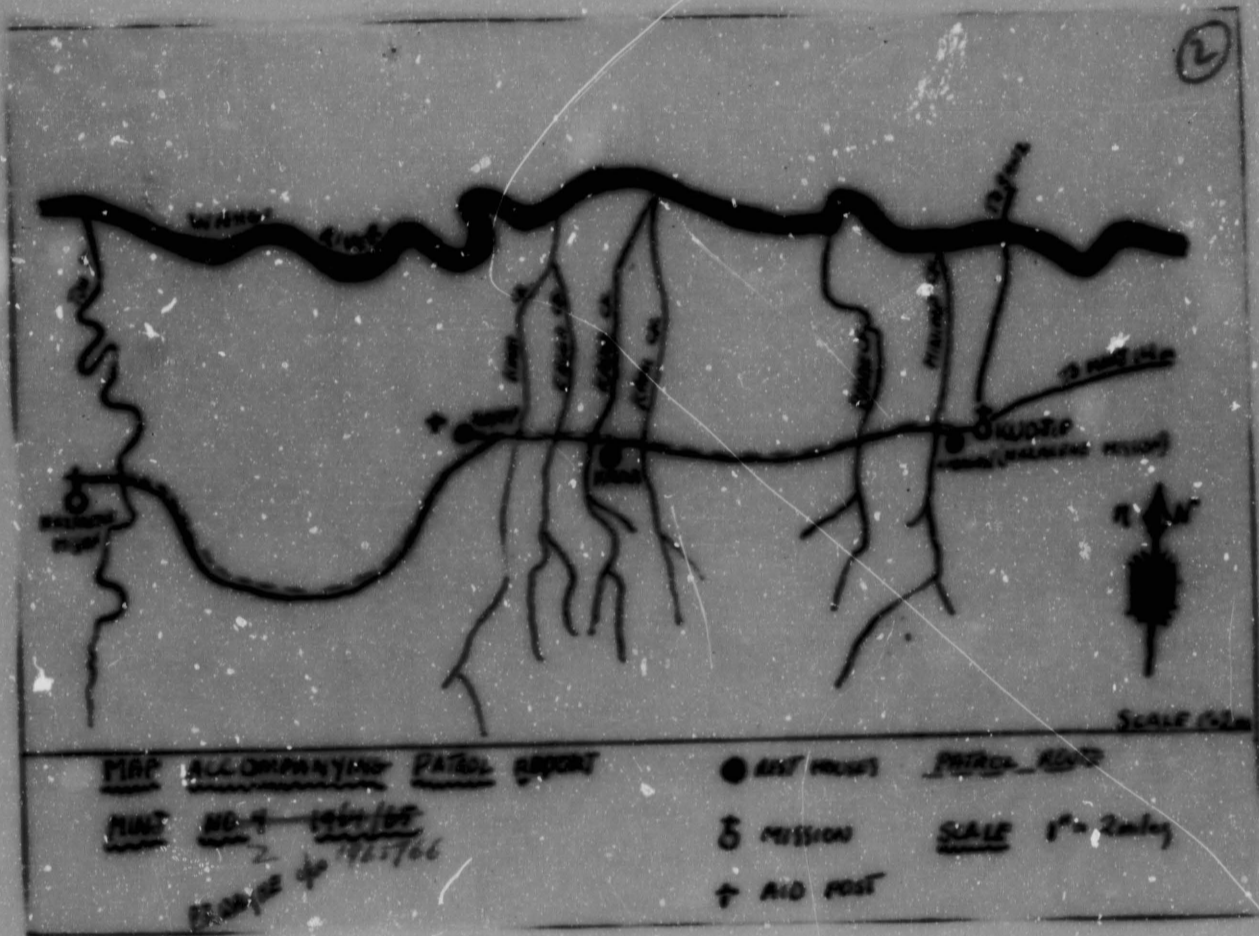
Excellent. Very good F.C.O. material.

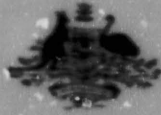
Walsh

(P. WALSH)
CADET PATROL OFFICER.

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TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of **WESTERN HIGHLANDS** Report No. **9 (WING) 1965/66**
 Patrol Conducted by **P. J. WALSH, CARET PATROL OFFICER**
 Area Patrolled **AVIANG AREA - SOUTH WALL VAGRI CENSUS DIVISION**
 Patrol Accompanied by Europeans **NIL**
 Natives **7 MEMBERS N.P.N.G.C. (Part-time) 1 Interpreter**
1 Labourer
 Duration - From **26 10 /19 65** to **11 3 /19 66**
 Number of Days **136 days**
 Did Medical Assistant Accompany? **No**
 Last Patrol to Area by - District Services **9 /19 65**
 Medical **_____ / _____ /19**
 Map Reference _____
 Objects of Patrol **(1) Construction of section of new South Road.**
(2) Routine Administration

Director of District Administration,
PORT MORESBY.

Forwarded, please.

/ / 19

District Commissioner

Amount Paid for War Damage Compensation £ _____

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

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

67-14-24

4th August, 1966.

District Commissioner,
Western Highlands District,
MT. SAUND.

NIWI PATROL REPORT NO. 9/1965-66:

Receipt of Mr. Walsh's patrol report covered by your memo WHD.547 of 11th July, 1966 and Mr. Trollope's memo 67-1-3 of 17th March, 1966, is acknowledged with thanks.

2. It is a pity that Mr. Walsh submitted such a brief patrol report for such a lengthy stay out in the field.

3. I do hope the Niwi multi-racial council can find a solution to the problem of the damage done by pigs owned by the local people to European owned plantations and the roads.

(J.K. McCarthy)
DIRECTOR.

67. 14. 15
74



TERRITORY OF PAPUA AND NEW GUINEA



Telegrams
Our Reference WED547
If calling ask for
No.

Department of District Administration,
MOURE HAGGE. W.H.D.

11th July, 1966.

The Director,
Department of District Administration,
KONEDOBU.

MINJ PATROL REPORT No. 9/1965-66
PART SOUTH WALL WANGI CENSUS DIVISION
Mr. P.J. Walsh, C.P.O.

