

NATIONAL ARCHIVES & PUBLIC RECORDS SERVICES
OF PAPUA NEW GUINEA

PATROL REPORTS

DISTRICT: MOROBE

STATION: Wau

VOLUME No: 16

ACCESSION No: 436.

1969 - 1970

Filmed by/for the National Archives of Papua New Guinea,
PORT MORESBY - 1991

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Papua New Guinea Patrol Reports

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[Volume 16]

NATIONAL ARCHIVES OF P.N.G. - WILSONI.

PATROL REPORT OF: WAU. MOROBE

ACC. No: 496.

Volume No: 18 [16]..... 1969/70..... Number of Reports: 8

PERORT No:	FOLIO	OFFICER CONDUCTING PATROL	AREA PATROLLED	MAPS/PTS	PERIOD OF PATROL	FI No
[1] 1 of 1969/70	1-10	R.K. GREANEY	UPPER WATUT (SLATE CREEK) TO ASEKI	MAP	29.7.69 - 7.8.69	
[2] 2 of 1969/70	1-10	B.M. KOE ADO	ASEKI		5.8.68 - 19.8.68	
[3] 3 of 1969/70	1-B	S.S. CUTLACK	UPPER WATUT (SLATE CREEK X MENYI)	MAP	17.9.69 - 15.10.69	
[4] 4 of 1969/70	1-15	B.M. KOE	UPPER WATUT CENSUS DIVISION	MAP	4.11.69 - 6.11.69	
[5] 5 of 1969/70	1-29	K.G.T. SANDELL P.O	BIANGAI & BIARU VALLEY CENSUS DIV	MAP	5.12.69 - 19.12.69	
[6] 6 of 1969/70	1-11	S.S. CUTLACK	UPPER WATUT (SLATE CREEK X MENYI)	MAP PHOTO	8.12.69 - 19.12.69	
[7] 7 of 1969/70	1-11	S.S. CUTLACK	UPPER WATUT (SLATE CREEK X MENYI)		10.1.70 - 28.1.70	
[8] 8 of 1969/70	1-23	KOE. B.M. a/ADO	BIANGAI CENSUS DIVISION		2.3.70 - 5.3.70.	
[9] 9 of 1969/70	1-16	R.B. PHILIPPE P.O	PART WATUT - PART KAPAU-KABU.	MAP	7.4.70 - 2.5.70	
[10] 10 of 1969/70	1-38	CUTLACK.S.S.			29.5.70 - 29.6.70	
[] [ASEKI]						
[] 2 of 1969/70	1-13	N.A. RICHARDSON P.O	UPPER KAPAU VALLEY	MAP	3.7.69 - 19.10.69	
[] 3 of 1969/70	1-12	G.C. CONNER ADO	LOWER KAREEBA RIVER AREA.	MAP	2.9.69 - 12.9.69	
[] 5 of 1969/70	1-7	C.H. LONG APO	LANGIMAR CENSUS DIVISION.		7.5.70 - 20.6.70	
[] 6 of 1969/70	1-16	C.H. LONG APO	LANGIMAR CENSUS DIVISION.		30.11.69 - 7.4.70	
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[The originals of these reports, except for #4, are filed with Wau, 1969/70]

16A

PATROL REPORT OF: ASEKI ACC. NO: 496
DL, NO: 7 : 1969/19 NUMBERS OF REPORTS: 6.

REPORT NO.	FOLIO	OFFICER CONDUCTING PATROL	AREA PATROLLED	MAPS/PHOTOS	PERIOD OF PATROL	FICHE NO.
[1] 1 - 69/70	1-14	ABSALOM. J. ADO	PART KAPAU/KABU C. DIVISION	MAP	12.7.69 - 20.7.69	
[2] 2 - 69/70	1-13	RICHARDSON. N.A. PO	UPPER KAPAU VALLEY CD	"	3.7.69 - 19.10.69	
[3] 3 - 69/70	1-12	CANNON. G.D. ADO	LOWER KAREEBA R. AREA	"	2.9.69 - 12.9.69	
[4] 4 - 69/70	1-14	LONG. C.H. APO	ASEKI-MENYAMYA ROAD	"	23.9.69 - 8.11.69	
[5] 5 - 69/70	1-7	LONG. C.H. APO	LANGIMAR C. DIVISION		7.5.70 - 20.6.70	
[6] 6 - 69/70	1-16	LONG. C.H. APO	LANGIMAR C. DIVISION		30.11.69 - 7.4.70	
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RPA 11507/71

MOROBE DISTRICT PATROL REPORTS

1969-1970

WAU & ASEKI

WAU

<u>Report No</u>	<u>Officer conducting Patrol</u>	<u>Area Patrolled</u>
1-69-70	R.K.Greaney	Upper Watut (Slate Creek) to Aseki
2-69-70	B.M.Koe	Part Middle Waria-Garaina, Biangai, Fapi land
3-69-70	S.S.Cutlack	Upper Watut (Slate Creek and Menyi Creek
4-69-70	B.M.Koe	Upper Watut Census Division
5-69-70	K.G.T.Sandell	Biangai and Biaru Valley C.D.
6-69-70	S.S.Cutlack	Upper Watut(Slate Creek, Menyi Creek
7-69-70	S.S.Cutlack	Upper Watut(Menyi Creek and Kapau-Kabu Census Division
9-69-70	R.B.Philippe, P.O.	Part Watut-Part Kapau-Kabu
10-69-70	S.S.CUTLACK	BIARU VALLEY CD
<u>ASEKI</u>		
1-69-70	J.Absalom, A.D.O	Part Kapau-Kabu Census Division
2-69-70	N.A.Richardson, P.O.	Upper Kapau Valley
3-69-70	G.C.Connor, A.D.O.	Lower Kareeba River Area
5-69-70	C.H.Long, A.P.O.	Langimar Census Division
6-69-70	C.H.Long? A.P.O.	Langinar Census Division



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of MOROBE Report No. W.A.U. NO. 2 of 1969

Patrol Conducted by R. K. GREANEY

Area Patrolled UPPER WATUT (Slate Creek) to ASEKI

Patrol Accompanied by Europeans Assistant Patrol Officer S. S. Cutlack,

Natives 2 members R.P.N.G.C.

Duration—From 29 / 7 / 1969 to 7 / 8 / 1969

Number of Days 10 days

Did Medical Assistant Accompany? No

Last Patrol to Area by—District Services 6 / 1969

Medical / / 19.....

Map Reference Map Attached

Objects of Patrol Road Feasibility Survey

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 ... \$.....

*For Cost
MS 7/10*

67-6-7

6th October, 1969.

GFB:KA

The District Commissioner,
Morobe District,
LAE.

PATROL NO. WAU 2/1969-270.

Your reference 67-2- of 27th August, 1969.

I acknowledge with thanks receipt of Special Report by Mr. R.K. Greaney, Deputy District Commissioner, to parts UPPER WATUT and KAPAU-KABU Census Divisions.

The construction of a road from the Upper Watut to Aseki would appear to present no particular problem. The task would seemingly be a lengthy one, due to the distance involved and the limited manpower resources available.

(T.W. ELLIS)
Secretary

Department of the Administrator.



TERRITORY OF PAPUA AND NEW GUINEA

67.6.7

(7)

Telegrams

Telephone

67-2-3

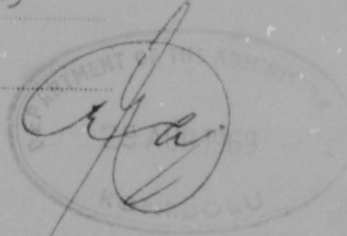
Our Reference

If calling ask for

Mr.

Department of District Administration,
Morobe District,
LAE.

27th August, 1969.



The Secretary,
Department of the Administrator,
KONEDOBU.

WAU PATROL NO. 1 OF 1969/70

The original and duplicate of a report on a special patrol to part of the Upper Watut and part of the Aseki administrative area, conducted by Mr. R.K. Greaney, Deputy District Commissioner, Wau, are attached. Sketch map showing the proposed road location is also enclosed.

A road survey is to be conducted by A.P.O. Mr. S.S. Cutlack commencing about the 1st September 1969 which will prove the proposed location indicated by the Assistant District Commissioner, Wau.

B. Bunting

(B. BUNTING)
a/District Commissioner

PATROL No.	WAU NO. 2 of 1969/70.
SUB-DISTRICT.	WAU.
DISTRICT.	MOROBE.
COUNCIL/NON COUNCIL AREA.	COUNCIL.
PATROL CONDUCTED BY.	R.K.GREANEY.
DESIGNATION.	DEPUTY DISTRICT COMMISSIONER.
AREA PATROLLED.	UPPER WATUT (Slate Creek) to ASEKI.
PERSONNEL ACCOMPANYING PATROL.	Assistant Patrol Officer S.S.Cutlack. 2 members R.P.N.G.C.
DURATION OF PATROL.	29/7/69 to 7/8/69 inclusive. 10 days.
OBJECTS OF PATROL.	To assess feasibility of, and locate general route of WATUT - ASEKI Road.
TOTAL POPULATION OF AREA PATROLLED.	4023.
MAP REFERENCE.	Map Attached.
VILLAGE POPULATION REGISTER ENCLOSED/NOT ENCLOSED.	Not enclosed.

INTRODUCTION.

This patrol was specifically mounted to ascertain the feasibility of a proposed road linking the WATUT Census Division to ASEKI Patrol Post. Mr. S.S. Cutlack accompanied me and he will be responsible for the carrying out of the actual surveyed route and later to commence the basic two foot bench at the correct levels.

PATROL DIARY.

29th July 1969.

Prepare for patrol, purchase and pack patrol food. 10.30 hrs. proceed WATUT by vehicle where carriers assembled. Police Constable and twenty two carriers sent on to ANDARORA to prepare camp. After hearing Court cases at BULOLO proceeded to WATUT and left for ANDARORA at 16.30 hrs. Arrived ANDARORA 18.00 hrs. Overnight.

30th July 1969.

Broke camp and departed with Twenty seven carriers at 08.45 hrs. Arrived PARARORA at 10.50 hrs. Rested. Proceeded to MENYI now preceding patrol as carriers very slow. Arrived MENYI at 14.45 hrs. Carriers in at 15.15 hrs. Overnight.

31st July 1969.

In vicinity of MENYI locating possible routes for road. Overnight at MENYI.

1st August 1969.

Broke camp. 08.20 hrs. departed for KOMAGGWATE preceding the patrol. Arrived ANGGALE at 12.45 hrs and rested. Arrived KOMAGGWATE at 19.00 hrs. Carriers in at 15.30 hrs. Overnight.

2nd August 1969.

At KOMAGGWATE. 10.00 hrs. addressed gathering of people from surrounding villages on purpose of the patrol and benefits and implications of proposed ASEKI-WATUT Road.

(4)

Spent rest of day examining likely routes from vantage points on nearby ridges. Overnight.

3rd August 1969.

Sunday. Observed as such. Overnight KOMAGGWATE.

4th August 1969.

Broke camp. Depart 08.55 hrs for KOBAKINI to meet Patrol Officer Richardson from ASEKI. Arrived KOBAKINI at 09.50 hrs and waited until 11.30 hrs. Carriers and police sent on to IAGOBEL. Proceeded to top of nearby IAGOBEL at 16.25 hrs. Patrol Officer Richardson awaiting. Overnight.

5th August 1969.

08.55 hrs. Depart with small party to investigate possible bridge sites near junction of the KAPAU and NAGGAIE Rivers. Patrol sent on to HIAKWATA. Followed course of KAPAU river to junction and returned by same route. Arrived HIAKWATA at 16.10 hrs. Overnight.

6th August 1969.

08.55 depart for ASEKI - preceding the patrol. Reached summit above ANGABENE at 12.30 hrs. and commenced descent. Track very bad, muddy and slippery. Arrived ASEKI 14.30 hrs. Carriers in at 16.30 hrs. Overnight.

7th August 1969.

Depart ASEKI by charter flight at 10.30 hrs. arrived WAU 10.55 hrs. Aircraft returned to bring out Police and remaining gear. Patrol completed.

ROAD SURVEY.

The basic aim of the patrol was to ensure that the proposed WATUT-ASEKI road link was a feasible proposition. Such a road link would be tremendously beneficial not only to the WATUT areas but would give a coastal link to the MENYAMYA, ASEKI and KAINLIBA areas and potentially could become a part of an inter-territory road linking LAE and PORT MORESBY.

(3)

Currently it is possible to drive a motorcycle from ASEKI to MENYAMYA.

The sawmill at Golden Pines will shortly commence to log timber in a newly purchased timber lease in the ANDARORA/PARARORA area and they will be running an access road to the logging areas on the Western side of SLATE CREEK. I understand that a preliminary road survey has been made by the company and I am awaiting a copy of the location. Council and the Administration then will be responsible for locating the road from approximately PARARORA village.

To link the Company road to the main WATUT-BULOLO road link, the Council and Administration will have assistance from the company by way of providing log bearers and decking etc. A site for the 150 foot bridge over the WATUT RIVER has been located and the design for the bridge is in preparation for submission to C.D.W. LAE for their comment. It is hoped that construction can commence early in September. The company will also use their equipment to link the bridge to the road road system.

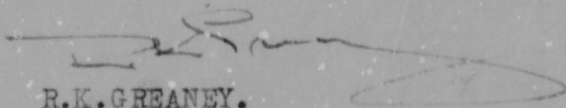
I attach a map showing the location of the road from ANDARORA/PARARORA to the ANGAIA River in the aseki area. Three main bridges will need to be constructed at MAMBINI Creek, opposite AKIAIWA and over the ANGAIA River. In the location we operated on a $\pm 3^{\circ}$ gradient along the entire route (a one in twenty gradient).

I would estimate the distance from ANDARORA to the ANGAIA River and to a point just below HIAKWATA village to be of the order of fifty to fifty five miles as the route is rather circuitous. In the main, the country through which the road will pass is reasonable to work in and I do not anticipate any great problems with the actual construction in this sense, although the area just in the vicinity of the crossing of the EKUTI Divide may be troublesome.

Mr. Cutlack is to depart on patrol on 1st September 1969 to peg the road location completely and his follow up patrol will cut the basic two foot bridge. I would say these two excercises will occupy at least three months.

CONCLUSION.

The road location is quite feasible, but the limited labour force available automatically will give a very slow rate of progress. If mechanical equipment is utilised, this would speed things up. The money collected locally to purchase a bulldozer is to be lodged at the Commonwealth Savings Bank at ASEKI and a list of contributors and amounts to be given to the Officer in Charge at ASEKI.



R.K.GREANEY.

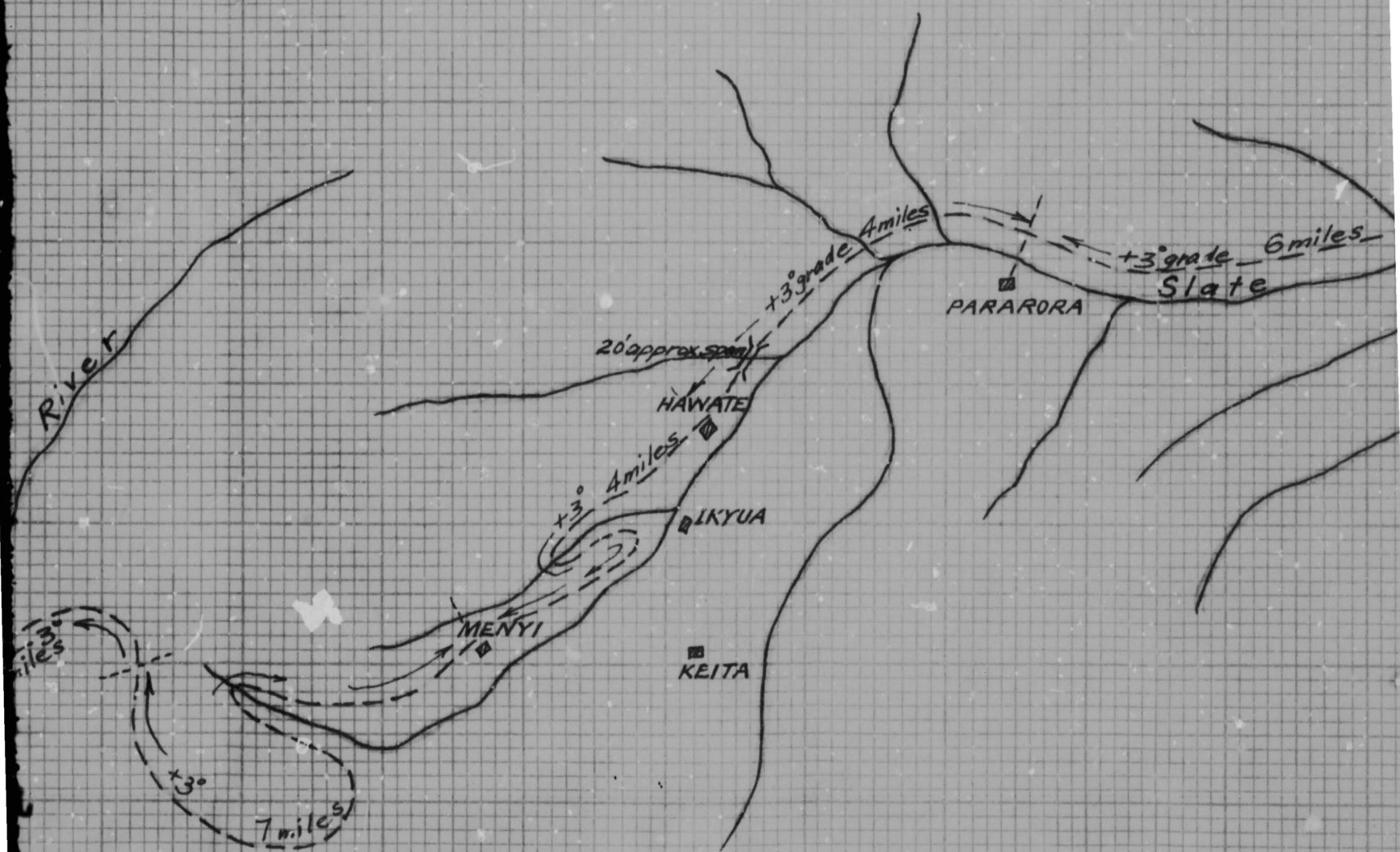
Deputy District Commissioner.