The above-mentioned report, with covering comments by the Assistant District Commissioner, Minj, attached, refers.

The patrol was successful in completion of its main object viz. the construction of a new road. Funds in the new year will be allocated to bring the road up to a suitable standard.

Pig trespass has been the main bone of contention between the locals and the settlers for well over a decade. All attempts to find a satisfactory solution to both parties in the past has been unsuccessful and now it remains to be seen if the Minj Multi-Racial Council can find the answer.

For your information and comment, please.

S. W. Ellis
(S. W. ELLIS)
District Commissioner

C.C.
Assistant District Commissioner,
Minj.

Mr. P.J. Walsh,
Minj.



TERRITORY OF PAPUA AND NEW GUINEA

67-1-3

In Reply
Please Quote

Sub-District Office

No.

MIMJ

Western Highlands District

17th March, 1966.

The District Commissioner
Western Highlands District
MOUNT HAGEN

MIMJ PATROL REPORT - NO.9 of 1965/66

AVIAMP AREA - SOUTH WALL WANGI - C.P.O. WALSH

Attached, please find original and duplicate of a report compiled by Mr. C.P.O. Walsh concerning road building activities in the AVIAMP area. He previously submitted a full report on native situation in this area and other subject matter in his report MIMJ No.7 of 1965/66.

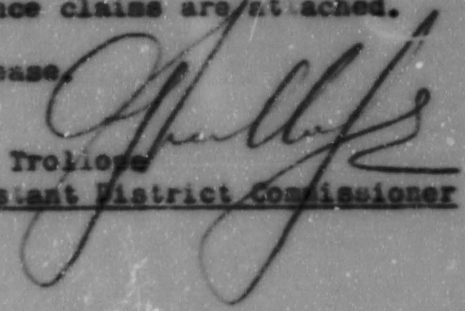
I instructed him to make a brief report over the period of his activities on the new SOUTH road mainly to authorise his claim for camping allowance. However, I did not expect it to be as brief as it is although it covers the object of his stay in the area. Unfortunately, Mr. Walsh is no typist. This submission is the second try, with his imminent transfer to WABAG I felt it unfair to ask him to do it again.

The road activity is still proceeding. Consistently wet weather however, has meant little achievement in recent months. It will not be possible to attempt surfacing before the dry season and staff shortage makes it impossible to put another officer on the supervision of this work in the face of other commitments.

More funds to allow the surfacing to be done by letting out contracts to local vehicles will be required. Aggregate has to be carted from long distances.

Maps and camping allowance claims are attached.

For your information please.


C.A. Trohose
Assistant District Commissioner

Att:

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MIGRATIC

Sud District Office,
MINJ.
Western H^olands District,
14th March, 1966

The Assistant District Commissioner,
MINJ.

MINJ PATROL No. 9. 1965/66
PATROL DIARY.

October 26th. 1965.

At Minj until 0600 hours then departed for AVIAMP per vehicle. Had discussions with local officials concerning progress of work and work yet to be done on the new South Road. Slept Aviamp.

October 27th. 1965.

At Aviamp. From 0715 hours till 1430 hours supervised work on South Road. Organized several groups to work on camber and all others to clear grass which grew on road whilst self was on election work. Slept Aviamp.

October 28th. 1965.

At Aviamp until 0800 hours then departed for Minj per vehicle. At Minj until 0930 hours then departed for Mp. Nagen re medical for P.N.G.V.R. Returned to MINJ 2030 hours. Slept Minj.

October 29th. 1965.

At Minj until 0730 then hours then departed for Aviamp per vehicle. Inspected progress of work on new South Road from KIA Cr. to TUMIN River. Advice given to local officials on standard of work. Returned to rest house at 1500 hours. Arbitrated in several small disputes until 1800 hours. Slept Aviamp.

October 30th. 1965.

At Aviamp until 1100 hours then departed for Minj per vehicle. Slept Minj.

October 31st. 1965.

At Minj. Sunday.

November 1st. 1965.

Departed for Aviamp per P.W.D. tipper at 0830 hours. Grader arrived Aviamp 1000 hours. Found surface of new South Road to soft for grader to work on said road. Tippers used in dumping gravel on road. Grader put to work on old South Road. Returned to Aviamp at 1630 hours. Slept Aviamp.

November 2nd. 1965.

At Aviamp. From 0745 hours till 1600 hours supervised work on the South Road. Slept Aviamp.

November 3rd. 1965.

At Aviamp until 0930 hours awaiting arrival of A.D.C. (MINJ) who was coming to inspect progress of work on new South Road. Returned to MINJ at 1645 hours with ADC. Slept Minj.

November 4th, 1965.

At Minj until 0630 hours then departed for Aviamp per vehicle. Inspected work on South Road from 0800 hours until 1700 hours.

With police, raided laki game at 2030 hours. 7 persons apprehended. Slept Minj. *Aviamp*

November 5th, 1965.

At Aviamp. From 0730 hours till 1600 hours supervised work on new South Road. Walked through to the TUMAN River to inspect progress of work there. From 1600 hours until 1800 hours arbitrated in several small disputes. Slept Aviamp.

November 6th, 1965.

At Aviamp until 1200 hours then departed for Minj per vehicle. Slept Minj.

November 7th, 1965.

At Minj until 0830 hours then departed for Aviamp per vehicle. Slept Aviamp.

November 8th, 1965.

At Aviamp until 0745 hours then departed for supervision of work on new South Road. Supervised drainage of swampy area near C.P.L. access road. Returned to Rest House at 1630 hours. Slept Aviamp.

November 9th, 1965.

At Aviamp until 0745 hours then departed for supervision of work on new South Road. Supervised further drainage of swampy areas near C.P.L. access road. *Slept Aviamp*

November 10th, 1965.

At Aviamp until 0730 hours then walked through to TUMAN River observed that soil was now sufficiently drained to allow full excision of road surface. Returned to Aviamp at 1730 hours. Slept Aviamp

November 11th, 1965.

At Aviamp until 0730 hours then departed for ALTA Creek for supervision of full excision. Returned to Rest House at 1730 hours. Slept Aviamp.

November 12th, 1965.