Attach../ Map. Camping Allowance Claims.

ASEKI - WATUT

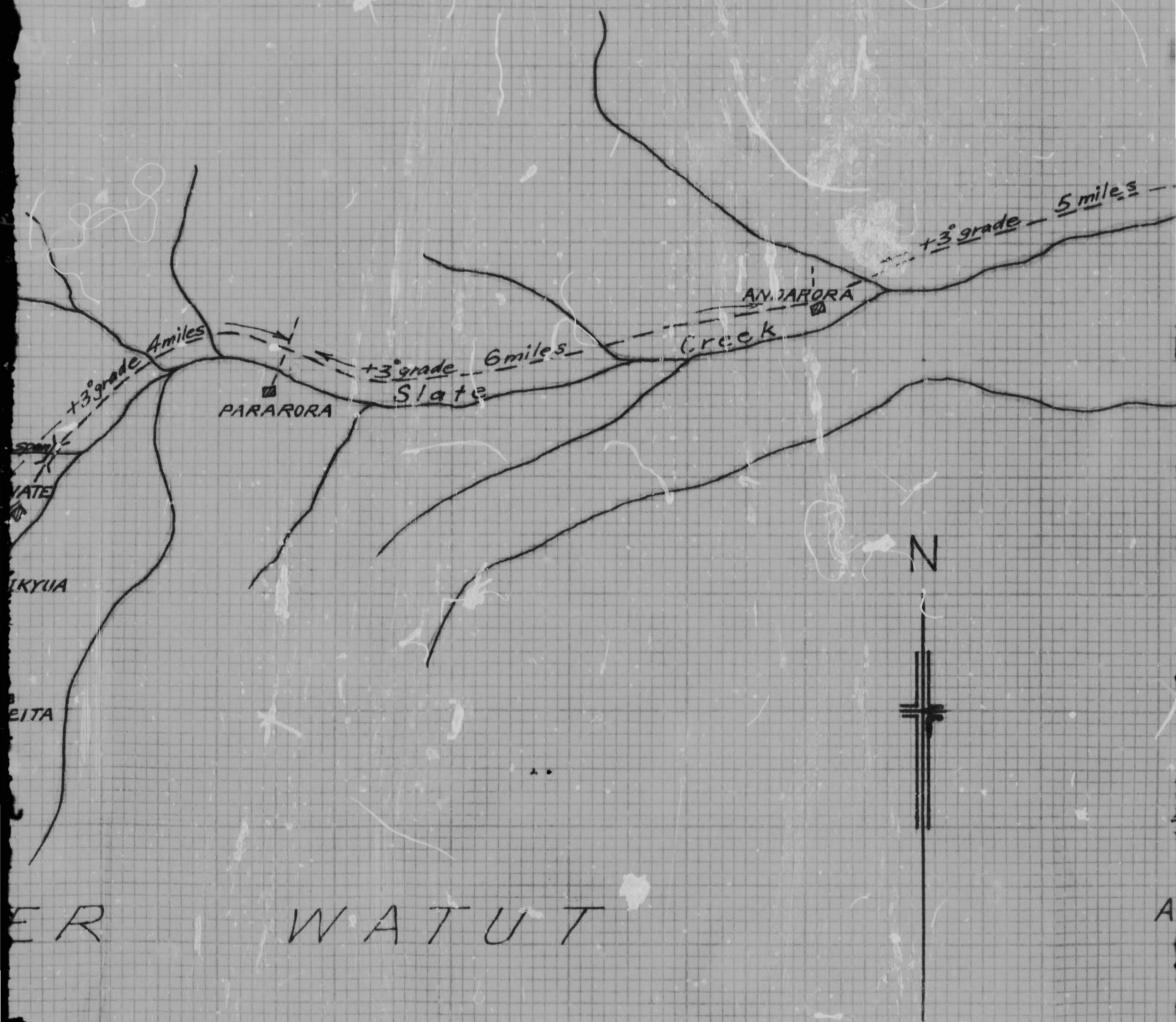


WATUT ROAD PROPOSED



UPPER WATUT

AD PROPOSED ROUTE

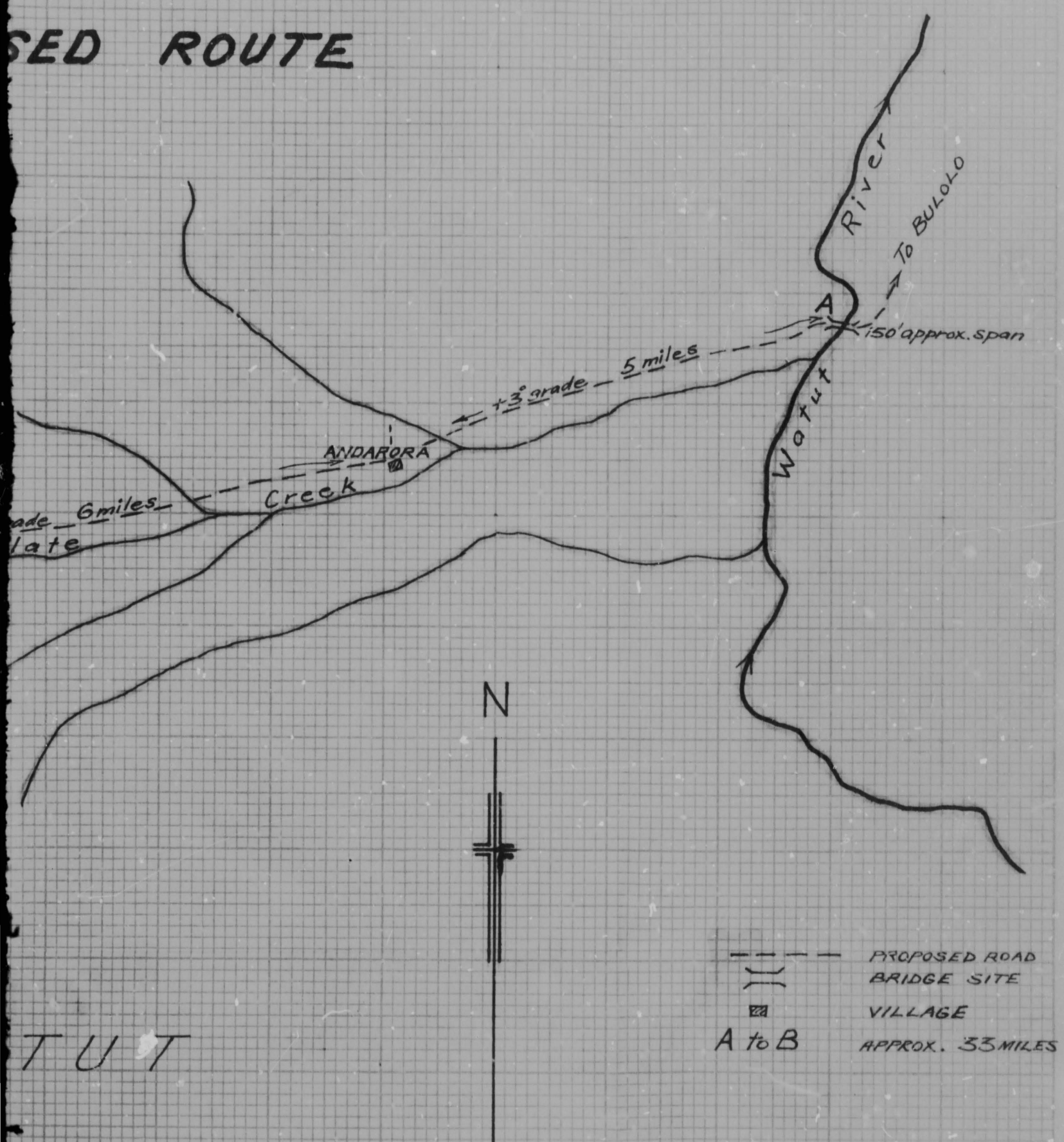


ER WATUT

Scale: 1 inch — 1 mile

To Accompany Patrol K

PROPOSED ROUTE



Grade 6 miles
late

ANDARORA
Creek

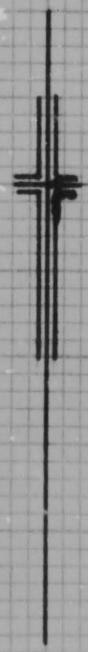
+3% grade - 5 miles

River
To BULOLO

150' approx. span

Watut

N



- PROPOSED ROAD
- ||| BRIDGE SITE
- ▣ VILLAGE
- A to B APPROX. 33 MILES

TUT

Scale: 1 inch = 1 mile

To Accompany Patrol Report - WAU No. 2 1969/70.

(2)

TERRITORY OF PAPUA AND NEW GUINEA

SPECIAL PATROL REPORT

Report Number: Wau ² 3 of 1969/70.
Sub-District: WAU.
District: MOROBE.
Council Area: Garaina Local Government Council
Patrol Conducted By: Basil Martin Koo
Designation: Acting District Officer.
Area Patrolled: Part Middle Waria- Garaina, Biangai/Bapi land.
Personnel Accompanying: 1
Duration of Patrol: 5/8/68 to 14/8/68.
Date and Duration of last D.D.A. Patrol: N/A
Objects of Patrol: 1. Land Settlement.
2. Road Location.
Total Population of the Area Patrolled: N/A
Map Reference: SB 55-14 Series T504 attached.
Village Population Register: Not enclosed.

Handwritten:
Basil Martin
07/7/10.

SPECIAL PATROL REPORT

Patrol Report WAU No. 2 of 1969/70

INTRODUCTION

The main object of the patrol was to approach the owners of GARASA and BAPI lands for alienation with the view of establishing settlement schemes in the area.

The part of the patrol's aim was to locate a possible road route for future road to link Wau and Garaina.

PATROL DIARY

- Tuesday 5th August: At 1130 a.m. left Wau by chartered plane and at 1215 p.m. arrived at Garaina. Organised for the next day's movement and camped for the night at Garaina.
- Wednesday 6th August: 0930 a.m. left Garaina and at 1530 p.m. arrived GARASA rest house. Met the people and the owners of the Garasa land re land purchase. The owners had agreed to sell.
- Thursday 7th August: 0715 a.m. left Garasa and at 1115 a.m. arrived Garaina. Carriers arrived 1430 p.m. Organised the carriers for next day's movement and stayed at Garaina for the night.
- Friday 8th August: 0915 a.m. left Garaina and at 1515 p.m. arrived at Bapi. Met the land owners and camped for the night.
- Saturday 9th August: Met the people again re land alienation. The owners have agreed to sell the land. Unable to have enough carriers so camped again at Bapi.
- Sunday 10th August: 0840 a.m. left Bapi village, and arrived at the Waria River Crossing. Chose to take the route via Lake Trist. Waria River was difficult to cross due to the flood but managed to cross it. Heavy rain prevented further movement and so camped at the 1st Camp at 1500 p.m.
- Monday 11th August: 0725 a.m. left 1st Camp and at 1630 p.m. put up a 2nd Camp for the night. Good walking but rather ~~hard~~ difficult for the carriers who had to walk through the bushes.

Tuesday 12th August: 0845 a.m. left 2nd Camp and walked as far as Biangai/Bapi land boundary, walked to the source Iviri River and put up a 3rd Camp at 1600 p.m. Good walking. Camped for the night.

Wednesday 13th August: 0730 a.m. left 3rd Camp and walked for 1½ hours and sited Lake Trist about 3 miles away from the the Mt. Niba lookout. Walked to Korangan River which is the outlet of Lake Trist and followed it on a good walking country along the bank, crossed it and rested at the western bank of the river. At 1300 p.m. started a hard climb -g up the range and had equally hard descent to Semba River and camped at the bank of the river at 1630 p.m. at the 4th Camp.

Thursday 14th August: 0700 a.m. left 4th Camp and walked up hill and walked to WeleWelevillage then walked to Kaisinik village, arriving there at 1315 p.m. Mr D.Fife, Headteacher at Kaisinik Primary 'T' School gave a lift to Wau, then picked up a Toyota went back to Biawen at the end of the Forestry Road and picked up the carriers and the cargo at 1430 p.m. and returned to Wau.

End of Diary.

TOPOGRAPHY AND LOCATION OF GARASA AND BAPI LANDS

The lands concerned are of a lowland type and situated at a height of about 1,000ft to 2,000 ft above sea level. In some places an alluvial silt can be seen. Low lying hills of forests can be ^{seen} bordering the Eastern and western edges of Garasa land while very low secondary growth bushes and thebrainy to mountaineous forests closes in at the southern and the western edges of the Bapi land respectively and low grasshills in the north-eastern edges.

^{BAPI} Garasa land is situated about south-east of Garaina while ^A is found in about north-westerly direction and which is the starting off point to the track to Wau via the Lake Trist. The both lands are well linked by good walking tracks which are well graded. The vehicular roads are under construction and they branch off from Garaina about 3 miles from each ends. The construction of the roads ^{is} by mere self-help effort and the linking of the ~~villages~~ villages in the Middle Waria would be possible, though it requires more finance and equipment to see ~~the~~ through.

LAND ALIENATION AND RECOMMENDATIONS

As far ^{as} the (development of the) lands in question are concerned the owners of both the Garasa and the Bapi lands are willing to sell them to the Administration. Their willingness to sell the lands are rather encouraging as the people readily see that disposing of their lands mean allowing the growth of basic needs to the area, such as the roads, airstrips, etc, and the general development resulting from them.

Despite their willingness to sell the lands in question, a formal settlement schemes requiring migrant settlers involving in the schemes is considered to be out of the question. An acreages involved in the both lands would not warrant this. Moreover,, a formal alienation and subsequent leases to any interested individual persons would mean a permanent loss of the only best and suitable land the people have ^{and} their future developmental activities they may wish to carry out would be very difficult on the long run. Therefore certain schemes be envisaged instead as a means of creating incentives and consequently to uplift the way of life of the people in the area.

The schemes such as Land Tenure Conversion in which having the people involved to have individual titles to their lands would give much benefit to the owners themselves or the local population in general. However, a possible alternative would be that a Village Cattle Projects be considered. In this scheme certain members of land owners of a particular piece of land involved and with any other interested villagers may, by agreement of the clans involved, take part in the scheme. A migrant individual person would, by agreement, come in partnership with local land owners concerned and on condition that such migrant person leaves the area on certain period of time as may be specified by the agreement.

As far as the selling of beef is concerned a co-operative venture would be better and cheaper than doing it on individual basis. The existing problem at Garaina, namely the inexistence of the vehicular road for the transportation of cattle ~~x~~ initially would also be a problem and therefore it is considered that a joint ^{effort} from the people involved in the schemes would help cope with the existing problems.

Thus, therefore it is considered that contrary to the owners willingness to sell and seeing that the two areas concerned are the only suitable land available consideration be given in view of ^{the} above recommendations as it is envisaged ~~irvding~~ that future uneasiness that may arise, if at all, be overcome.

Road Location

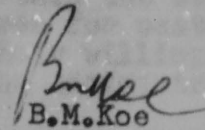
The patrol was successful in locating a good walking track from Bapi to Wau via Lake Trist . The country traversed as far as the Lake would not hinder the construction of a vehicular road though few hills can be encountered beyond the hills of WeleWele. However the hills would not be an obstacle for a road linking the two Administrative areas, Wau and Garaina.

Conclusion

The patrol returned to Wau on the 14th August, 1969. The Constable 1/C Karok of Garaina Detachment accompanied the patrol. He is a good policeman and very helpful. Claim for Camping Allowance and R.S. Form 1 forwarded.

As far as the Garasa and the Bapi lands are concerned acceptable schemes be geared without the loss of only suitable lands in the area.

The road route located is feasible for the construction of vehicular road to link Wau and Garaina and it should be taken as an integral part of the Territory's road construction plans.


.....

Acting District Officer.

TERRITORY OF PAPUA AND NEW GUINEA

Division of District Administration,
Department of the Administrator,
KONEDOBU. PAPUA.

..7th October, 1969.....

The Assistant Secretary,
International Relations & Internal Affairs,
Department of the Administrator,
KONEDOBU.

The Head of Special Branch,
R.P. & N.G.C.,
KONEDOBU.

EXTRACT FROM PATROL REPORT/~~AREA STUDY~~.

The following information has been extracted
from Patrol Report/~~Area Study~~ No. Wau - 8-69/70
covering Garaina Local Government Council area,
Wau.....Sub-District,
Morobe.....District.

The period of patrol : August, 1969.....

Extract/Precis.

The patrol was mounted to ascertain the suitability of
some areas of land in the Garaina area for pastoral
development. The owners indicated their willingness to
dispose of the areas concerned to the Administration.

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

Secretary,
Department of the Administrator.

14

67-6-8

18th September, 1969.

The District Commissioner,
Morobe District,
LAE.

²
PATROL WAU NO. 1/1969-70.

Your reference is 67-2-3 of 27th August, 1969.

2. I acknowledge with thanks receipt of Special Report by Mr. B.M. Koe, a/District Officer, to part Middle Waria, Bubu Upper Waria and One Census Division.

3. I note that Mr. Koe's ideas for the use of the Bapi and Garasa land differ greatly from those put forward by Mr. Greansy.

4. Mr. Koe has conducted a useful patrol.

(T.W. ELLIS)
Secretary
Department of the Administrator.

cc:
Mr. B.M. Koe,
a/District Officer,
c/- Sub-District Office,
W.A.U. Morobe District.

Please note that political education must be a continuing process in all situations with the emphasis on the advantages of national unity.

14

67.6-8.

15



TERRITORY OF PAPUA AND NEW GUINEA

Telegrams

Telephone

67-2-3

Our Reference

If calling ask for

Mr.

Department of the Administrator,
Division of District Administration,
Moro District,
LAKE.

[Handwritten signature]

27th August, 1969.

The Secretary,
Department of the Administrator,
KONEDOBU.

2

WAW PATROL NO. 3 OF 1969/70

The original and duplicate of a special report on a patrol from Wau to Garaina conducted by Mr. B. Koe, Acting District Officer, is attached. The comprehensive comments provided by Mr. Greaney round out the report provided by Mr. Koe. No copy of the Patrol Instructions and no map accompany the report. Mr. Lane will no doubt be submitting a comprehensive report on the economic potential of the areas looked at.

The possibility of a road link between Garaina and Wau will be referred to the District Co-ordinating Committee at its next meeting.

B. Bunting

(B. BUNTING)

a/District Commissioner

67-1-1

HKG:OG

Sub - District Office,
W A U.
Morebe District.

20th August 1969.

District Commissioner,
Morebe District,
L A E.

WAU PATROL REPORT NO. 3 of 1969/70 - GARAINA.

The above report in triplicate and supporting claim and map of a patrol conducted by Mr. B.M.Kee Assistant District Officer is submitted.

The patrol was mounted to ascertain the suitability of some areas of land in the GARAINA area for pastoral development. Mr. Lane of the Lands Settlement Division accompanied the patrol and reports that two areas of land are suitable.

- (1) BAPI - approximately 2,000 acres.
- (2) GARASA - approximately 1500 acres.

Mr. Kee was to make an initial check on owners willingness to sell the areas concerned to the administration for cattle development as a prelude to thorough investigation and subsequent purchase should the project be implemented. I requested him on his return to WAU to make an exploratory assessment of the possibility of linking GARAINA to WAU by road.

My comments on the report are:-

(1) Mr. Kee is under a slight misapprehension in the sense that the settlement proposal is essentially economically biased. Fundamentally, the idea is that Mr. J. Martin will supply the technical know-how for cattle projects within the two areas, presumably with the gentleman being given title to a central portion of each area to provide crushes, breeding areas etc. and around this will be smaller individual/communal blocks.

(2) Page 2.

One of the essential pre-requisites for development is a road network and at this juncture, the improvement in the road system in the GARAINA area will largely depend on the degree to which the people are able to help themselves.

13

(3) Page 3.

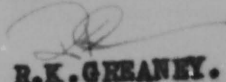
It is pleasing to note that the land owners have indicated their willingness to dispose of the areas concerned to the administration. As far as I can see, little economic usage has been made of the land within the Patrol Port Administrative Area. I regard the proposals currently under review as being a sound step and cannot see that the landowners will suffer as they will be able to secure leases over portions of the area as they desire; it seems clear to me that without the stimulus of Mr. Martin, little local constructive activity will be undertaken i.e. Mr. J. Martin is not necessarily the sine qua non, but may be very close to it.

(4) Page 4.

Mr. Kee's remarks indicate that a road link GARAINA - WAU is feasible and in my view should be listed on the Rural Development Programme and further investigation made. A road link GARAINA - WAU - LAE should result in giving the GARAINA a tremendous boost.

GENERAL.

I am not very pleased with the presentation nor grammatical errors contained in the report and would expect better. Mr. Kee will be instructed to number paragraphs for easy reference and endeavour to improve both his grammar and presentation.


R.K. CHEANEY.
Deputy District Commissioner.



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

3
4

District of MOROPE Report No. WAU NC 3 of 1969/70

Patrol Conducted by S. S. OUTLACK

Area Patrolled UPPER WATUT (Slate Creek & Meny Creek)

Patrol Accompanied by Europeans NIL

Natives Field Assistant Nelson Joseph,
1 member R.F.F.G.O.

Duration—From 17/9/1969 to 15/10/1969

Number of Days 28 days

Did Medical Assistant Accompany? NO

Last Patrol to Area by—District Services 8/1969

Medical/...../19.....

Map Reference Map Attached

Objects of Patrol To commence the survey and marking of the Eastern end of
the Watut-Aseki road.

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
.....
.....

67-3-49

Division of District Administration,
Department of the Administrator,
KONELCUBU, PAPUA.

20th January, 1970.

The District Commissioner,
Morobe District,
LAE.

PATROL NO. WAU ³ 3/69-70

Your reference 67-2-3 of 11th December, 1969.

I acknowledge with thanks receipt of Special Report by Mr. S.S. Cutlack, Assistant Patrol Officer, to part UPPER WATUT Census Division.

This patrol did a lot of good work in the marking and surveying of the eastern section of the WATUT-ABEXI road. Mr. Cutlack displays a keen interest in his field work.

I have re-numbered this report as WAU No. 4/69-70. My records show that WAU No. 3/69-70 was conducted by Mr. B.M. Kee, a/District Officer, to the MIDDLE WARIA, BUBU, UPPER WARIA and ONO Census Division - your 67-2-3 of 27th August, 1969, refers. Please check this matter and advise.

(S.J. PEARSALE)
a/Secretary,

Department of the Administrator.

c.c. Mr. S.S. Cutlack,
Sub-District Office,
WAU. Morobe District.

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

67-2-3
67.6.41. (11)

67-2-3



Division of District Administration,
Korohe District,
L.A.E.

11th December, 1969.

Assistant District Commissioner,
Sub-District Office,
L.A.E.

TAU PATROL NO. 3 OF 1969/70

I acknowledge receipt of Tau Patrol No.3
of 1969/70 submitted by Mr. S.S. Cutlack, A.P.O.

I trust that by this time, agreement has
been reached with Golden Pines regarding the final
location of this road, as construction of the first
ten miles or so by that Company will be a very
significant contribution to the Slate Creek/Aseki
Road.

Mr. Cutlack has carried out a useful piece
of field work and I look forward to receiving his
report on the continuation of his survey towards
the Slate Creek/Kapau Divide.

(B. BUNTING)

a/District Commissioner

MINUTE:

The Secretary,
Department of the Administrator,
KOROROBU

Forwarded herewith please find original and
one copy of the report together with covering comments
by the Assistant District Commissioner at Tau.

B. Bunting

(B. BUNTING)

a/District Commissioner

10


The question of a bridge site across the Watut River - probably in the vicinity of the Sai-watut Society and the Council area - is still unresolved. The Council members and local opinion is against the bridge site selected by Mr. Greaney. To date, no inspection has been made by the Commonwealth Department of Works of this proposed site, and it does seem that expert opinion will be necessary to settle the matter.

6. The Mission bodies obviously favour a bridge across the Watut River, above the junction, to give access to the Mission stations. However, the needs of the company are more important from the economic point of view. A smaller bridge (capacity up to say 3 tons) would be quite adequate to give access to the Mission areas and to the 54.4 acres of Administration Land (NAKOKAR) purchased in 1968. This could be a separate project to be undertaken by the Council, the Administration, and interested Mission bodies.

7. It is proposed to continue this survey during December and Mr. Cutlack will be departing approximately the 8th of next month for this purpose.

8. Mr. Basil Kee (a/D.O.) is departing for a general administrative patrol of the Upper Watut area next week, and will do a survey of the labour availability for this proposed road.

9. I will contact Mr. Protesch, the Regional Engineer, Commonwealth Department of Works, to request that the works supervisor, wharves and bridges, make an on-the-spot investigation of the site selected previously.


P.F. SEEFELD.
Assistant District Commissioner.

Attach./

67-1-4 (2)

PFS:OG

Sub - District Office,
W.A.U.
Morobe District.

24th November 1969.

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

WAU PATROL REPORT NO. 1 of 1969/70.
ROAD SURVEY UPPER WATUT AREA.

1. The above report in triplicate together with map and claims for camping allowance refer.

2. The reason for delay in forwarding this report has been the inability to discuss the matter with Mr. J. Lindquist, Manager of Golden Pines Sawmill, whose company is initially involved in this project.

3. I have finally been able to contact Mr. Lindquist, and he advises as follows:-

(1) His company will require access to scattered stands of timber on the northern side of Slate Creek, commencing in the vicinity of the proposed bridge site near the Watut Local Government Council, as shown on the attached map, for a distance of approximately 15 miles. This would place the roadhead somewhere between PARADORA village and MAMBINI creek.

(2) The company will have to bridge the PIEAPANDA creek, which Mr. Cutlack states is the most troublesome spot encountered on the survey to date.

(3) Machinery is at present working on the northern side of the Watut River - Slate Creek system. Mr. Cutlack will be going out next week to locate the actual area of present operations.

(4) The company is not interested in a bridge site across the Watut River south of its junction with Slate Creek as their interests are confined to the northern side of Slate Creek, and they have no reason to construct a road between the two rivers (i.e. in the Lutheyan Mission, New Tribes area). Thus the existing road connecting these two missions would be of no practical interest to the company.

(5) Initially, the company is interested in timber between the Sawmill and ANDANOVA and is in the process of negotiating through the Forestry Department for the purchase of a number of scattered stands of timber in that area.

4. It would be assumed therefore that considerable assistance can be expected in constructing the road for a length of some 15 miles from the junction of Slate Creek and the Watut River.

4

PATROL NO.	WAU NO. ⁴ 3 of 1969/70.
SUB-DISTRICT.	WAU.
DISTRICT.	MOROBE.
COUNCIL/NON COUNCIL.	COUNCIL.
PATROL CONDUCTED BY.	S.S. CUTLACK.
DESIGNATION.	ASSISTANT PATROL OFFICER.
AREA PATROLLED.	UPPER WATUT (Slate and Menyi Creeks).
PERSONNEL ACCOMPANYING PATROL.	Field Trainee Nelson Joseph, 1 member R.P.M.G.C.
DURATION OF PATROL.	17/9/69 to 15/10/69. inclusive-28 days.
OBJECTS OF PATROL.	To commence the survey and marking of the Eastern end of the Watut-Aseki road.
TOTAL POPULATION OF AREA PATROLLED.	3726.
MAP REFERENCE.	Map Attached.
VILLAGE POPULATION REGISTER ENCLOSED/NOT ENCLOSED.	Not Enclosed.

(7)

PATROL REPORT NO. 3 OF 1969/70. WAU.
SPECIAL PATROL.

INTRODUCTION.

This patrol was mounted to commence the survey and marking of the Eastern end of the Watut-Aseki road, and will be continued within a few weeks in order to link this section of the road with the work being done from Aseki patrol post.

PATROL DIARY.

17th. Sept. 1969.

Left Wau 0900 hrs. for Watut by vehicle. 1015 hrs. at Watut L.G.C. House but unable to proceed as carriers had not arrived. Overnight Watut.

18th Sept. 1969.

Carriers arrived. 0940 hrs. left Watut for Andorora. Arrived 1120 hrs. All carriers in by 1200. Overnight.

19th Sept. 1969.

No labour available to start work as most villagers to take part in opening ceremony of Watut L.G.C. House. Walked to Watut to attend opening and returned Andorora at 1700. Overnight.

20th Sept. 1969.

At Andorora. Arranged for labour to begin work on Monday. Accompanied by police constable and guide, spent morning investigating possible sites for beginning of road. Overnight.

21st Sept. 1969.

At Andorora. Sunday-observed as such.

22nd Sept. 1969.

At Andorora. 0800 hrs. commenced clearing and pegging grade line. Rested 30 min. at 1230 and continued until 1600 hrs. Returned to village. Overnight.

23rd Sept. 1969.

At Andorora. Commenced work at 0815 hrs. in light rain. 0930 hrs. suspended work as heavy rain making use of level impossible. Men standing by, but unable to resume. Overnight.

24th Sept. 1969.

At Andorora. Left village at 0745 hrs. Resumed work at 0800 hrs. Rested 30 min. at 1230 hrs. and continued until 1600 hrs. Arrived back at village 1700 hrs. Arranged for carriers to shift camp to Paraowa tomorrow. Overnight.

25th Sept. 1969.

0800 hrs. carriers dispatched to Paraowa in charge of police constable. Resumed pegging road. Rested 1200-1230 hrs. 1600 hrs. ceased work for the day and walked to Paraowa arriving at 1635 hrs. Overnight at Paraowa.

26th Sept. 1969.

At Paraowa. 0720 hrs. left village for work site. 0800 hrs. resumed work in vicinity of Pieapanda Creek. Rested 30min. at 1300. Returned to village at 1700 hrs. Overnight.

27th Sept. 1969.

At Paraowa. Left village at 0730 hrs. Followed course of Pieapanda Creek upstream for about a mile looking for suitable bridge site. Rested 1130 hrs. for 30 min. and spent rest of day relocating approach to creek. Returned to village 1600 hrs. Overnight.

28th Sept. 1969.

At Paraowa. Sunday-observed as such.

29th Sept. 1969.

At Paraowa. Remained in camp this day on account of illness. Work on road continued under supervision of Field Trainee Nelson Joseph. Party returned to camp 1700 hrs. Overnight.

30th Sept. 1969.

At Paraowa. Left for work site at 0730 hrs. Resumed work 0750 hrs. Rested 30 min. at 1200 and ceased work for the day at 1630 hrs. Returned to village. Overnight.

1st Oct. 1969.

Left Paraowa at 0930 hrs. to walk to Watut for consultation with new A.D.C. Patrol left in charge of Nelson Joseph-work continued as usual. Arrived Watut at 1400 hrs. Travelled to Wau by vehicle. Overnight at Wau.

2nd Oct. 1969.

0745 hrs. Conference with A.D.C. 0910 hrs. left Wau by vehicle and arrived Watut 1010 hrs. 1015 hrs. departed Watut to return Paraowa. Arrived 1340 hrs. Overnight at Paraowa.

3rd Oct. 1969.

At Paraowa. 0800 hrs. resumed work close to village. Rested 1300 hrs. for 30 min. Ceased work for the day 1600 hrs. Overnight.

4th Oct. 1969.

At Paraowa. 0730 hrs. left for work site, resuming work at 0745 hrs. Came up to Napatanga Creek at 1200—rested. Ceased work for the day at 1550 hrs. and returned to village. Overnight.

5th Oct. 1969.

At Paraowa. Sunday—observed as such.

6th Oct. 1969.

At Paraowa. 0715 hrs. left village for work site. Followed Mambini Creek upstream to locate bridge site. 0900 hrs. commenced cutting a grade line down from ridge near Hawate Trade Store towards located crossing place. Rested at stream bed 1200. Pegged rising grade line to link up with pegged route on th. bank. Ceased work at 1700 hrs. Carriers arranged to move patrol to Hawate tomorrow. Overnight.

7th Oct. 1969.

Police constable left to supervise transfer of camp to Hawate. Started work at 0800 hrs. Moved to Western bank of Menyi Ck. and continued survey course of stream at rising grade of +3°. 1515 hrs. ceased work for the day. Arrived at rest house between Hawate and Iki'awa at 1540 hrs. Paid off carriers. Overnight.

8th Oct. 1969.

At Hawate. 0705 hrs. left for work site. Resumed work at 0745. Rested 1230-1300. Sheer stone escarpment necessitated relocating about $\frac{3}{4}$ mile of the grade line to avoid this obstruction. 1700 hrs. ceased work and returned to village. Overnight.

9th Oct. 1969.

At Hawate. 0720 hrs. left rest house to resume work at 0800. Rested 1245-1315, and ceased work for the day at 1600 hrs. on account heavy rain. Returned to rest house. Overnight.

10th Oct. 1969.

At Hawate. Left camp at 0800 hrs. and resumed work at 0820. 1115 hrs. rested before crossing extensive kunai patch. 1145 hrs. continued work pegging ridges only. Came up to valley of stream known as Kiwe and followed course upstream, maintaining the rising grade. 1600 hrs. ceased work and returned to camp. Overnight.

11th Oct. 1969.

At Hawate. 0730 hrs. left camp. Two hours spent looking for bridge site. Satisfactory site found and survey continued towards this point. Large rock outcrop prevented joining grade line to crossing point as $\frac{1}{2}$ mile had to be relocated. Returned to camp at 1700 hrs Overnight.

12th Oct. 1969.

At Hawate. Sunday-observed as such.

Arranged for carriers on Monday.

13th Oct. 1969.

0800 hrs. only five carriers arrived. 0815 left for Andorora with part of the patrol to find carriers at Hawate village. Police constable in charge of bringing remaining boxes when carriers appear. Arrived Andorora at 1050 hrs. All carriers in by 1300 hrs. p.m. spent some time inspecting section of the road to be relocated to avoid unnecessary circuitous route. Overnight at Andorora.

14th Oct. 1969.

At Andorora. Left village at 0715 and started work at 0745 hrs. Completed realignment at 1300 hrs. p.m. placed certain marks to be used in future mapping of the area. Arranged for carriers to take patrol to Watut in the morning. Overnight.