At Aviamp until 0730 hours then departed for supervision of full excision at ALTA Creek. Returned to Rest House at 1730 hours. Slept Aviamp.

November 13th, 1965.

At Aviamp until 1000 hours then departed for Minj per vehicle. Had discussion with A.D.C., Minj concerning progress of New South Road.

November 14th, 1965.

At Minj until 1400 hours then departed for Aviamp. Slept Aviamp.

November 4th, 1965.

At Minj until 0630 hours then departed for Aviamp per vehicle. Inspected work on South Road from 0800 hours until 1700 hours.

With police, raided laki game at 2030 hours. 7 persons apprehended. Slept Minj. *AVIAMP*

November 5th, 1965.

At Aviamp. From 0730 hours till 1600 hours supervised work on new South Road. Walked through to the TUMAN River to inspect progress of work there. From 1600 hours until 1800 hours arbitrated in several small disputes. Slept Aviamp.

November 6th, 1965.

At Aviamp until 1200 hours then departed for Minj per vehicle. Slept Minj.

November 7th, 1965.

At Minj until 0830 hours then departed for Aviamp per vehicle. Slept Aviamp.

November 8th, 1965.

At Aviamp until 0745 hours then departed for supervision of work on new South Road. Supervised drainage of swampy area near C.P.L. access road. Returned to Rest House at 1630 hours. Slept Aviamp.

November 9th, 1965.

At Aviamp until 0745 hours then departed for supervision of work on new South Road. Supervised further drainage of swampy areas near C.P.L. access road. *Slept Aviamp*

November 10th, 1965.

At Aviamp until 0730 hours then walked through to TUMAN River observed that soil was now sufficiently drained to allow full excision of road surface. Returned to Aviamp at 1730 hours. Slept Aviamp

November 11th, 1965.

At Aviamp until 0730 hours then departed for ALTA Creek for supervision of full excision. Returned to Rest House at 1730 hours. Slept Aviamp.

November 12th, 1965.

At Aviamp until 0730 hours then departed for supervision of full excision at ALTA Creek. Returned to Rest House at 1730 hours. Slept Aviamp.

November 13th, 1965.

At Aviamp until 1000 hours then departed for Minj per vehicle. Had discussion with A.D.C., Minj concerning progress of New South Road.

November 14th, 1965.

At Minj until 1400 hours then departed for Aviamp. Slept Aviamp.

November 15th, 1965.

At Aviamp. From 0730 hours till 1630 hours supervised work on new South Road between ALTA and NEMBA Creek. Slept Aviamp.

November 16th, 1965.

At Aviamp. From 0730 hours until 1530 hours supervised work on new South Road between Alta and Nimba Creeks. Slept Aviamp.

November 17th, 1965.

At Aviamp. From 0730 hours till 1600 hours supervised work on new South Road between Alta and Bobun Creeks. Arbitrated in several small disputes. Slept Aviamp.

November 18th, 1965.

At Aviamp until 0900 hours awaiting A.D.C., Minj re-inspection of work on new South Road. Accompanied A.D.C. A.D.C. departed 1100 hours. Supervised work on road until 1600 hours then returned to Rest House. *Slept Aviamp*

November 19th, 1965.

At Aviamp. From 0730 hours until 1630 hours supervised work on new South Road. Slept Aviamp.

November 20th, 1965.

At Aviamp until 0800 hours then departed for Minj. General office duties until 1200.

November 21st, 1965.

Sunday Rested.

November 22nd, 1965.

At Minj until 0800 hours then departed for Aviamp per vehicle. From 0900 hours until 1600 hours supervised work on new South Road. Slept Aviamp.

November 23rd, 1965.

At Aviamp. From 0730 hours until 1430 hours supervised work on new South Road. From 1430 hours until 1800 hours arbitrated in petty disputes. Slept Aviamp.

November 24th, 1965.

At Aviamp. At 0730 hours departed for Tuman River to inspect work being done by sub-teams there. Walked back to Aviamp inspecting work and advising of work to be done. Slept Aviamp.

November 25th, 1965.

At Aviamp. From 0800 hours until 1130 hours listed names of Chinba people squatting on native owned land near Aviamp. From 1130 hours until 1600 hours had discussions with parties involved in border dispute between KAUI and AVIAMP peoples. Slept Aviamp.

November 26th, 1965.

At Aviamp until 0700 then departed to have a look at the ground in dispute between SEGAI'INGA and DONGAI-MONKA's.

Followed KAUI Creek (from main road) for some 15 minutes and

they travelled through Kunai for some 2 hours then come to the head of the TOGUMBI Creek in the KONGA Hills. From there crossed this hill and come to the head of the KAGAMBUK Creek, followed until junction with the KANANG Creek north of KIVIRAE EAST was reached. Then had discussions with both parties concerned in dispute. Then had for 1 1/2 hours before returning to Rest House at 1230 hours. At Rest House had further talks with parties concerned until 1430 hours. At 1430 hours departed for new South Road to inspect progress of work as done today. Walked as far as WIMBA Creek (C.P.L. access road). Returned to Rest House at 1530 hours. Slept Avilamp.

November 27th, 1965.

At Avilamp until 0830 hours then departed for Minj per vehicle. Had discussion with A.D.C. concerning Patrol Report and progress of work on new South Road. Slept Minj. rs.

November 28th, 1965.

At Minj until 1100 hours then departed for Avilamp via Bana. Slept Avilamp.

November 29th, 1965.

At Avilamp. From 0800 hours until 1500 hours supervised work on new South Road. From 1500 hours till 1800 hours arbitrated in petty disputes. Slept Avilamp.

November 30th, 1965.

At Avilamp until 0800 hours then departed for supervision of work on new South Road. Returned to Rest House at 1630 hours and had discussions with Councillors and Committees concerning work yet to be done. Slept Avilamp.

December 1st, 1965.

At Avilamp until 0730 hours then departed for supervision of work on new South Road. Head formed (full excision) from TSUISAN Creek to TADOTUM Creek. Returned to Rest House at 1600 hours. Slept Avilamp.

December 2nd, 1965.