15th Oct. 1969.

0700 carriers arrived. Left for Watut at 0800 hrs. Rested briefly at 0850 hrs. Arrived Watut L.G.C. House at 1008 hrs. Travelled to Wau by vehicle arriving at 1130 hrs. Patrol completed.

ROAD SURVEY.

The pegging of the road was commenced at a point above the village of Andorora on the Northern bank of Slate Creek. At the time of commencing this patrol no information concerning the proposed location of the company's timber access road was available from Golden Pines Ltd.

In general, a maximum gradient of $\frac{1}{3}^{\circ}$ (1 in 19) was observed except where obstacles had to be avoided without losing elevation. The absolute maximum grade employed at any point was 6° (1 in 10), and such a steep grade was only introduced for a short distance to rise above a particularly difficult obstruction at a point in the road where no elevation could be lost by lowering the grade line.

All streams were crossed at the best available bridge site having regard to the existence of solid rock foundations on each bank, minimum span and ease of approach. In general a rising grade line was lowered slightly below the horizontal at approaches to bridge or culvert sites to facilitate drainage. Up to the point reached by this patrol the bridge and culvert requirements are as follows:

Bridge at, 1. Pieapanda Creek--poor site--length 30 ft.
 2. Napatanga Creek --fair site--length 10 ft.
 3. Mambini Creek --good site--length 25 ft.
 4. Kiwe Creek --good site--length 30 ft.

Number of culverts required---10.

Before finalizing the crossing point at Pieapanda Creek this watercourse was followed upstream for over one mile in an endeavour to locate a better site. At this point the stream, which was still the ^{same} width, became two branches without offering a more suitable site to construct a bridge. The main objection to the chosen site is the steep rocky banks on either side making considerable approach work necessary and probably requiring the use of explosives.

The labour employed consisted of seven men, six of whom came from the same village--Andorora, and they proved to be willing and conscientious workers. I shall endeavour to employ the same group when continuing the survey as they have indicated a willingness to accompany the next patrol.

The inhabitants of each village where the patrol camped were informed of the purpose of the patrol and the implications and advantages of building such a road were pointed out. The concept of self-help was stressed and discussion of costs involved in road construction by heavy machinery was encouraged, relating this to their knowledge of their council tax and the income and expenditure of the Watut L.G.C. The purpose of such discussion, as well as stimulating interest in the project, was in order to counteract to a certain extent two unrealistic expectations which the people of the area have derived from statements made by the local M.H.A. Anani Maino, viz. That heavy machinery would be available, and secondly that any people who worked on the construction of the road would receive a wage of /8 per. week.

CONCLUSION.

The road survey is satisfactory to date and the road is capable of being constructed with hand tools, although this would be a lengthy task considering the distance involved and the labour force available. The use of explosives would be necessary at the approaches to Pieapanda Creek as previously mentioned.

I estimate that the length of road pegged to date from Anrorora village to Kiwe Creek is between fifteen and twenty miles. The remaining distance to the Anggaie-Kapau junction is estimated to be approximately twenty miles so that nearly half the Eastern section to be surveyed by this Sub-District is completed. Unless unforeseen difficulties are encountered in crossing the Ekuti Divide another four to five week patrol should bring the survey up to this point.

Stephen S. Outlack

S.S. OUTLACK.

Assistant Patrol Officer.

WATUT-ASEKI ROAD TO ACCOMPANY

UPPER

KAPAU-KABU

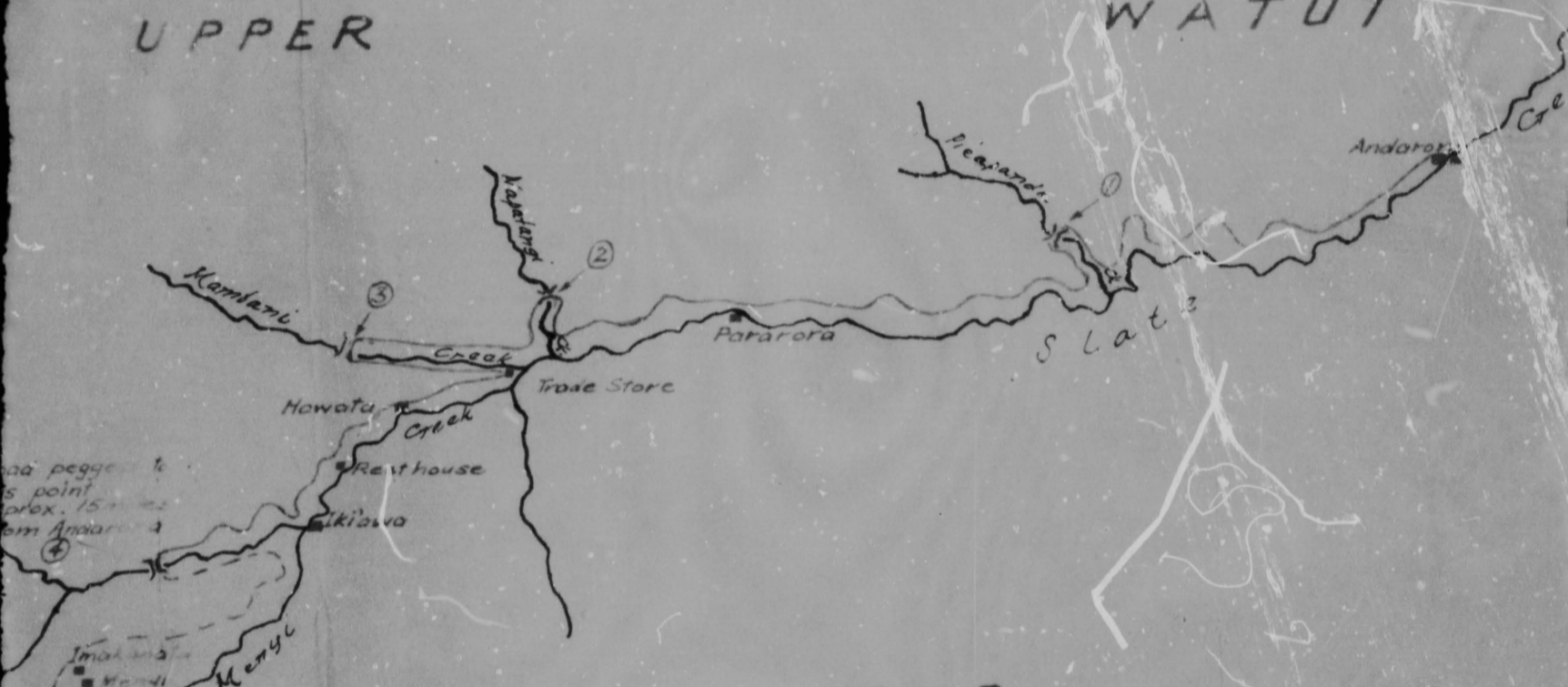
C. D.



TO ACCOMPANY PATROL REPORT WAI No. ⁴ 3 of 1969-70.

UPPER

WATUT



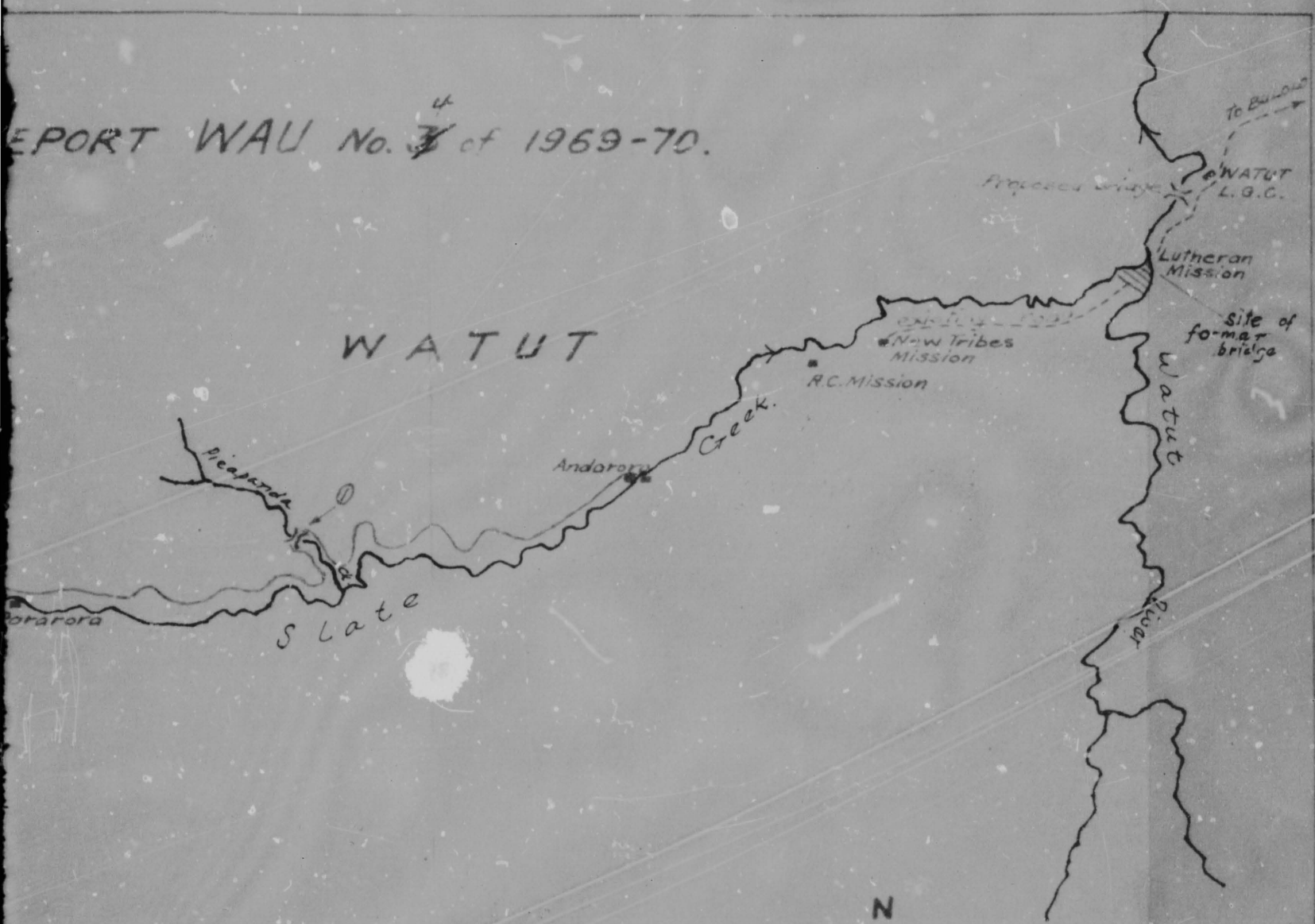
pegged route
point
prox. 15 miles
from Anarora

C. D.

- Pegged route ———
- Proposed route - - - - -
- BRIDGE SITES - length required
- ① Pieapunda Creek - 30 ft.
- ② Napatanga Creek - 10 ft.
- ③ Mambini Creek - 25 ft.
- ④ Kiwe (Umipejanga) Creek - 25 ft.

S

REPORT WAU No. ⁴ of 1969-70.



C. D.

Pegged route —————

Proposed route - - - - -

BRIDGE SITES - length required

- ① Peapanda Creek - 30ft.
- ② Napatanga Creek - 10ft.
- ③ Mambini Creek - 25ft.
- ④ Kiwa (Umipejanga) Creek - 25ft.



Scale: 1 in to 1 mile



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of MOROBE Report No. WAV NO. 4 of 1969/70

Patrol Conducted by BASIL MARTIN KOE

Area Patrolled UPPER WATUT SUS DIVISION

Patrol Accompanied by Europeans NIL

Natives 8

Duration—From 4 / 11 / 19 69 to 6 / 11 / 19 69 and 24 / 11 / 69 to 11 / 12 / 69.

Number of Days 16 Days.

Did Medical Assistant Accompany? Yes

Last Patrol to Area by—District Services 15 / 10 / 19 69

Medical / / 19

Map Reference Attached

Objects of Patrol 1. GENERAL ADMINISTRATION.
2. TALKS ON COUNCIL ROLES
3. SURVEY OF MANPOWER.

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

67-6-67

Division of District Administration,
KONEDOBU. PAFUA.
30th April, 1970.

The District Commissioner,
Morobe District,
LAE.

PATROL NO. WAU 4/69-70

Your reference 67-2-3 of 6th March, 1970.

I acknowledge with thanks receipt of Situation Report by Mr. B. M. Koe, a/District Officer of UPPER WATUT Census Division.

Your comments are noted. Please advise what action has been taken regarding the money which was collected by Mr. Anani Maino, M.H.A.

Please forward a copy of the comments by the Assistant District Commissioner, Wau.

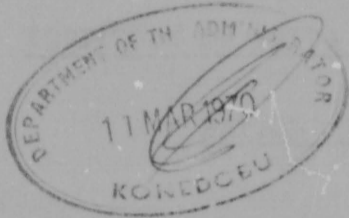
(T.W. ELLIS)

Secretary,
Department of the Administrator.

C.C.
Mr. B. M. Koe,
Sub-District Office,
WAU. Morobe District.

67-6-67

(13)



67-2-3

Division of District Administration,
Morobe District,
LAE.

6th March, 1970.

Assistant District Commissioner,
Sub-District Office,
WAU.

WAU PATROL NO. 4 OF 1969/1970

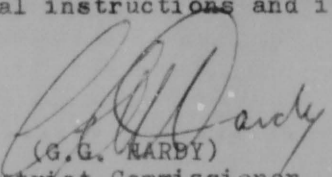
I acknowledge receipt of the above mentioned Patrol Report conducted by Mr. B. Koe to the Upper Watut census division. As Mr. Koe is now Political Education officer working in your area he should be able to devote considerable time to educating people in these aspects in which they are lacking and of which he has reported.

(G.G. HARDY)
a/District Commissioner

MINUTE:

The Secretary,
Department of the Administrator,
KONEDOBU.

The original and one copy of the above mentioned report are forwarded herewith. The delay in this report was brought about by Mr. Koe's failure to submit the report initially in accordance with departmental instructions and it was returned to him for re-writing.


(G.G. HARDY)
a/District Commissioner

TERRITORY OF PAPUA AND NEW GUINEA

12

PATROL REPORT

REPORT NUMBER: WAU 4 OF 1969/70

SUB-DISTRICT: WAU

DISTRICT: MOROBE

COUNCIL AREA: WATUT LOCAL GOVERNMENT COUNCIL

PATROL CONDUCTED BY: BASIL MARTIN KOE

DESIGNATION: ACTING DISTRICT OFFICER

PERSONNEL ACCOMPANYING: 8

DURATION OF PATROL: 4/11/69 to 6/11/69 and
24/11/69 to 11/12/69. 16 Days.

DATE AND DURATION OF LAST DDA PATROL: 17/9/69 to 15/10/69
28 Days.

- OBJECTS OF PATROL: 1. GENERAL ADMINISTRATION.
2. TALKS ON COUNCIL RULES.
3. SURVEY OF MANPOWER.

TOTAL POPULATION OF THE AREA PATROLLED: 4023 PERSONS

MAP REFERENCE: attached

VILLAGE POPULATION REGISTER: NOT ENCLOSED.

.....

(11)

PATROL REPORT WAU NO. 4 OF 1969/70

INTRODUCTION : This patrol is a General Administration one. The patrol personnel comprised of Health Extension Officer, Mr. Rino Bitako from Bulolo; the Watut Local Government Council Tax Team; the Members of the Council's Health Committee. The patrol visited the whole of the Watut Local Government Council area, that is Upper Watut Census Division.

During the patrol educational type talks were given to the villagers re the Council Rules that have been passed recently, namely, the Village Hygiene and Sanitation Rule; Births, Deaths and Marriages Rule and the Rule on Road Maintenance.

The patrol had also carried out a survey of Labour Potential for the area in view of the Watut/Aseki Road Project.

Few complaints of a minor nature were heard and settled during the patrol.

Minor cases of Influenza were treated by the accompanying Health Extension Officer and who also carried out very intensive village inspection on the housing and village sanitation throughout the area.

DIARY OF PATROL

- 24th November, 1969: 0900 a.m. Departed Wau for Bulolo and heard 3 Local Court cases. Picked up Patrol personnel and departed bulolo at 1300 p.m. and at 1330 p.m. arrived at the Watut Council Chambers. Attended The Council matters, organised the carriers and camped at the Council for the night.
- 25th November, 1969: In the morning ~~awaited~~ few Council matters awaiting the carriers.
1400 p.m. Departed Council Chambers and at 1600 p.m. arrived at Andarora passing through the Lutheran and the New Tribes Missions. Camped at Andarora for the night.
- 26th November, 1969: 0800 a.m. Met the people. 1300 p.m. Departed for Agaganda No2. and arrived there at 1330 p.m. Met the people.
1530 p.m. Departed Agaganda NO.2 and arrived back at Andarora at 1600 p.m. Complaint on Pig theft heard and settled. Camped again at Andarora.
- 27th November, 1969: 0945 a.m. Departed Andarora for Pararora and arrived there at 1115 a.m. Met the people. No complaints. Camped at Pararora for the night.
- 28th November, 1969: 0845 a.m. Departed Pararora and arrived at Gumi at 1200 Noon. Met the people.
1530 p.m. Departed Gumi and at 1800 p.m. returned to Pararora. and camped there again for the night.
- 29th November, 1969: 0910 a.m. Departed Pararora and at 1010 a.m. arrived at Hawata. 1300 to 1700 p.m. met the people and camped at Hawata.
- 30th November, 1969: Sunday observed in the morning. In the afternoon heard few complaints including a case of adultery heard and settled. Camped again at Hawata.

DIARY OF PATROL (cont'd.)

- 1st December, 1969: 0745 a.m. Departed Hawata and at 0915 a.m. arrived at Kieto. Met the people. No complaints.
1330 p.m. Departed Kieto and at 1430 p.m. arrived at Menyi. Met the people of Menyi. No complaints.
1715 p.m. Departed Menyi and at 1800 p.m. arrived at Hawata. Camped again at Hawata.
- 2nd December, 1969: 0830 a.m. Departed Hawata and at 1030 a.m. arrived at Agaganga NO.1. Met the people. No complaints. Heavy rain stopped further movement so camped at Agaganga for the night.
- 3rd December, 1969: 0930 a.m. Departed Agaganga NO.1 and at 1130 a.m. arrived at Sepanda. Met the people. No complaints.
1530 p.m. Departed Sepanda and at 1700 p.m. arrived at Kaumanga and camped there for the night.
- 4th December, 1969: 0900 a.m. met the people of Kaumanga and Wandini.
1400 p.m. Departed Kaumanga and at 1445 p.m. arrived at Yokua. Met the people. No Complaints. Yokua and Waiganda villagers assembled at Yokua.
1730 p.m. Departed Yokua and at 1800 p.m. arrived at Totomio and camped there for the night.
- 5th December, 1969: 0830 a.m. Met the people. No complaints.
1000 a.m. Departed Totomio and at 1130 a.m. arrived at Naute. Met the people. No complaints.
1900 p.m. Departed Naute and at 1930 p.m. arrived Council Chambers. Camped for the night at Council area.
- 6th December, 1969: In the morning met the people of Kapau and Kereba over the sum of \$453.60 which had been collected by Mr. Anani Maino MHA for road project as contributions.
1200 Noon Departed Council Chambers and at 1215 p.m. arrived Manki. Met the people and at 1430 p.m. returned to the Council Chambers.
1500 p.m. Departed Council Chambers and at 1530 p.m. arrived at Bulolo.
1810 p.m. Departed Bulolo and at 1840 p.m. arrived Wau.
- 7th December, 1969: Sunday observed at Wau.
- 8th December, 1969: 0930 p.m. Departed Wau and at 1000 a.m. arrived at Bulolo Court House. Heard 2 cases of Local Courts. 1200 Noon departed Bulolo for Council Chambers thence to YAUWIPU. Met the people. No complaints.
1500 p.m. Departed Yauwipu back to the Council Chambers thence to Wau and arrived there at 1730 p.m.
- 9th December, 1969: 0900 a.m. Departed Wau for Watut Council Chambers thence to Latep arriving there at 1130 p.m. Met the people.
1445 p.m. Departed Latep and at 1430 p.m. arrived at Leklu. Met the people. No complaints.
1545 p.m. Departed Leklu and at 1630 p.m. arrived at the Council Chambers. 1645 p.m. Departed the Council Chambers and at 1800 p.m. arrived back at Wau.

DIARY OF PATROL (cont'd.)

10th December, 1969: 0745 a.m. Departed Wau and at 0900 am arrived at the Council Chambers. Attended to Council matters.
1000 a.m. Departed Council Chambers and at 1030 a.m. Arrived at the Bulolo Court House. Heard 2 Local Court matters.
1200 Noon Departed Bulolo for Dengalu and at 1400 p.m. arrived at Dengalu. Well received by the villagers. Heavy rain stopped the work so camped for the night.

11th December, 1969: In the morning met the people.
1300 p.m. Departed Dengalu and at 1430 p.m. arrived Bulolo thence to Watut Council Chambers. At 1600 p.m. returned to Wau.

END OF PATROL DIARY

OBSERVATIONS-NATIVE AFFAIRSNative Situations: (a)

The area is calm and seems well controlled. The people are well behaved and do live in the more settled villages. All throughout the area visited the patrol had not experienced any uprisings, etc.

The Western type of clothes are worn by majority of the villagers. The use of trade goods such as saucepans, forks, spoons and knives, etc are fairly well used by the people. Generally the people seem far more advanced in outlook than their neighbouring hill dwellers of the Langimar and the Kapau areas.

Subsistence cropping is the main activity in the area though cash economy is slowly being introduced. Coffee is the main cash crop grown in the area. All the coffee grown is bought by the Sai-Watut Rural Progress Society.

(b) Economic Development

1. Village Garden Produce, such as sweet potatoes, yams, taro and introduced vegetables such as tomatoes, cabbages English potatoes, beans, etc, are grown but there are no surplus of a marketable quantity. However, some people do sell their produce at the Bulolo Market.

2. Coffee is the main Cash crop grown in the area. Sai-Watut Rural Progress Society is the sole buyer of the Division's coffee. A good turnover of coffee is often hindered by the people's negative attitudes towards the cleanliness of the coffee plots. The patrol had noticed this and had encouraged the villagers to keep their plots cleared off bushes as the people are inclined to attend to their coffee gardens a day or two days prior to the patrol's visit.

3. Fish Ponds introduced in the area by the Agricultural Extension Officers are thriving very well. There are 13 Red, Fresh Water Fish at Hawata village and 34 at Sepanda and number is said to be increasing. If more encouragement given for more breeding the fish will contribute towards minimizing the protein deficit in the diet of the people in the whole of the Division.

Generally the Watut Census Division is fortunate by way of access to the towns of Wau and Bulolo by vehicular roads which are available through the activities of the Department of Forests through its Reafforestation activities, the activities of the Golden Pines Limited and the Commonwealth New Guinea Timbers of Bulolo. There are potential feeder roads in the area so that when constructed will serve and link almost every village in the Division. As a result of the available access to the area, trade store activities are carried out. The trade stores are all at a loss simply because the payment of carriers for carting of goods to the area seems to be a great bargain in the area.

(c) Political Development

Watut Local Government Council which was established in late 1967 covers the people or the population of about 4,000 persons. Before and after the establishment of the Council the people had experienced in the elections for the House of Assembly and also for their Council elections.

Payment of Council Tax and the work involved with money collected from the people by the Council is a puzzling situation as the people have not grasped the function of the Council. It is generally thought that the Council does save all the money collected so that in the future they will be able to build their roads, etc, with heavy equipments such as bulldozers, graders and so on. This is all very well but they seem to disregard the existence of the Council. Educational type talks were given to the people on taxation and the function of the councils in general.

(c) Political Development (cont'd.)

The Councillors are little bit confused with the roles they have to play. Certain Members of the Council, for an example, Vice President TAMANGO of Kioto believes that the wishes of the ^{people} should go before the wishes of the Councillors who represent them in matters regarding Tax Rates, etc. This is very well but contrary to the idea the patrol had emphasized the fact that for any Government or a Council to work more effectively, a few said by a few elected representatives is more binding and effective than having more mouths spilling out matters the Council or the Government cannot handle.

President of the Council Mr Yakam Gwaibo, ~~a~~ a member of the District Advisory Council, seems to be a very good Councillor and his outlook is more wider than the rest of the Members of the Council. He is a very good Chairman.

Councillor Titinato of Naute, a Chairman of the Health Committee of the Council, is a capable person and it is believed that his future activities would greatly improve the village Hygiene and Sanitation in the Council area.

HEALTH AND SANITATION

(a) GENERAL HEALTH

The patrol had not noticed any major diseases in the area. However, mild cases of Influenza epidemic were treated. Gumi village is more exposed to the epidemic. Three deaths from the village were reported though the causes of ~~the~~ deaths are not known. Gumi village is situated in an altitude of about 5,300 feet above sea level and is subject to constant cold winds from the Langimar area of the Menyanya Sub-District. As a result of its geographical position the village may have been victimized by the epidemic, yet no report of it reached either Bulolo or Wau until the patrol reached the village. There were 59 cases of influenza recorded and treated with Penicillin. 22 mild cases were also treated with Penicillin at Kioto and another 52 at Dengalu. Generally there were no complaints from other villages. However, during the month of November 115 admissions were made at the Andarora Aid Post alone.

(b) Village Hygiene and Sanitation

One of the objects of the patrol was to give educational talks to the villagers about Village Hygiene and Sanitation. Recently the Watut Local Government Council had passed the Village Hygiene and Sanitation Rule which is due to receive the Certificate of Non-Disallowance from the Commissioner for Local Government. The author aimed mainly at advising the people about the use of the rule and how it can be applied to help improve the living conditions of the people in the Council area. More emphasis was made on the improvement of village sanitation. The Members of the Health Committee of the Council who had accompanied the patrol and who, with the direction of the Health Extension Officer, had given out very intensive instructions to those who neglect to build or repair houses and latrines.

Generally the health of each village in the Council area needed improvement, and the villagers had been warned of the use of the rule.

(c) Villages

Most of the villages were cleared a day or two before the patrol visited them. Upper Watut villagers certainly lack what one may call a village pride, and therefore when arriving at a village, a new comer may readily form an opinion that his coming to the village had certainly been a great day for the villagers. The people are inclined to live ~~the~~ idle until patrols visit them.

MISSION AND SCHOOLS

Lutheran and New Tribes Missions are main religious groups operating in the Division and they run all of the schools in the area.

ROADS AND BRIDGES

(a) Village tracks link every village. The tracks are well graded but they are not well looked after as the tendency is to clear the tracks a day or two before the patrols visit the villages. These tracks could in future be developed into feeder roads to link the villages.

(b) Vehicular Roads are available through the activities of the Department of Forests and the timber companies such as the Golden Pines Limited and the Commonwealth New Guinea Timbers. The main drawback is that most of the villages are divided by the Watut River from the main vehicular roads. It is expected that a vehicular road will link the north-western edge of the Division. Already the work is underway by a joint effort of Watut Local Government Council, the Administration, the above-mentioned Missions and the Golden Pines Limited. The latter has so far constructed about 3 miles of the road already. This road will eventually link the aseki area. The Watut Local Government Council has estimated the sum of \$2710 for the Project. This includes the sum of \$800 towards the construction of vehicular bridge across the Watut River.

During the patrol a manpower survey was carried out in view of the Watut/Aseki Road Project. This survey revealed that there are 516 manpower available. The Watut Council is providing hand tools for use on this project and that 50 men per fortnight be involved with the work. The Council, apart from providing the hand tools, will also be reimbursing \$200 each fortnight for labour. Each man is to provide his own food supply for the fortnight.

LAW AND ORDER

Generally the Division is well controlled and no outbreak of violence had been reported. Most of the villages had no complaints to make, except a case on adultery was heard and settled through court of law. There was a minor dispute over land at Andarora where the author had settled it through mediation as there was only a pig which was killed by a member of one clan over the land belonging to another clan thus causing such dispute.

POLICE

2458 Constable Kave accompanied the patrol throughout the period. His conducts were excellent and he diligently carried out his duties. He is capable of carrying his patrol duties and the author is of the opinion that he will be a very good NCO if he has the opportunity.

CONCLUSION

The patrol actually returned to Wau on the 11th December after camping out in the villages for 16 nights. It was a very good patrol and the villagers throughout the Division were very co-operative. I have found out from this patrol that if given time to think the people would be able to decide things for themselves. While giving the educational talks to the Upper Watut people I have found out that if given a lead they are able to discuss freely and understand the message easily.

During the manpower survey the men were asked to come forward to give their own names rather than calling out names from the village books. In doing so they are to feel for themselves that it is their own road they have to work for and have interest in work.

The patrol had drawn out a programme that every Mondays and Tuesdays the villagers must work on the villages and the roads to improve the area which in some places seemed deserted.

Buller
A/D

APPENDIX 1MR. ANANI MAINO MHA AND SELF-HELP

On the 6th December, 1969, about 100 people from the Kapau and Kereba area of the Aseki Patrol Post walked down to meet the patrol at the Watut Council Chambers. Among them was Mr. Anani Maino MHA. Mr. Maino had with him a bag containing \$453.60 the sum of which he had collected from the people as contribution for the Watut/Aseki Road. The ~~people~~ people headed by the Luluai of Kapau had, without hesitation, told the patrol that they want their money ~~to~~ used as contribution for the work on the road and that they had no desire to take them back. They had said that their Watut neighbours are contributing money towards the road through their Council and therefore they also want to contribute towards it.

In the Council area I have located another \$138 which ~~were~~ collected by the members of Anani committee. ~~They~~ were redistributed to the people. The villages involved were as follows:-

AGAGANDA NO.1	\$ 20
AGAGANDA NO.2	20
Sapanda	20
KAUMANGA/WANDINI	40
YOKUA/WAIGANDA	38

Total \$ 138

Whatever Mr. Maino has in mind I feel that his activities would mean that he is committing himself an obligation which he cannot fulfil and as a Member of the House Assembly he is also committing the Administration a promise which cannot be made readily available. It is very encouraging to see the people contribute money towards the construction of the Watut/Aseki Road though it does ^{not} seem to be a self-help effort. As the Rural Development Funds are available to see any such effort ^{through} any help which anyone is in a position ^{to} make available should go through the available channels. and at the same time he must ensure that there is enough manpower available and willing to see the project through.

At the moment the sum of \$453.60 is held ⁱⁿ the Sub-District ~~Office~~ Office at Wau.

(4)

SITUATION REPORT

(a) Political: 1. Local Government:

Watut Local Government Council has been established and has been functioning very well for over three years. It is mainly concerned with the economic development of the area by providing equipment such as the coffee pulping machines, the fencing wires for fencing off pigs and did envisage a pilot cattle scheme for breeding of cattle and assist the interested persons with their cattle projects in the Council area. The latter however has been put off the estimates as the Sai-Watut Rural Progress Society is said to be interested in the project itself. As the Society has the money, equipment and the money for the project, the Council thought it best to leave the Society to handle the project so that the Council could go in partnership in the project.

The Council is also concerned with improving the village hygiene and sanitation in the area. To help in the effort the Council had the Hygiene and Sanitation Rule passed and the approval has been received from the Commissioner. The Hygiene Committee of the Council has been formed and it seems to be functioning very well under the guidance of the Health Extension Officer of Bulolo. There are two Aid Post in the area. The permanent was built at Andarora and the other one is to be built at Yokua later in March.

2. Local Government Councillors:

Please see the main report. It has been observed that some of the Members of the Council are still in doubt as to what their roles are as representatives of the people. They allow themselves to be carried away by the wishes of the people to a very large extent and as a result reversal of responsibility seems to be the case and therefore lack of effective representation as far as the effective communications between the people and the some Members of the Council are concerned.

3. House of Assembly:

The people have voted in the 1964 and 1968 elections. They have also voted for the Councillors in the two successive elections. Generally the mechanics of voting are very familiar to the people. However, because of the ineffective representation in the floor of the House and the subsequent lack of partnership from the elected member, the Councillors seem to be looked upon then the member concerned.

Mr. Maino, MHA:

As a representative of the people, it can be said that Mr. Maino is not aware of the role he has to play. He lacks the quality of a political head of the people. He is not a good orator. He is being carried away by his personal qualities such as politeness, calmness and aloofness and evasiveness. As a result of these types of attitudes effective communication is very difficult to make. Many of his constituents are very much concerned at not meeting their member. My visit to Garaina area in August, 1969, for an example, and during which it was found that there was never a visit made by Mr. Maino to the area and the people I have talked to had expressed concern about it. As a result of these sort of approach he has as a Member of the House of Assembly, there seems to be a lack of confidence between him and the people of his electorate.

(a) Political : 5. Political Education;

The degree of understanding in political matters and awareness of same can be said as very poor and in some places nil. There is a need to make the people to speak openly on matters of political significance and to speak out their wishes through the existing channels. The use of their institutions and the communications between themselves and their elected members were emphasised during the patrol.

6. Preferential Voting;

Generally the most of people in the division are illiterate and therefore the people do lack one of the prerequisites in the system of voting. However, the mechanics of voting are generally familiar to the people.

(b) Economic: 1. Activities of Development Departments;

Department of Forests through its re-forestation activities had made available an access to and from the area as far as the Watut River. This had enabled the establishment of Watut Local Government Council and the Sai-Watut Rural Progress Society in the area.

2. General Rural Development;

Generally very little development has taken place in earnest but an effort is being made to build a permanent bridge across the Watut River and the Watut/Aseki Road towards opening up the area in providing better access for the market of coffee and the movement of the people to and from the area. These will also provide better access to the missions in the area.

3. Processing and Marketing;

Most of the coffee grown in the area as well as the in the Kapau area are sold in the Sai-Watut Rural Progress Society which is the sole buyer.

4. Village Cash Crop Extension;

Coffee is the main and the only cash crop grown in the area.

5. Non-indigenous Development;

Golden Pines Limited and the Commonwealth New Guinea Timbers, through their activities, have been making available the roads system available in the area. The former is also constructing the approaches of the Watut/Aseki Road as far as the village of Pararora.

(c) Social Development: 1. Education and Health;

(a) Education- Lutheran, New Tribes and Catholic Missions run all the schools in the area, particularly the first two missions.

(b) Health- Effort to improve the village hygiene and sanitation had been one of the main aims of the patrol. The educational talks on the matter were given in practically every village, with more emphasis on the use of the new Hygiene and Sanitation Rule.

(c) Social Development (cont'd.): 2. Law and Order;

The area is well controlled and no outbreaks of violence, etc, were reported to the patrol. A case of adultery was heard and settled through the court of law. Generally the people seemed to be well behaved.