At Avilamp until 0730 hours then departed for supervision of work on new South Road. And discussions with officials concerning progress of work to date. Returned to Rest House at 1600 hours. Slept Avilamp.

December 3rd, 1965.

At Avilamp until 0730 hours then departed for supervision of work on new South Road. Returned to Rest House at 1300 hours and arbitrated in several small disputes before departing for Minj at 1600 hours. Slept Minj.

December 4th, 1965.

At Minj. General Office duties.

December 5th, 1965.

At Minj. Sunday.

December 6th, 1965.

At Minj until 0700 hours then departed for Avilamp per vehicle. Walked through to Tuman River along the new South Road inspecting progress of work and supervising construction of bridges at Alta and

they travelled through Kunai for some $\frac{1}{2}$ hours then come to the head of the TOGUNDI Creek in the KOMBA Hills. From there crossed this hill p. and come to the head of the KAGANBUK Creek, followed until junction with the KANANG Creek north of KIBIRAH EAST was reached. Then had discussions with both parties concerned in dispute. Had discussion for $\frac{1}{2}$ hours before returning to Rest House at 1230 hours. At Rest of House had further talks with parties concerned until 1430 hours. At 1430 hours departed for new South Road to inspect progress of work as sion done today. Walked as far as NINBA Creek (C.P.L. access road). Returned to Rest House at 1530 hours. Slept Aviamp.

November 27th, 1965.

At Aviamp until 0830 hours then departed for Minj per vehicle. Had discussions with A.D.C. concerning Patrol Report and progress of work on new South Road. Slept Minj.

November 28th, 1965.

At Minj until 1100 hours then departed for Aviamp via Banz. Slept Aviamp.

November 29th, 1965.

At Aviamp. From 0800 hours until 1500 hours supervised work on new South Road. From 1500 hours till 1800 hours arbitrated in petty disputes. Slept Aviamp.

November 30th, 1965.

At Aviamp until 0800 hours then departed for supervision of work on new South Road. Returned to Rest House at 1630 hours and had discussions with Councillors and Committees concerning work yet to be done. Slept Aviamp.

December 1st, 1965.

At Aviamp until 0730 hours then departed for supervision of work on new South Road. Road formed (full excision) from TSUIBAN Creek to TANGTUBE Creek. Returned to Rest House at 1500 hours. Slept Aviamp.

December 2nd, 1965.

At Aviamp until 0730 hours then departed for supervision of work on new South Road. And discussions with officials concerning progress of work to date. Returned to Rest House at 1600 hours. Slept Aviamp.

December 3rd, 1965.

At Aviamp until 0730 hours then departed for supervision of work on new South Road. Returned to Rest House at 1300 hours and arbitrated in several small disputes before departing for Minj at 1600 hours. Slept Minj.

December 4th, 1965.

At Minj. General Office duties.

December 5th, 1965.

At Minj. Sunday.

December 6th, 1965.

At Minj until 0700 hours then departed for Aviamp per vehicle. Walked through to Tuman River along the new South Road inspecting progress of work and supervising construction of bridges at Alta and

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Kaba Creeks. Returned to Rest House at 1600 hours. Slept Aviamp.

December 6th, 1965.

At Aviamp until 0730 hours then departed for supervision of work on new South Road. Returned to Rest House at 1600 hours. Received instructions from A.D.C., Minj to proceed to Minj re discussion on road work. Slept Minj.

December 8th, 1965.

At Minj. Had discussions with A.D.C. concerning progress of work on new South Road and also Patrol report. Departed for Aviamp at 0730 hours.

Supervised work on new South Road from 1000 until 1630 hours. Slept Aviamp.

December 9th, 1965.

At Aviamp. From 0730 hours until 1200 hours supervised work on new South Road.

1200 - 1630 hours began work on typing Patrol Report No. 5 1965/66.

1630 - 1800 hours arbitrated in several petty complaints. Slept Aviamp.

December 10th, 1965.

At Aviamp until 0730 hours then departed for supervision of work on new South Road. Returned to Rest House at 1630 hours. Slept Aviamp.

December 11th, 1965.

At Aviamp until 1000 hours then departed per vehicle for Minj. Slept Minj.

December 12th, 1965.

At Minj for this period, called in to complete 3 land surveys, "WARAWASI", "BANE" and Kimil Access Road; and also Xmas break. For further details refer my Field Officer's Journal, Folios 33, 34 and 35, paragraphs 355 to 370.

December 29th, 1965.

At Minj until 0930 hours then departed for Aviamp per vehicle. Supervised work on new South Road from 1100 hours till 1530 hours. Slept Aviamp.

December 30th, 1965.

At Aviamp until 0730 hours then departed to begin transverse of "PUGMI", an area of waste and vacant land (situated north of Aviamp and west of "KICIBAH WEST" Plantation) which the KOBAGA sub-clan at Aviamp wish to sell to the Administration. Returned to the Rest House at 1630 hours. Slept Aviamp.

December 31st, 1965.

At Aviamp until 1100 hours then departed for Minj per vehicle, arriving at Minj at 1230 hours. Slept Minj.

JANUARY 1st, 1966.

At Minj. New Year's Day.

January 2nd, 1966.

At Minj. Sunday.

January 3rd, 1966.

At Minj New Year's Day public holiday.

January 4th, 1966.

At Minj until 0900 hours then departed for Avlamp per vehicle. From 1030 hours until 1630 hours supervised work on new South Road. Slept Avlamp.

JANUARY 5th, 1966.

At Avlamp until 0730 hours then departed for "POGNI" to continue transverse. Returned to Rest House at 1730 hours. Slept Avlamp.

JANUARY 6th, 1966.

At Avlamp until 0730 hours then departed for "POGNI" to continue transverse. Returned to rest house at 1600 hours. Slept Avlamp.

JANUARY 7th, 1966.

At Avlamp until 0730 hours then departed for "POGNI" to continue transverse of same. Returned to Rest House at 1630 hours. Slept Avlamp.

JANUARY 8th, 1966.

At Avlamp until 0830 hours then departed for Minj per vehicle. General office duties at Minj until 1200 hours. Slept Minj.

JANUARY 9th, 1966.

At Minj. Sunday.

JANUARY 10th, 1966.

At Minj until 0830 hours then departed for KUDJIP with P.W.D. Tipper and prisoners to carry out road maintenance in preparation for visit by Minister for Territories. Returned to Minj 1700 hours. Slept Minj.

JANUARY 11th, 1966.

At Minj. General office duties.

JANUARY 12th, 1966.

At Minj. General office duties.

JANUARY 13th, 1966.

At Minj until 0800 hours then departed for Avlamp per vehicle, arriving 0900 hours. From 0930 hours till 1645 hours supervised work on new South Road. Slept Avlamp.

January 14th, 1966.

At Aviamp until 0800 hours then departed for Tuman River section of road with police corporal and interpreter. Inspected progress of work and advised officials on standard of same. Walked back to Aviamp, supervising work. Arrived at Aviamp 1630 hours. Slept Aviamp.

January 15th, 1966.

At Aviamp. Census of DONGAI-MONKA clan held to determine number of people working on new South Road. Slept Aviamp.

January 16th, 1966.

At Aviamp. Sunday. Slept Aviamp.

January 17th, 1966.

At Aviamp. Awaiting arrival of Mr. P/O Wallace who was bringing sum of \$200 as part payment for work on new South Road. However, the people refused to accept and men walk off from work followed. Returned to Minj with Mr. P.O. Wallace to see if any more money could be given to these people. Slept Minj.

January 18th, 1966.

At Minj. Had discussions on new South Road. General office duties.

January 19th, 1966.

At Minj until 0900 hours then departed for Aviamp per vehicle. Supervised work on new South Road from 1030 hours till 1630 hours. Slept Aviamp.

January 20th, 1966.

At Aviamp until 0730 hours then departed for Tuman River with interpreter to inspect progress of work. Had discussions with local officials re progress of work. Returned to Aviamp at 1700 hours. Slept Aviamp.

January 21st, 1966.

At Aviamp until 0730 hours then departed for supervision of new South Road. Supervised work of cambering road surface between BOHNE and AISA Creeks. Departed for Rest House at 1630 hours. Departed for Minj per vehicle. Slept Minj.

January 22nd, 1966.

At Minj. Had discussions with A.D.C., Minj re progress of new South Road, transverse of "PUGKI" and labour problem being experienced by KIGIBAH EAST Plantation. Slept Minj.

January 23rd, 1966.

At Minj. Sunday.

January 24th, 1966.

At Minj until 0830 hours then departed for Aviamp per vehicle. From 1100 hours until 1445 hours supervised work on new South Road. Heavy rain caused cessation of work. Slept Aviamp.

January 14th, 1966.

At Aviamp until 0800 hours then departed for Tuman River section of road with police corporal and interpreter. Inspected progress of work and advised officials on standard of same. Walked back to Aviamp, supervising work. Arrived at Aviamp 1630 hours. Slept Aviamp.

January 15th, 1966.

At Aviamp. Census of DUNGAI-MONKA clan held to determine number of people working on new South Road. Slept Aviamp.

January 16th, 1966.

At Aviamp. Sunday. Slept Aviamp.

January 17th, 1966.

At Aviamp. Awaited arrival of Mr. P/O Wallace who was bringing sum of £200 as part payment for work on new South Road. However, the people refused to accept and man walk off from work followed. Returned to Minj with Mr. P.O. Wallace to see if any more money could be given to these people. Slept Minj.

January 18th, 1966.

At Minj. Had discussions on new South Road. General office duties.

January 19th, 1966.

At Minj until 0900 hours then departed for Aviamp per vehicle. Supervised work on new South Road from 1030 hours till 1630 hours. Slept Aviamp.

January 20th, 1966.

At Aviamp until 0730 hours then departed for Tuman River with interpreter to inspect progress of work. Had discussions with local officials re progress of work. Returned to Aviamp at 1700 hours. Slept Aviamp.

January 21st, 1966.

At Aviamp until 0730 hours then departed for supervision of new South Road. Supervised work of cambering road surface between WOHUN and ALTA Creeks. Departed for Rest House at 1630 hours. Departed for Minj per vehicle. Slept Minj.

January 22nd 1966.

At Minj. Had discussions with A.D.C., Minj re progress of new South Road, transverse of "PUGMI" and labour problem being experienced by KIGIRAH EAST Plantation. Slept Minj.

January 23rd, 1966.

At Minj. Sunday.

January 24th, 1966.

At Minj until 0830 hours then departed for Aviamp per vehicle. From 1100 hours until 1445 hours supervised work on new South Road. Heavy rain caused cessation of work. Slept Aviamp.

January 25th, 1966.

At Avlamp. At 0800 hours walked to Tuman River to inspect work being supervised by police corporal. Walked back to Avlamp inspecting progress of work. Arrived at Rest House at 1630 hours. Slept Avlamp.

JANUARY 26th, 1966.

At Avlamp until 0830 hours then departed for supervision of work between Alta and Nimba Creeks on the New South Road. Returned to Rest House at 1500 hours. Slept Avlamp.

January 27th, 1966.

At Avlamp until 0800 hours then departed for supervision of work on new South Road between PANJIN and TSUIBAN Creeks. Rain at 1500 hours prevented any further work. Returned to Rest House at 1630. Arbitrated in petty disputes until 1800 hours. Slept Avlamp.

January 28th, 1966.

At Avlamp. From 0800 hours until 0830 hours supervised work on new South Road between TSUIBAN and KIA Creeks. Mr. P.O. Buttner arrived to make a payment of \$600. to lines working on road. Departed for Minj with Mr. Buttner at 1200 hours. During afternoon, had discussions with A.D.C., Minj re progress of road work. Slept Minj.

January 29th, 1966.

At Minj. General office duties.

January 30th, 1966.

At Minj. Sunday.

January 31st, 1966.

At Minj. Australia Day Public Holiday.

February 1st, 1966.

At Minj until 0900 hours then departed for Avlamp. Supervised work on new South Road from 1100 hours till 1600 hours.

February 2nd, 1966.

At Avlamp until 0800 hours, then walked to NIMBA Creek on new South Road to supervise work. Returned to Rest House at 1600 hours. Slept Avlamp.