3. Services provided by the Government & Government Agencies;

The Department of Public Health provides Infant Welfare services. It also supplies drugs and dressings and the Aid Post Orderlies in two Aid Posts in the area. Department of Agriculture, Stocks and Fisheries provides Agricultural extension services re ~~the~~ improvement on the production of coffee through the Sai-Watut Rural Progress Society.

Watut Local Government Council provides each village with fencing wires to interested persons and coffee pulping machines.

4. Missions;

Lutheran, New Tribes and the Catholic Missions are operating in the area. The first two are playing a major role in the field of education. Generally there seems to be an absence of denominational conflict between the missions or ~~the~~ among the converts in the area.

5. Cult and Unrest;

The area is calm and well controlled. No out-break of violence or unrest were reported to the patrol nor any overt act of such movement had been noticed or experienced in the whole division.

6. Community Education, including Womens Clubs;

No well organized activities in the field of Community Education has been conducted in the area to date. However, in early 1969 Welfare Officers from the District did carry out a very short course on sewing, cooking, handicrafts and cooking and sports. Some selected women from the division had attended it.

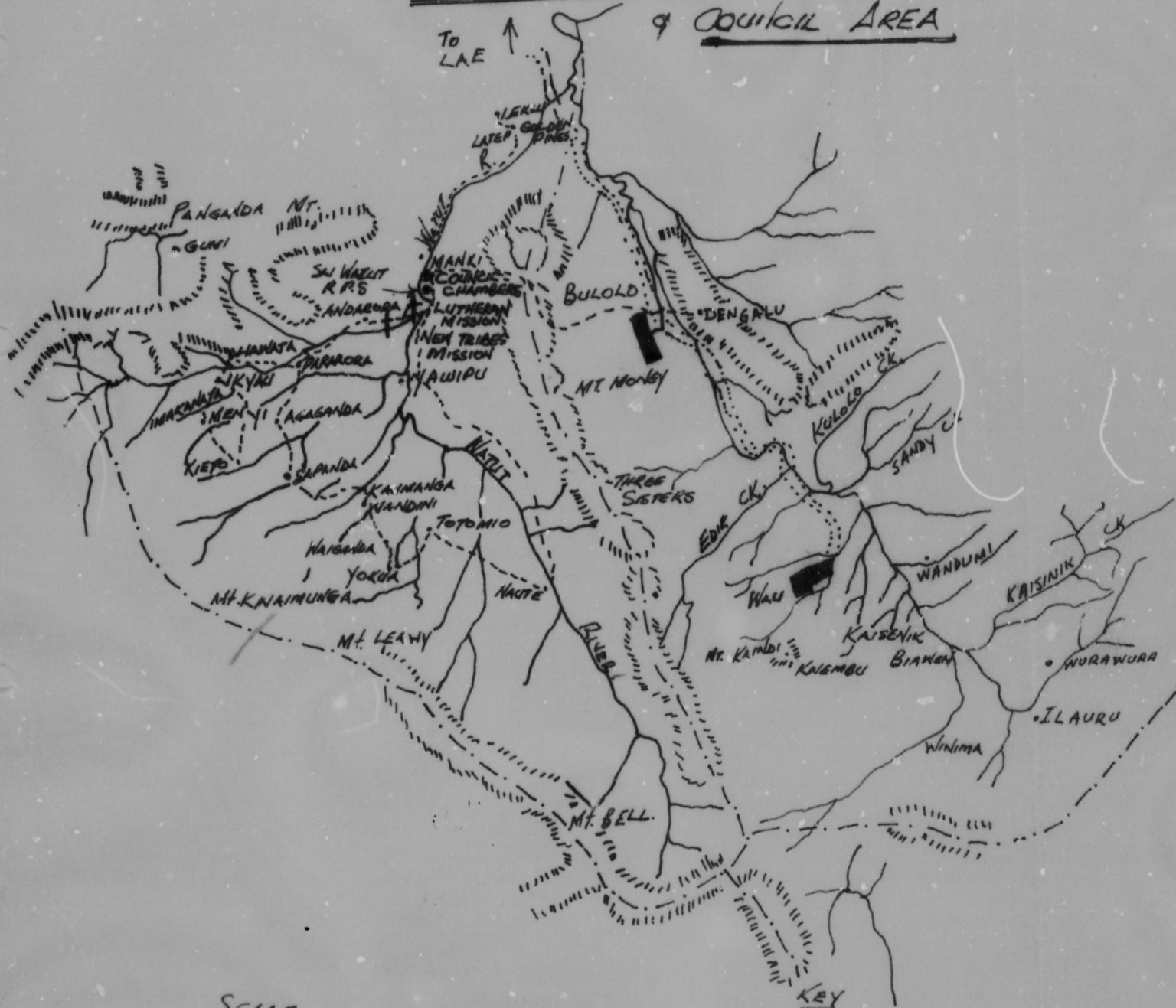
7. Youth activities, Courses, etc;

Very little activities on this field though inter-schools sports competitions have being going on among the schools run by the New Tribes Mission.

Conclusion:

Politically this division is fortunate in having the Local Government Council established and as a result the degree of understanding, as far as the political awareness is concerned, can be expected to be higher than the rest of their neighbours in the Sub-District. This area produces more coffee than the ~~other~~ Census Divisions and most of the growers are members of the Sai-Watut Rural Progress Society. Transportation through ~~the~~ a road system would be encouragement in the improvement of the quantity and the quality of the coffee thereby raising the cash income in the area.

WAW PATROL NO 4 OF 1969/70
UPPER WATUT CENSUS DIVISION
9 COUNCIL AREA



SCALE:
 4 MILES TO AN INCH

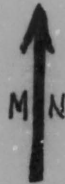
KEY
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 LAE-WAU ROAD
 VILLAGES - .
 AIRSTRIP - ■
 MISSIONS +

DRAWN: B.M.

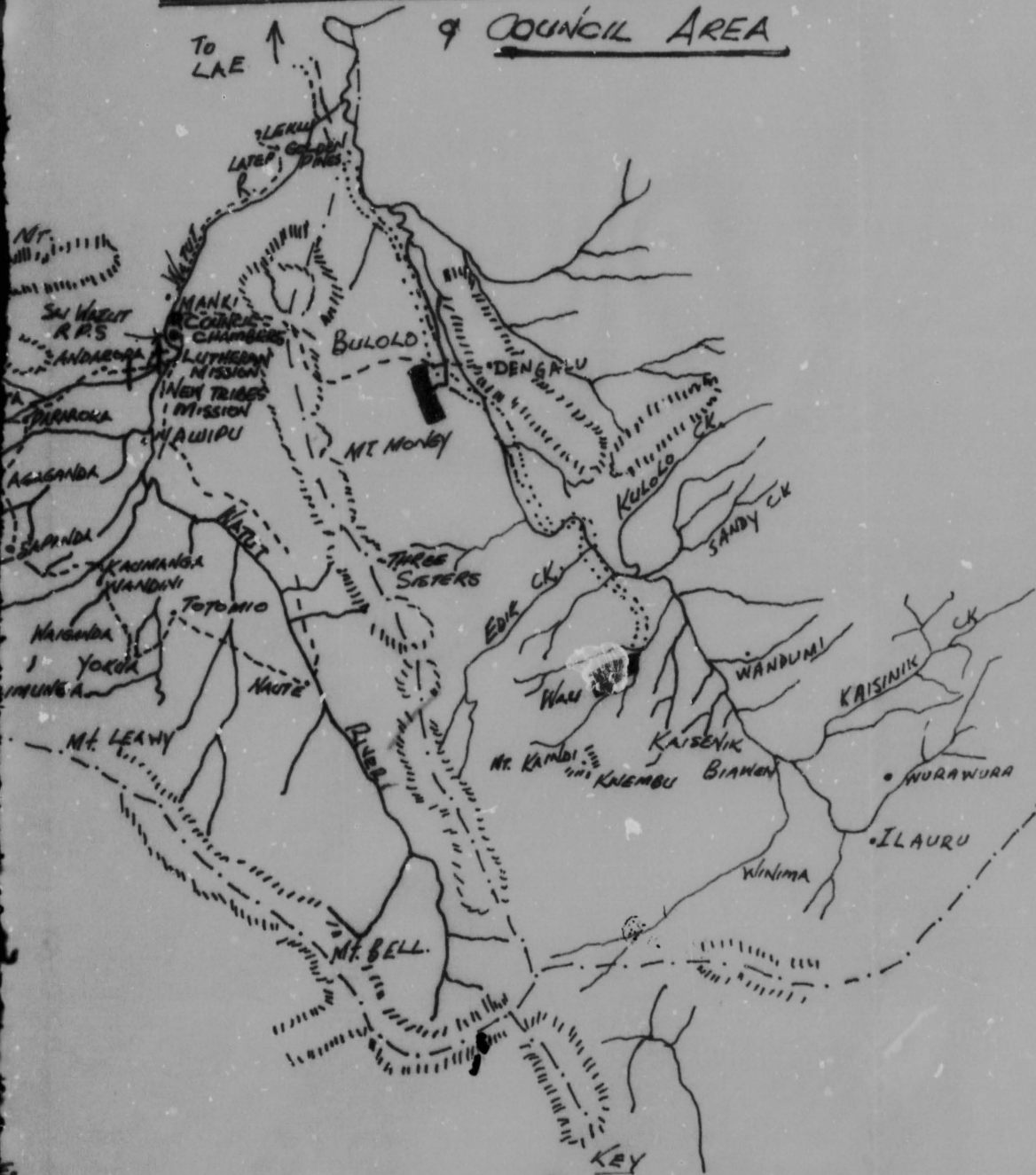
TRACED: M.T.

WAW PATROL No 4 OF 1969/70
UPPER WATUT CENSUS DIVISION

9 COUNCIL AREA



To LAE ↑



To AN INCH

- KEY
- PATROL ROUTE - - - - -
 - LAE-WAU ROAD ·····
 - VILLAGES - ·
 - AIRSTRIIP - ■
 - Missions +

DRAWN: B.M. KOE. A/D.O

TRACED: M.G. BOUWME
 T/A.F.O WAW
 5-1-1970



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of MOROBE Report No. 5/69-70

Patrol Conducted by K. G. T. SANDELL PATROL OFFICER

Area Patrolled BIANGAI and BIARU VALLEY CENSUS DIVISIONS

Patrol Accompanied by Europeans No

Natives 1 member R.P.N.G.C.

Duration—From 5/12/1969 to 19/12/1969

Number of Days 14 days

Did Medical Assistant Accompany? No

Last Patrol to Area by—District Services 3/1969

Medical 1966

Map Reference Map attached

Objects of Patrol Situation Report, general administration, migrations from Biaru area to KOKORO (Kukipi Sub District) report on A.P.O. Joseph at Tekanu.

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

GFB:HC

27

67-6-74
Division of District Administration,

ACHEB BH. Papua.

14th April, 1970.

The District Commissioner,
Morebe District,
LAE.

PATROL WAU NO. 5/69-70

Your reference is 67-3-5 of 17th March, 1970.

I acknowledge with thanks receipt of Situation Report by Mr. K.G.T. Sandell, Patrol Officer of BIANQAI and NIARU VALLEY Census Divisions.

Mr. Sandell's patrol appears to have been quite useful.

Preparation and presentation of this report, apart from a few minor spelling errors, are of a commendably high standard.

A good piece of work.

(T.W. ELLIS)

Secretary

Department of the Administrator

c.c.
Mr. K.G.T. Sandell,
Sub District Office,
W.A.U. Morebe District.

67-6-74
26

67.1.4

KS/BW



Division of District Administration,
Sub-District Office,
WAU.
Morobe District.

3rd March, 1970

District Commissioner,
Morobe District,
LAE.

PATROL MAP NO. 5 of 1969/70

Your telegram No. 433 refers.

Please find enclosed three copies of Patrol Map No. 5 of 1969/70.

K.G.T. Sandell

K.G.T. SANDELL
Patrol Officer In Charge

MINUTE: 67-2-3
1st April, 1970.

The Secretary,
Department of the Administrator,
KONEDOBU.

Enc.

Attached please find two copies of the patrol map to ~~Kobram~~ Wau Patrol Report No. 5 of 1969/70. My 67-2-3 of the 17th March, 1970, refers.

H.P. Seal
(H.P. SEAL)
District Commissioner

67-2-3



67-6-74

(2)

Division of District Administration,
Morobe District,
LAE.

17th March, 1970.

Assistant District Commissioner,
Sub-District Office,
Wau.

WAU PATROL REPORT NO. 5/69-70

I acknowledge receipt of the above patrol report and I have the following comments to make:-

It may be that the only solution to the land dispute between the Biawen and Lawani groups will be the submission of an application for a hearing by the Land Titles Commission and you should look further into this matter. With the affiliations which the Biaru people have with the Upper Waria people, we must give serious consideration to the Biaru joining the Waria Local Government Council in the not too distant future.

The next annual census patrol to the Biaru should carry out a detailed area study/local government survey with this in mind.

Your comments regarding the possibility of re-afforestation in the Biaru River area by the Forestry Department will be brought to the attention of the Regional Forests Officer. Similarly, the remarks at paragraphs 32 and 33 regarding the A.P.O. have been referred to the Regional Medical Officer for his comments.

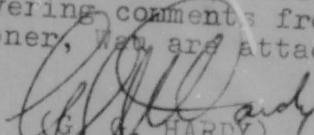
In conclusion, Mr. Sandell has carried out a useful piece of field work in an area which is remote and has little hope of actual development.

MINUTE:

(G. G. HARDY)
a/District Commissioner

→ The Secretary,
Department of the Administrator,
KONEDOBU.

Original and one copy of Wau Patrol Report No. 5/69-70 together with covering comments from the Assistant District Commissioner, Wau, are attached.


(G. G. HARDY)
a/District Commissioner

57.1.1(2)

KS/BW

23
Division of District Administration
Sub-District Office,
W.A.U.
Morobe District.

9th February, 1970

District Commissioner,
Morobe District,
LAE.

PATROL REPORT - K.G.T. SANDELL

1. Attached please find three (3) copies of a patrol report conducted by myself to the Biangai and Biaru Valley Census Divisions.
2. This report was handed to the Assistant District Commissioner prior to his departure on leave. However, due to pressure of work through staff shortage, he was unable to complete any comments on the report. He therefore instructed me to forward the report direct to you with camping allowance claims.
3. A report compiled by Mr. B. Kce of a patrol conducted to the Upper Watut Census Division has been returned to him to complete in accordance with circular instruction 67-1-0 by Mr. Seefeld, A.D.C. Once it has been completed, I will forward it direct to you for your comments.

K.G.T. SANDELL
a/Assistant District Commissioner.

Attach.



TERRITORY OF PAPUA AND NEW GUINEA

22

Telephone
Telegrams
Our Reference 67-1-3
If calling ask for
Mr. PFS:OG

Department of District Administration.

Sub - District Office,
W A U.
Morobe District.

1st December 1969.

Mr. K.G.T. Sandell,
Patrol Officer,
Sub - District Office,
W A U. Morobe District.

WAU PATROL NO.5 - BIANGAI-BIARU-ELOA C.D.
GENERAL ADMINISTRATION

1. As discussed previously, please prepare to depart on patrol to the above area on Tuesday 2nd December 1969.
2. Part of this area has recently been covered by Mr. D. Simmons, A.D.C. MALALAU, with whom you discussed the current situation when he called at Wau about three weeks ago.
3. This patrol is for general administration purposes, and you should also attend to the following matters:-
 - (1) Check on migration out of the BIARU area to KOKORO which comes under the A.D.C. MALALAU.
 - (2) Check the degree of economic development now taking place around KOKORO.
 - (3) Check progress on the KOKORO airstrip and let me have a full report on the chances of this strip becoming serviceable. D.C.A. will need to do an inspection.
 - (4) Investigate the conduct of A.P.O. Joseph, of P.H.D. Wau, who is reported to have ignored the medical needs of the ELOA people.
 - (5) Provide a situation report in accordance with memo 67.1.0 of 21st June 1968, from our Headquarters.
4. You can arrange for a Police Constable to accompany you. Draw a patrol advance, and arrange necessary medical supplies from the Wau Hospital.
5. The patrol should take approximately 20 days without hurrying things. Please ensure that your report is received by me within two weeks of your return. Refer to memo 67.1.0 mentioned above, and also to your Field Handbook.
6. I wish you a successful patrol.

P.F. Seefeld
P.F. SEEFELD
Assistant District Commissioner.

21

PATROL No. WAU No. 5/69-70

SUB-DISTRICT. WAU

DISTRICT. MOROBE

COUNCIL/NON-COUNCIL AREA. NON-COUNCIL

PATROL CONDUCTED BY. K.G.T. SANDELL

DESIGNATION. PATROL OFFICER.

AREA PATROLLED. BIANGAI and BIARU VALLEY CENSUS DIVISIONS

PERSONNEL ACCOMPANYING PATROL. 1 member R.P.N.G.C.

DURATION OF PATROL. 5/12/69 to 19/12/69 14 days

DATE AND DURATION OF LAST PATROL TO AREA. MARCH/APRIL 1969 39 days

OBJECTS OF PATROL. Situation Report, general administration, migrations from Biaru area to KOKORO (Kukipi Sub-District), report on A.P.O. Joseph at Tekadu.

TOTAL POPULATION OF AREA PATROLLED. 2324

MAP REFERENCE. Map attached

VILLAGE POPULATION REGISTER ENCLOSED/NOT ENCLOSED. NOT ENCLOSED

(20)

INTRODUCTION.