February 3rd, 1966.

At Avlamp until 0730 hours then departed to continue traverse of PUGMI. Returned to Rest House at 1745 hours. Slept Avlamp.

February 4th, 1966.

At Avlamp until 0815 hours then departed for supervision of work on new South Road. Supervised cambering of road surface between BOBUN and NIMBA Creeks. Returned to Rest House at 1600 hours. Slept Avlamp.

February 5th, 1966.

At Avlamp until 0830 hours then departed for Minj per vehicle. General office duties at Minj until 1200 hours.

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February 6th, 1966.

At Minj. Sunday.

February 7th, 1966.

At Minj until 0800 hours then departed for Aviamp per vehicle. Supervised work of cambering road surface between BOBUN and Alta Creeks on new South Road. Returned to Rest House at 1700 hours. Slept Aviamp.

February 8th, 1966.

At Aviamp until 0715 hours then departed for PUGMI to finish traversing this land. With agents for the owners walked around the boundary of PUGMI. Returned to Rest House at 1800 hours. Slept Aviamp.

February 9th, 1966.

At Aviamp. Remained at Rest House through sickness. Slept Aviamp.

February 10th, 1966.

At Aviamp. Remained at Rest House through sickness.

Slept down

February 11th, 1966.

At Aviamp until 1030 hours then departed for supervision of work of cambering road surface between NIMBA and TUMAR Creeks on new South Road. Returned to Rest House at 1600 hours, then departed for Minj per vehicle. Slept Minj.

February 12th, 1966.

At Minj. Began work on plans for PUGMI.

February 13th, 1966.

At Minj. Sunday.

February 14th, 1966.

At Minj until 0830 hours then departed per vehicle for Aviamp. From 1000 hours till 1600 hours supervised work on cambering road surface between Nimba and Tumar Creeks. Slept Aviamp.

February 15th, 1966.

At Aviamp. From 0730 hours till 1400 hours supervised work on new South Road. From 1400 till 1630 hours work on plans for PUGMI. Slept Aviamp.

February 16th, 1966.

At Aviamp. From 0730 hours till 1530 hours supervised work between TUMAR Creek and TUMAR River on new South Road. Slept Aviamp.

February 17th, 1966.

At Aviamp. From 0800 hours till 1630 hours supervised work on new South Road between Nimba and Kia Creeks. Slept Aviamp.

February 18th, 1966.

At Aviamp until 0730 hours then departed for supervision

of work on new South Road. Returned to Rest House at 1230 hours. Completed plans for PUGMI and then proceeded to Minj per vehicle per vehicle at 1600 hours. Slept Minj.

February 19th, 1966.

At Minj. General office duties.

February 20th, 1966.

Sunday observed.

February 21st, 1966.

At Minj until 0930 hours then departed for Aviamp. Supervised work on new South Road from 1100 hours till 1700 hours. Slept Aviamp.

February 22nd, 1966.

At Aviamp. From 0800 hours until 1600 hours supervised work on new South Road. Slept Aviamp.

February 23rd, 1966.

At Aviamp. From 0800 till 1815 hours supervised work of cleaning drainage ditches from Nimba Creek to Alta Creek. Slept Aviamp.

February 24th, 1966.

At Aviamp. From 0800 hours until 1630 hours supervised work of cleaning drainage ditches from Alta Creek to Bobun Creek. Slept Aviamp.

February 25th, 1966.

At Aviamp until 0730 hours then walked through to Tumar River inspecting progress of work on new South Road. Returned to Rest House at 1630 hours. Departed for Minj per vehicle at 1645 hours. Slept Minj.

February 26th, 1966.

At Minj. General office duties.

February 27th, 1966.

At Minj. Sunday.

February 28th, 1966.

At Minj until 1000 hours then departed for Aviamp per vehicle. From 1130 hours till 1600 hours supervised work on new South Road. Slept Aviamp.

March 1st, 1966.

At Aviamp. Walked to TUMAR Creek to inspect progress of work by Masulka s/elan, at 0800 hours. From 1000 hours until 1645 supervised work of cleaning drainage ditches from Bobun creek to Panjin creek. Slept Aviamp.

March 2nd, 1966.

At Aviamp until 0730 hours then departed for supervision of work on new South Road. Returned to Rest House at 1630 hours. Slept Aviamp.

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March 3rd, 1966.

At Avlamp. At 0730 hours, shifted camp from the Rest House to a site a mile along the new South Road. Camp established at 1100 hours. Supervised work on South Road from 1100 hours until 1700 hours. Slept KUPNA.

March 4th, 1966.

At KUPNA. Supervised work on new South Road from 0730 hours until 1700 hours. Slept KUPNA.

March 5th, 1966.

At KUPNA. Worked on bringing up to date Field Officer's Journal. Slept KUPNA.

March 6th, 1966.

At KUPNA. Sunday. Slept KUPNA.

March 7th, 1966.

At KUPNA until 0800 hours then departed for supervision of cleaning of drainage ditches from TSUIBAN Creek to TANGTUBIN Creek. Returned to KUPNA at 1730 hours. Slept KUPNA.

March 8th, 1966.

At KUPNA until 0730 hours then departed for ENIGA Creek on main road for supervision of work of building to new bridge. Returned to KUPNA at 1615 hours. Slept KUPNA.

March 9th, 1966.

At KUPNA until 0730 hours then departed for supervision of digging new drainage ditch on the South side of the new Road; from TSUIBAN Creek to KWIKI Creek.

Returned to camp at 1630 hours. Slept KUPNA.


March 10th, 1966.

At KUPNA. Supervised work in digging drainage ditches from 0830 hours until 1730 hours. Slept KUPNA.

March 11th, 1966.

At KUPNA. Supervised packing of gear re instructions from A.D.C., Minj as to writer's transfer to Wabag. Supervised work on new South Road from 0930 hours until 1100 hours. Then departed Minj per vehicle. Slept Minj.

End of Patrol Diary.


(P. J. WALSH)
CADET PATROL OFFICER.

Sub District Office,
MINJ
Western Highlands District
14th. March 1966

The Assistant District Commissioner,
MINJ.