In accordance with instructions issued by the Assistant District Commissioner, Wau, a patrol was conducted into the Biangai and Valley Census Divisions for purposes stated in the attached patrol instructions.

The Biangai Census Division lies within the Wau/Bulolo Valley, with all villages being located within close proximity to the sub-district headquarters at Wau. The majority of the divisions population have access to the larger centres such as Wau and Bulolo, by vehicular roads.

The Biaru Valley Census Division, being made up of the actual Biaru River area and also the Eloa River which borders on the Kareeba/Idiwi Census Divisions of the Aseki administrative area. The Biaru Valley division has no other form of access other than bridle paths crossing over some of the most rugged and mountainous terrain in the entire sub-district.

Due to the patrol passing through these two divisions, at a rather late period in the year the numbers in population desired to be seen by the patrol were not up to expectations. This was attributed to the people being fully occupied with preparations for the Christmas festivities and also absentees at either Wau, Garaina or being away from the village on food hunting expeditions.

However all aspects of the patrol were completed to the fullest possible extent, particularly so in the Eloa River and Kokeru areas.

(17)

PATROL DIARY.

5th December, 1969.

Departed for road-head at Kaisenik Creek, collected carriers and set out for WARABUNG No.1, actual walking time 1 hour. Overnight WARABUNG No.1.

6th December, 1969.

Departed for Kudjeru, track in good condition experienced heavy rain in the late afternoon, actual walking time 6 hours. Overnight KUDJERU.

7th December, 1969.

Departed Kudjeru for Haus Kauruka, heavy rain and track in a very poor condition delaying walking time, actual walking time 7 hours. Rested at Haus Kauruka and then walked onto Haus Kopa 2 hours. Overnight Haus Kopa.

8th December, 1969.

Haus Kopa to Anandea, track very wet, actual walking time 2 hours 30 minutes. Discussions with people in the afternoon and village officials.

9th December, 1969.

At Anandea, further talks given re health and hygiene in village, political education discussions, talks re lack of assistance given to the Aid Post Orderly at Tekadu, village inspected, names of those to build new latrines recorded. Departed for Tekadu in the afternoon, track fair, 2 hours 15 minutes actual walking time. Overnight Tekadu.

18

10th December, 1969.

Tekadu and Yeniwe assembled, talks given re lack of assistance to the Aid Post Orderly here, Tekadu village inspected, one patient sent to Wau hospital, a house passenger is to be constructed at the Aid Post site for in-patients. Afternoon to Yeniwe, 1 hour 15 minutes, village inspected. Overnight Yeniwe.

11th December, 1969.

Departed Yeniwe for Akabenga campsite, sited halfway between Kokoro and Yeniwe, track in poor condition due to the wet season, actual walking time 5 hours 30 minutes. Overnight Akabenga.

12th December, 1969.

Departed Akabenga for Kokoro, actual walking time 3 hours. Arrived Kokoro to find the village almost deserted, people absent at either Garaina or at the old Biaru villages. Talks with Kilik/Kawas re the airstrip construction and economic development around the Kokoro area. Overnight Kokoro.

13th December, 1969.

Departed Kokoro for Komandi campsite, heavy rain and track very wet making walking difficult, 6 hours actual walking time. Overnight Komandi.

14th December, 1969.

Komandi to Wennim campsite, again track wet and muddy due to the heavy rain being experienced in the area, actual walking time 7 hours. Overnight Wennim.

15th December, 1969.

Departed Wennim for Gorua, heavy rain and track in poor condition, actual walking time 6 hours. Overnight Gorua.

16th December, 1969.

At Gorua, few people in the village, talks with those present re Kokoro now under the Kukipi administrative area, economic and political talks. Overnight Gorua.

17th December, 1969.

Departed Gorua for Tori in the early morning, 3 hours 30 minutes actual walking time, discussions held as on previous day, no complaints, walked onto Tauris and Wudsini, few in village, talks as in last two villages and discussions held at late afternoon and night. Overnight Wudsini.

18th December, 1969.

Departed for Warabung No.2, track wet and in poor condition, heavy rain throughout entire walk, arrived campsite after 10 hours, carriers forced to sleep 6 hours from Wudsini. Overnight Warabung No.2.

19th December, 1969.

Departed for the Biangai and Wau track again in poor condition, arrived Kaisenik after 11 hours on the track, followed vehicular road and returned to Wau. Overnight Wau.

End of Patrol

SITUATION REPORT - WAU PATROL No. 5/69-70.BIANGAI and BIARU VALLEY CENSUSDIVISIONS.POLITICAL.

Local government administration does not exist in the two census divisions covered by this report. At the present stage of development of the areas there appears little likelihood of a council or councils being established for sometime to come, particularly so in the Etoa River area of the Biaru Valley Division. The grounds for this opinion lie in the stage of political development of the areas.

The people of the Biangai Census Division are well aware of local government and the workings of such and if a council is to be established at a later date then the population will not be required to be sold on the idea. However as reported in the last patrol conducted into this area the present attitude of the Biangai people towards unification and combining their individual resources towards the advancement of the division as a whole is not possible. They tend to be concerned more so with the advancement of an individual and not of the village or group.

Disputing over land ownership in the Biangai Census Division has greatly affected the development of this area for many years and appears to be the main reason behind the lack of

(76)

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(15)

POLITICAL (Cont'd)

any noticeable progress when compared against the other divisions, the Upper Watut area for instance.

4. Land disputes are used in such a way that a person attempting to establish a new form of economy, such as a cattle project or a trade store, are prevented from doing so by the question of land ownership being raised by his own group or by a separate land holding group. As reported in the March/April patrol of this year the Biawen group were attempting to establish a cattle project in the Kaisenik Creek area, however this has been delayed considerably due to the Luwani clan commencing a dispute over the land which the project is to be placed upon. The question of rightful ownership was investigated during May, 1969 and a decision as to ownership was agreed upon by the two opposing groups. This patrol noted that a small amount of work on the cattle project, fencing, has been undertaken since that date, however it is felt that the old grievances are still an underlying factor contributing to the rather slow progress of it's establishment.

5. The Winima/Kwembu cattle project is being carried out in a satisfactory manner and appears that this joint effort by these two villages has proved to be successful. This unification between separate villages and land holding clans should have proved a first rate example to the other Biangai people that a joint effort and not an individualistic attitude can prove successful and economically

(14)

POLITICAL (Cont'd)

sound. So far the remaining villages have shown little or no interest towards making similar steps as those taken by Winima and Kwembu.

6. Together with land disputing and the attitude of jealousy towards seeing any one person advancing beyond the rest, the Biangai area as a whole will remain at it's present stage of development with no forward steps being made until the above mentioned problems can be overcome. At attempting to settle the land problem the Administration cannot rely on demarcation system which has already been proved. When the Demarcation Committees were operating in this area the people held the opinion that they were setting out to gain land either for themselves or for their particular land holding clan, as such the system proved completely ineffective. These facts tend to indicate that the Biangai people are short of land, however it is the complete opposite, there is adequate land held in this area for all concerned. Jealousy between villages and individuals is coupled with the land disputing, however it is difficult to accept this point when the actual development of the area is not up to it's full potential and therefore they have little to be jealous about.

7. The Biangai Census Division is part of the Kaindi Open Electorate, the Member of the House being Mr. Arani Maino of the Upper Watut Census Division. It appears that the MHA has not been in the area for sometime however no request was made for a visit by

POLITICAL (Cont'd)

Mr. Anani, from the Biangai people.

8. The Biangai people have a fair knowledge of the House of Assembly, the principles of elections and their purpose and also the functions of the government, however little interest exists in furthering their present knowledge towards a better understanding and clearer acceptance of particular policies and workings of the administration. This can be attributed to the constant concern they show towards land disputing and therefore having little time for broadening their political and economic status and knowledge.

9. The political position in the Biaru Valley Census Division can be stated as satisfactory. Both areas and in particular the Biaru River villages have the will to progress, however communications and access into this division are the biggest drawback factors. The lack of regular contact with the larger centres and also other villages contribute to the slowness that these people have shown in grasping a knowledge of the 'government' and it's workings, this is certainly evident in the Eloa River area where the people are particularly backward. This does not apply to the Biaru River people to the same extent as they have a more frequent contact with the Upper Waria villages and also the missionaries at Garaina.

10. The Biaru River people have a fairly basic understanding of local government, this being gained

DA

POLITICAL (Cont'd)

from the close affiliations with the Upper Waria villagers who are part of the Garaina Local Government Council. Through discussions raised from the political education talks it was assessed that the people of this area are particularly keen on local government and with further enlightenment by political education the people would participate in local government administration whole heartily. However at the present time with the problem of road access into the area which is hampering economic development, which has by no means reached it's full potential, the people are a little afraid of being able to meet taxes which would be imposed by a council if established in the area. The villagers of this division have stated that they have observed the work of the village officials over a number of years now and have not seen any improvement on a noticeable basis and have been unsuccessful in solving their worries and providing for their needs. They tend to feel that local government administration maybe the means of advancing the area.

11. The attitude of the Eloa River people to local government is only one of acceptance in the light of being good for the people, however they feel that one in their area would not prove an assistance but more of a hardship due to the poor economy of the area and also the lack of population. It appears that this problem of population is one of the main excuses for the lack of advancement of the Eloa area. The migrations in from the Kapau/Kapu divisions of the Aseki administrative area have been greatly influenced

(12)

POLITICAL (cont'd)

by people in the Etoa River area itself.

12. The people of the Biara Valley Census Division have a sound understanding of the preferential system of voting and the reasons for it. Their knowledge of the workings of the House of Assembly is only limited, particularly so in the Etoa River area. This topic was covered in the political education talks, however a fully and clear understanding on the part of the people will only be gained by continuous political education talks undertaken by each patrol into the area.

ECONOMIC.

13. Throughout both the Biangai and Biaru Valley Census Division the main form of cash cropping remains still, coffee. Within the Biangai this has changed to some extent where market gardening features in the cash income of the people. The sale of fresh vegetables is either made through certain plantation owners in Wau, in particular Mr. R. Benson who has a buying point at the roadhead at Kaisenik Creek. Some individuals in the division bring their produce to the markets at Wau with only a few persons from Wandumi Village who supply vegetables to Bulolo. The market gardening out-put is not to it's full capacity, this is mainly due to the price the growers are receiving for their produce from the 'middle man' and as such the people within the Biangai have not made an all out at improving their plantings of vegetables and thereby increase this form of cash cropping.

14. The cattle industry in the Biangai is only newly established and to date the Winima/Kwembu cattle project has advanced to a satisfactory standard. The growing of coffee still remains the main income. The Biangai area has a good potential for cattle raising, but to date the Winima/Kwembu project is the only attempt at this form of economy to get off the ground without being delayed by Land disputing. The Biawen group have progressed no further with the establishment of their cattle project on land near Kaisenik Creek due to the land dispute which was reported in the March/April patrol.

(10)

ECONOMIC (Cont'd)

15. NINGA of Kaisenik informed the patrol that he was interested in establishing a cattle project in the Kaisenik area, he is intending to apply for financial assistance from the Papua and New Guinea Development Bank. Through discussions with Ninga the patrolling officer gained the opinion that Ninga was all for establishing cattle in the Biangai Census Division, however he is against the idea of an entire village or group combining on such a project, he feels that if two or three men join together then this may eliminate the problem of a land dispute either delaying it's progress or completely preventing the establishment of a project.

16. Coffee produced in the Biangai Census Division is either marketed through the Department of Agriculture at Wau or it is sold at the W.B.K. Coffee Society at Wandumi. No further progress has been made on the formation of a Rural Progress Society in the Biangai, the only steps the W.B.K. society has taken is an application for land on which the Society have already placed a number of bush material coffee drying huts and also a semi-permanent bulk store. If at some later date a Rural Progress Society is established then this would provide a buying point for fresh vegetables which then could be transported to either Lae or Port Moresby where there is a ready market available. However it appears that this maybe in the some distant future as the W.B.K. Society is made up of all the Biangai villages and at the present time tensions exist between individual villages, this is mainly jealousy to a large extent, and as such this will delay the establishment of a Rural Progress Society

ECONOMIC (Cont'd)

17. There are seven (7) active trade stores in the Biangai Census Division, however the actual income derived from this form of economy is only very small and does not feature to any great extent in the over-all income of the area.

18. Activities of development departments in the Biangai division is mainly confined to the Department of Agriculture who have given valuable assistance to the Winima/Kwembu cattle project by supplying advice on stock management and also providing an agricultural assistant to assist the people in planning cattle enclosures and erecting fences.

19. The only form of non-indigenous development in the Biangai Census Division is carried out by a Mr. D.T. Brown who is married to a local girl from Wandumi Village. Mr. Brown has established a trade store near the Forestry station and also has a mechanical workshop where he is at the present time servicing his own P.M.V. truck which operates between Wau and Lae. Mr. Brown is also concerned with the sale of fresh vegetables which he sells at Wau and Bulolo. During November he approached the remaining Biangai villages with the view of establishing trade stores throughout the Biangai area, however he was refused by the people.

ECONOMIC (Cont'd)

20. Coffee production remains the sole form of economy in both the actual Biaru River area and also the Eloa River area. The present situation in these areas could be greatly improved however the problem of access is the main factor which is delaying the economic development of this census division. The people of this division have the will to increase their cash earnings but with the access difficulty to the area they are not prepared to take any steps until a road or airstrip opens up the area. This however is very unlikely, as the possibilities of an airstrip are completely out of the question due to the terrain, also a road link from Wau would present a difficult and major task.

21. The Biaru Valley Census Division has a good potential for market gardening, a small amount of European type vegetables are now being grown and appear to thrive under the divisions climatic conditions, potatoes in particular. The people from the Biaru River area attempted growing vegetables for sale at the main centre but experienced difficulty when it came to carrying the produce to Wau they found that the period between harvesting the crop and presenting at the market made the majority of goods unsaleable, also the prices gained did not cover the initial outlay of labour of growing the crop and travelling two or three days to Wau. Therefore the interest in this form of cash cropping is virtually nil due to the access problem. This hardship also applies to coffee growing and will only continue with any form of new economy that is introduced into the division.

22. Coffee that is produced in this area is either marketed at Wau through the Department of Agriculture and in a small number of cases at the W.B.K. Society at Wandumi. In the Eloa River area of the division a small amount of coffee is purchased by the Sai-Watut Rural Progress Society at Slate Creek in the Upper Watut Census Division. No further steps have been taken by the Biaru River people in contributing towards the planned rural progress society in the Biangai Census Division, which was reported in the March

ECONOMIC (Cont'd)

April patrol last year.

23. Whilst the patrol was at Tauris it was approached by a delegation of 'headwater' people in regards to the possibility of the Forestry Department establishing plantings in the upper Biaru River area. This matter was reported by the last patrol to the area and the peoples request was passed onto the Forestry Department at Balolo during April, 1969. The villagers from this area hold the opinion that if Forestry enter the area then the problem of access will be solved, as they have seen this department construct roads in other areas that have released land to Forestry. The patrol was requested to approach Forestry again in regards to this matter, as the people are quite willing to release whatever land this department may find suitable for re-afforestation.

24. Within the actual Biaru River area no goldmining is carried out however a few individuals from the Eloa area are working small and uneconomic leases on the lower parts of the Eloa River. There is no form of non-indigenous development in the Biaru Valley Census Division.

25. The only trade stores located in the Biaru Valley Census Division are at Wudsini and Tauris, here again the problem of access is hindering the development of these stores because all supplies are carried in from either Wau or Garaina. Goods for the Wudsini trade store are supplied by Namasu and have to be carried from Wau over a three day walking track. Due to the access into this area it is no wonder that both these stores have very little in stock at any time during the year.

SOCIAL.

26. The Biangai Census Division is well provided for with schools, facilities for education may either be found at the locally situated school at Kaisenik or at Wau. The Kaisenik Primary 'T' School being centralised can serve children from all the Biangai villages, the majority of students are from Kaisenik, Kwembu and Biawen villages, students also come from the upper Biangai villages and a few from Wudsini and Tauris villages in the Biaru Valley Census Division. The Kaisenik school provides classes from Preparatory grade up to Standard VI. There are no Administration schools in either areas of the Biaru Valley Census Division.

27. The Lutheran Mission have a school at Wurawura in the Biangai but the tuition is mainly concentrated upon religious instruction rather than the basic subjects taught at the administration schools, a minor form of arithmetic is taught at this school, lessons are conducted in the mission language, this being Yabim which the students are instructed in reading and writing. The Lutheran Mission at one time did have a school at Wudsini in the Biaru River area however the teacher was withdrawn and a replacement was never sent, this occurred over 18 months ago. At Anandea in the Eloa the Lutheran Mission have a school conducting the same form of education as the Wurawura school, here the majority of students come from either Anandea or Tekadu villages.

28. The main mission throughout both the census divisions patrolled is the Lutheran Mission. The Biangai and Eloa River area come under the Mumeng Circuit with the Biaru River villages being controlled from the Garaina mission station. In the Eloa River area of the Biaru Valley Census Division a group of approximately 40 people have broken away from the Anandea group and are following the Seven Day Adventis religion, this has not caused any tension between the two groups as both still combine on all projects, coffee growing for example.

29. Cults and unrest within the Biangai and Biaru Valley Census Divisions are not evident and require no further comment.