PATROL REPORT (MINJ) No. 9 1965/66

Introduction

We camped at AVIAMP for the duration of the above patrol re construction of a section of the new SOUTH (KAGAMUGA) Road. Aviamp is situated approximately 18 miles west of MINJ.

The following report covers mainly the work on this new road, as the general native situation and comments on Health, Agriculture and Education were adequately covered in my report for Minj Patrol No. 7 1965/66.

The section of road constructed is approximately 5 miles in length and runs from Kigibah Access Road north of Aviamp to the Tumah River.

The writer was accompanied by 7 police (part time) and a patrol interpreter.

Native Affairs

The native situation in this area with particular reference to labour problems recently experienced by the Expatriate farmers and the problem of Bride Price was discussed by myself in the Patrol Report (MINJ) No. 7 1965/66.

One point discussed concerned the problem of the sheeting of native owners by European plantation owners. To date, efforts by the European planters and by the native community to try and find a solution to this problem has failed.

One suggestion was that the planters and natives meet the costs of pig proof fences around plantations. However, the Europeans are unwilling to meet the full cost of providing an effective method of fencing, and the natives are unwilling to absorb half the cost of fencing as proposed by the Europeans; the main reason being the elaborateness of the schemes suggested and the consequent high cost. It appears that the only solution to this problem will have to come from a disinterested body outside the two groups mentioned. The multi racial Local Government Council in the area could possibly fulfill this role.

So until an effective solution can be found, this problem will remain to be main cause of ill feeling between the Europeans and the natives.

Roads

The main purpose of the writers stay at AVIAMP was the construction of approximately 5 miles of the new SOUTH ROAD.

The type of country which the road runs through is typical WAGSI VALLEY kunai flats and pit pit swamps. The latter would apply to three quarters of the road; when I first began work on the road, it was found that the road was situated immediately north of the foothills of the South Wall of the Wagsi Valley. Consequently, a large proportion of the road receives all the rain off from these hills and the ground is of a very swampy nature.

Approximately 12 months ago work was begun in digging drainage ditches from the Kigibah Access Road as far as the present C.P.L. Access Road.

However, when work began on the road it was found that little or no drainage had occurred in the intervening period of time due to the shallowness of the original drains dug and also due to extensive damage by pigs.

Sub District Office,
MINJ
Western Highlands District
14th. March 1966

The Assistant District Commissioner,
MINJ.

PATROL REPORT (MINJ) No. 9 1965/66

Introduction

The camped at AVIAMP for the duration of the above patrol re construction of a section of the new SOUTH (KASAMUSA) Road. Aviamp is situated approximately 18 miles west of MINJ.

The following report covers mainly the work on this new road, as the the general native situation and comments on Health, Agriculture and Education were adequately covered in my report for Minj Patrol No. 7 1965/66.

The section of road constructed is approximately 5 miles in length and runs from Kigibah Access Road north of Aviamp to the Tumah River.

The writer was accompanied by 7 police (part time) and a patrol interpreter.

Native Affairs

The native situation in this area with particular reference to labour problems recently experienced by the Expatriate farmers and the problem of Bride Price was discussed by myself in the Patrol Report (MINJ) No. 7 1965/66.

One point discussed concerned the problem of the shooting of native owned pigs by European plantation owners. To date, efforts by the European planters and by the native community to try and find a solution to this problem has failed.

One suggestion was that the planters and natives meet the costs of pig proof fences around plantations. However, the Europeans are unwilling to meet the full cost of providing an effective method of fencing, and the natives are unwilling to absorb half the cost of fencing as proposed by the Europeans; the main reason being the elaborateness of the schemes suggested and the consequent high cost. It appears that the only solution to this problem will have to come from a disinterested body outside the two groups mentioned. The multi racial Local Government Council in the area could possibly fulfill this role.

So until an effective solution can be found, this problem will remain to be main cause of ill feeling between the Europeans and the natives.

Roads

The main purpose of the writers stay at AVIAMP was the construction of approximately 5 miles of the new SOUTH ROAD.

The type of country which the road runs through is typical WANGI VALLEY kumai flats and pit pit swamps. The latter would apply to three quarters of the road; when I first began work on the road, it was found that the road was situated immediately north of the foothills of the South Wall of the Wangi Valley. Consequently, a large proportion of the road receives all the rain off from these hills and the ground is of a very swampy nature.

Approximately 12 months ago work was begun in digging drainage ditches from the Kigibah Access Road as far as the present C.P.L. Access Road.

However, when work began on the road it was found that little or no drainage had occurred in the intervening period of time due to the shallowness of the original drains dug and also due to extensive damage by pigs.

(2)

Thus, before the prescribed full excision of one chain could be attempted, drainage had to be carried out. This work consisted of improving the existing drains, as well as the digging of cross drains which would bring about the necessary drainage of marshy areas to be found within the actual excision. Approximately 27 cross drains were dug. So whilst awaiting drainage to occur, a half excision for the full length of the road was attempted, thus allowing G.P.L. personnel access to their block at AVIAMP.

In mid November last it was found that sufficient drainage had occurred to allow a full excision. The DONGAI MONKA people from Aviamp and the MANULKA people then began work on same.

The difficulties encountered were varied. The main problem of course was the swampy nature of the area. The peaty black top soil inside the actual excision varied in depth from 6 inches to 6 feet. This ground has no use as fill on the road.

Consolidation of the road will take a considerable time. Until the TUMAN River is bridged, little or no traffic (with the exception of G.P.L. personnel) will pass along this section of the new road.

One problem which is affecting work now and will affect road maintenance later on is the problem of pigs digging up the road surface before it consolidates. (The road in this section runs through the traditional pig grazing lands of the local people). This is a problem which is almost impossible to solve owing to the people's apparent indifference to the damage done by pigs. Methods tried by myself to try and bring to the people the importance of the fact that pigs were to be kept away from the road varied from the shooting of pigs seen on the road to the impounding of pigs seen on the road. Needless to say, the former method seemed to be the most successful.

Another problem which will arise will then be that of pit pit and kumai grasses growing very quickly on the road surface. The only solution to this problem will be continuous maintenance to the road surface. There was a total of 320 people working on the road being supervised by myself and seven police. It was found that the people realized that this road will eventually benefit them and thus they worked willingly on the construction of this road. In mid January part payment of \$1200.00 was made to these people for their work.

Once this road consolidated it will be of great assistance to the Ten Etsa at KINDEHO and AVIAMP and will greatly improve road travel from NINJ to Hagen along the South Wall.

Land Investigation.

Whilst at Aviamp the writer surveyed a block of land known as PUGMI and situated north of AVIAMP. It contains some 480 acres and the owners wished to sell it to the Administration for agricultural purposes.

Attached are the documents and the plans for this land.


P.J. WALSH

CADET PATROL OFFICER

APPENDIX "A".

REPORT OF MEMBERS OF ROYAL PAPUAN AND NEW GUINEA CONSTABULARY.

Constable KOI Reg. No. 3801.

APPEARANCE: Smart
DISCIPLINE: Very good
CONDUCT: Excellent

Constable SOLVE Reg. No. 8237.

APPEARANCE: Smart
DISCIPLINE: Good
CONDUCT: Very good.

Constable WAMBUK Reg. No. 7634.

APPEARANCE: Good
DISCIPLINE: Poor
CONDUCT: Fair

Constable YAGAN Reg. No. 9992.

APPEARANCE: Smart
DISCIPLINE: Good
CONDUCT: Good

Constable BOIGA Reg. No. 5770

APPEARANCE: Smart
DISCIPLINE: Very good
CONDUCT: Fair. Tends to be too friendly when supervising work by natives.

Corporal SIMI Reg. No. 5218B.

APPEARANCE: Always smart
DISCIPLINE: Very good
CONDUCT: Excellent

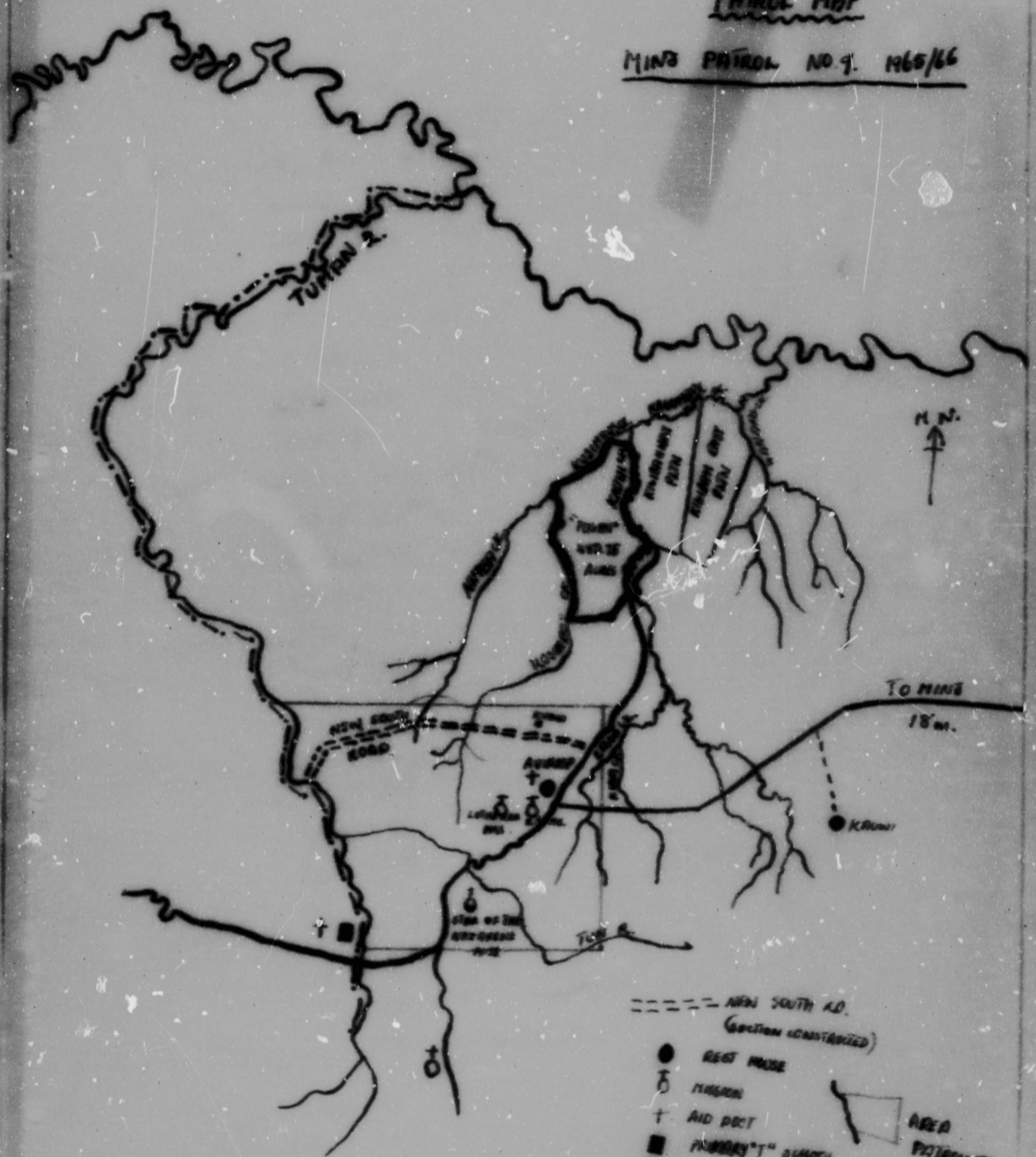
(P. J. WALSH)
CAMP PATROL OFFICER.

CL. POLICE OFFICER

HINT

PATROL MAP

MINS PATROL NO 9. 1965/66



SCALE: 1" = 1m.

- NEW SOUTH RD. (section identified)
- REST HOUSE
- STATION
- † AID POST
- PRIMARY SCHOOL
- ◊ LAND SURVEYED (WILL BE AVOID)
- AREA PATROLLED
- MINI - DISTRICT BOUNDARY

1965