(5)

SOCIAL Cont'd

30. Women's clubs and youth activities are not existent in the two census divisions patrolled. Community education within the Biangai and Biaru Census Divisions is lacking considerably, particularly in the Biangai when one considers it's close proximity to the Main centre. The majority of villages in the two census divisions have constructed rough basketball fields and also cleared areas where the young men participate in soccer, however it was noted that very little inter-village competition takes place between villages.
31. The general health of the people in the two divisions patrolled was found to be satisfactory with no serious illnesses being sited whilst the patrol was in the areas. Many common colds and sores were treated by the patrol with the limited medicines it had available, the number of infected sores that are seen on the younger children can only be described as stupidity on the part of the parent, particularly so in the Biangai and Eloa River areas where an Aid Post is provided. All villages visited were inspected for cleanliness and sanitation with instructions for repairs to houses and the construction of latrines being left with those responsible. In general all villages in both census divisions only rate a satisfactory standard of cleanliness, the Biangai villages have room for considerable improvement when one considers their constant contact with the main centre.
32. The only health services provided by the Administration in the two census divisions patrolled are an aid post at Biawen village in the Biangai and one at Tekadu in the Eloa River area of the Biaru Valley Census Division. Both these aid posts are centrally situated and all villages they serve are within easy walking distance. Mambu, the A.P.O. at Biawen has now commenced duty again after 12 months absence due to illness. The actual Biaru River area is the only part of the division that is without an A.P.O. Considering the isolation and population numbers in this area I strongly suggest that an A.P.O. is posted to this area when one becomes available. The people have made this request a number of times but so far the situation with A.P.O.'s has not allowed a posting

SOCIAL (Cont'd)

33. As instructed the patrolling officer looked into the conduct and work of A.P.O. Joseph at the Tekadu Aid Post. This matter of the A.P.O. neglecting his duties and not working in at all with the people of this area was reported in the March/April patrol and also by the A.D.C. Malalaua who passed through the division in November of last year. The marriage problem that appears to be the main trouble behind Joseph's lack of interest in his work has not yet been settled and it appears that the present attitude between the A.P.O. and the people will not improve until this is done. The patrolling officer attempted to arbitrate on this matter however very little success was gained due to the people being unwilling to sit down and talk the matter out with Joseph. The only possible way to settle this trouble is to have the present A.P.O. transferred even if a replacement cannot be found at the present time. Joseph has lost all interest in his work and requested the patrol to approach the Medical Officer, Bulolo, in regards to an immediate withdrawal from Tekadu, he has assured the patrolling officer that he maybe able to improve his work at Tekadu but without the assistance of the people his labours are pointless. In conclusion I suggest that A.P.O. Joseph is withdrawn from Tekadu until such time that a replacement is available or either the people take stock of themselves and realise that an aid post cannot function to it's fullest capabilities without a bit of assistance from them.

34. All aspects of the patrol were covered to the fullest possible extent considering the lack of people in the villages due to the closeness of Christmas. Attached as an appendix is a full report on the present situation at Kokoro which is now under the Kukipi administrative area.

K.G. Sandell.
Patrol Officer.

APPENDIX I.

3

KOKORO SETTLEMENT.

1. As instructed the patrol proceeded to Kokoro, which now is under the Kukipi administrative area. Investigations into any further migrations out of the Biaru River area to Kokoro, the progress of economic development in this area and also the stage of progress on the Kokoro airstrip were carried out.
2. Migrations from the Biaru River area have only occurred from Ulun, which is no longer existing, Gorua and Tori. It appears that these migrations have now ceased and the population of Kokoro will remain stable. At the time the patrol visited this settlement there was only 4 males and 9 females in the village the remaining population had returned to the old Biaru villages to observe the Christmas festivities and as such it was impossible to gain an exact number on the population. However the Assistant District Commissioner, Malalaua carried out a census at Kokoro in November of last year and all persons recorded residing there are now under the Kukipi administrative area.
3. It appears the Luluai from Gorua in the Biaru area has been spreading reports to the effect that KILIK/KAWAS, the accepted leader of the Kokoro group, persuaded the 'kiap' from Malalaua to place his group under his administrative area. This opinion was quickly dispelled when the patrol reached Gorua, it was explained to the village official concerned that due to Kokoro being on the Papuan side and can be easily reached from Malalaua, it was considered desirable that it be controlled from the Kukipi Sub-District headquarters.
4. Due to Kokoro now being administered from Malalaua and seeing that it takes 2 days hard walking from Yenewi in the Eloa River area to reach this settlement and then a further 3 days back out into the Biaru River villages over rugged mountainous terrain, it is suggested that future Wau patrols are conducted as far as Yenewi and then a separate patrol is mounted from Wau and only proceeds as far as gorua in the Biaru River area. If patrols from Wau continue to proceed through Kokoro difficulty in recruiting carriers will be experienced, as the people

KOKORO SETTLEMENT. (Cont'd)

have expressed their dislike at having to carry cargo to Kokoro. This feeling is mainly due to the hardships the people from the Biaru River and Eloa areas experience in returning to their home villages after bringing a patrol to Kokoro. On the return trip they pass through virtually 'no mans' land where fresh food cannot be obtained. Another reason for the people disliking the trip to Kokoro is that on arriving at Kokoro they usually are recruited again to carry for the patrols outward journey to either Yenewi or Gorua because there are insufficient able-bodied males to carry cargo at Kokoro. I therefore suggest that all future patrols adhere to the above mentioned proposal. Not only the above reasons set out support this proposal, but also Kokoro is now under the Kukipi administrative area and therefore the people should be encouraged to present their problems to Malalaua, which is closer, rather than awaiting a Wau patrol to enter the area. Considering Wau has now no administrative power over this settlement and can only refer certain problems presented to a patrol to the Assistant District Commissioner at Malalaua then it would appear pointless passing through Kokoro, not only this but the cost and difficulty in gaining carriers.

5. The airstrip at Kokoro was inspected and it was found that the work on it has not progressed to any great extent to what was reported in the March/April patrol of last year. A considerable amount of work remains to be done before D.C.A. will be required to inspect the strip. The work remaining entails the clearing of approximately 700 feet of virgin bush also the removal of the old village houses at the southern end of the strip and also a large amount of levelling is to be done on the surface. KILIK/KAWAS has assured the patrol that a concerted effort will be carried out on the airstrip during January and February so as D.C.A. may conduct a visit to Kokoro in March, this I consider is very doubtful considering the remaining work, however Kilik was advised to approach the Assistant District Commissioner at Malalaua once all the work has been carried out.

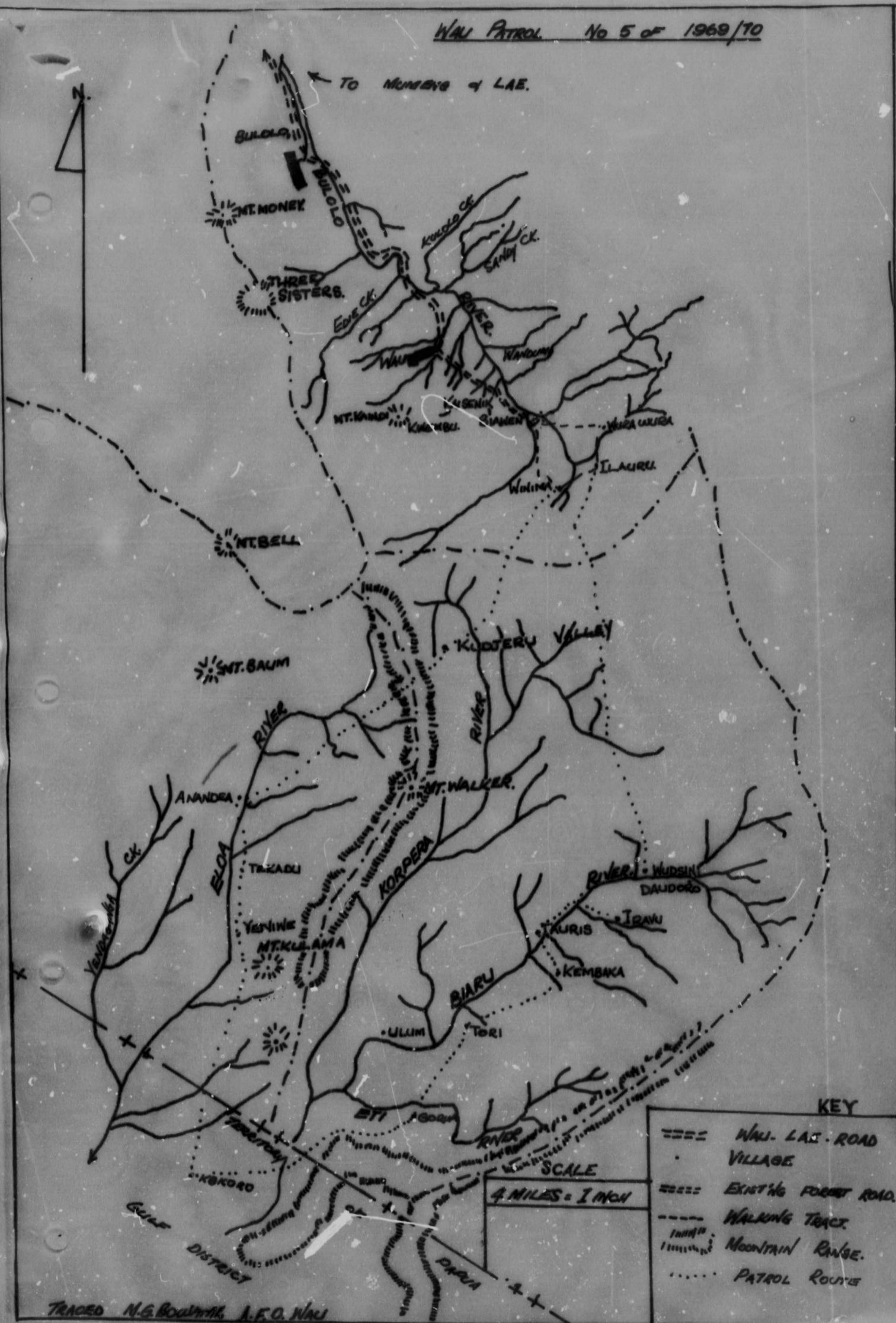
6. Economic development has not been undertaken in the Kokoro area and it appears the people will not consider

a
KOKORO SETTLEMENT. (Cont'd) (1)

establishing any form of cash economy until the airstrip has been completed and they have firmly established their food garden requirements. It was noted that a large area of land has been cleared north of the settlement which is to be used for subsistence farming. If and when the people of Kokoro do consider establishing a form of cash economy there is a wide field of choice open to them, the climatic conditions are favourable for the growing of robusta coffee and also the planting of rice which has already been attempted and found to do quite well. However the problem of access into the area remains the main problem for the Kokoro people and at the present time there is little interest being shown towards economic development. This attitude maybe improved once the airstrip is completed. The Kokoro settlement and subsequent migrations from the Biaru River area where access is literally impossible occurred because the people had no means of access to bring out their cash crops. It appears that the Kokoro group are attempting to solve their access problems first and then get down to the work of establishing a cash economy.

WAW PATROL No 5 of 1969/70

25



KEY

====	WAW-LAS ROAD
•	VILLAGE
.....	EXISTING FOREST ROAD
---	WALKING TRACK
	MOUNTAIN RANGE
---	PATROL ROUTE

SCALE

4 MILES = 1 INCH

TRACED N.G. BOWMAN I.F.O. WAW 21.3.70.



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of MOROBE Report No. WAV NO. 6 of 1969/70
(Special Patrol).

Patrol Conducted by S.S. CUTLACK.

Area Patrolled UPPER WATUT (Slate Creek, Meny Creek).

Patrol Accompanied by Europeans NO

Natives Field Assistant NELSON JOSEPH,
1 member R.P.N.G.C.

Duration—From 8./12/1969 to 19./12/1969.

Number of Days 12 days.

Did Medical Assistant Accompany? NO

Last Patrol to Area by—District Services 11/1969.

Medical/...../19.....

Map Reference Map Attached

Objects of Patrol To continue survey of Eastern end of the Watut-Aseki road.

Director of District Administration,
PORT MORESBY.

Forwarded, please.

21 / 1 / 1970

HP Sealer

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

Popul

67.4.55 (7)

67.2.3



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

23rd January, 1970.

The Assistant District Commissioner,
Sub-district Office,
W A U.

WAU PATROL REPORT NO.6 1969/70.

Thank you for the above Special Patrol
Report.

It is essential that Mr. Cutlack completes
this survey before returning to Wau and he must remain
out until it is completed.

It would appear that Mr. Cutlack is doing
a workmanlike job on the road although I am somewhat
worried about the section above MENYI. It is not
clear to me whether the road will be linked up with
Reading's survey or not.

(H.P. SEALE)
District Commissioner.

C.C. The Secretary,
Department of the Administrator,
KONEDOU.

Two copies of the above Patrol Report
together with the comments of the Assistant District
Commissioner, are attached for your information.

No comment on this is necessary from me.

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

Atts:

67.1.4(2)

PPS/BW

Sub-District Office,
WAU.
Morobe District.

15th January, 1970

District Commissioner,
Morobe District,
LAE.

WAU PATROL REPORT NO. 6 OF 1969/70 - SPECIAL PATROL -
ROAD SURVEY, WATUT-ASEKI ROAD

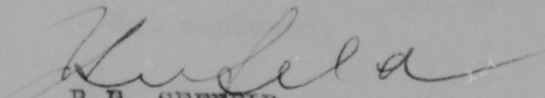
The above report carried out by Mrs. S. Cutlack, A.P.O., is submitted in triplicate, together with a map and claim for camping allowance for Mr. Cutlack and Field Assistant Nelson Joseph.

Although progress is somewhat slow on the surveying and pegging of this road, we feel that Mr. Cutlack is doing a thorough job and that the very best route will be chosen.

Mr. Cutlack is at present engaged in completing the survey and marking, and it is estimated that the task will be finished by the end of this month.

Correspondence on a previous survey by Mr. Patrol Officer Reading has been forwarded by the Officer-in-Charge, Aseki, and Mr. Cutlack is examining alternative routes from the vicinity of Menyi across the range and down to the Kapau River.

The photographs included with Mr. Cutlack's Patrol Report illustrate the area and the difficulties of the terrain, and are an interesting complement to the Report.


P.F. SEEFELD
Assistant District Commissioner.

5

PATROL NO. WAU NO. 6 of 1969/70.

SUB-DISTRICT. WAU.

DISTRICT. MOROBE.

COUNCIL/NON COUNCIL. COUNCIL.

PATROL CONDUCTED BY. S.S.CUTLACK.

DESIGNATION. ASSISTANT PATROL OFFICER.

AREA PATROLLED. UPPER WATUT(Slate and Menyi Creeks).

PERSONNEL ACCOMPANYING PATROL. 1 member R.P.N.G.C.
Field Assistant NELSON JOSEPH,

DURATION OF PATROL. 8/12/69 to 19/12/69 inclusive-12 days.

OBJECTS OF PATROL. To continue the survey of the Eastern end of the Watut-Aseki road.

Total Population of AREA PATROLLED. 3726.

MAP REFERENCE. Map Attached.

VILLAGE POPULATION REGISTER ENCLOSED/NOT ENCLOSED. Not enclosed.

PATROL REPORT NO. 6 OF 19/69/70 WAU.
SPECIAL PATROL.

INTRODUCTION.

This patrol was mounted to continue the survey and marking of the Eastern end of the Watut-Aseki road.

PATROL DIARY.

8th. Dec. 1969.

0930 hrs. left Wau by vehicle. Arrived Watut L.G.O. house. No carriers available. Overnight Watut.

9th. Dec. 1969.

At Watut awaiting carriers. 0930 Police constable sent to arrange carriers at Andorora—returned with some at 1600. 1645 hrs. eleven carriers dispatched to Andorora in charge of police constable. Overnight Watut.

10th. Dec. 1969.

Left Watut with nine carriers at 1030 hrs. Arrived Andorora at 1030 hrs. Regrouped patrol and proceeded at 1130 hrs. 1400 hrs. Arrived at rest house between Hawate and Iki'awa. All carriers in by 1650 hrs. Overnight

11th. Dec. 1969.

At Hawate. 0730 hrs. left camp for Iki'awa. 0800 hrs. recruited labour at Iki'awa and set out for work site. 0830 hrs. Resumed marking road in vicinity of Kiwe Creek. 1215 hrs. Rested for 30 min. Ceased work for the day at 1645 hrs. Arrived camp 1715. Overnight Hawate.

12 th. Dec. 1969.

At Hawate. 0715 hrs. left camp. 0800 Started work. Rested 1200-1230. Ceased work for the day at 1600 hrs. and returned to camp at 1715. Overnight.

13th. Dec. 1969.

0730 hrs. left camp with work party; police constable in charge of movement of patrol equipment to Menyi. Started work at 0840 hrs. Rested 1200-1230. Ceased work for the day at 1500 hrs. in order to pay off carriers. Overnight Menyi.

14th. Dec. 1969. Sunday.

Left camp at 0730 hrs. and followed Bawipanda Creek upstream to locate bridge site. Surveyed two trial grade lines from Imakanata to watercourse. Ceased work at 1330 hrs. and returned to village. Overnight.

15th. Dec. 1969.

Left for work site at 0730 hrs. Realigned survey lines

15th. Dec. 1969 (continued).

and yesterday and established bridge site, then continued marking the South side of Bwipanda Creek. Ceased work at 1600 hrs. and returned to Menyi. Overnight.

16th. Dec. 1969.

Left willage 0730 hrs. for head waters of Menyi Creek to investigate feasibility of crossing main range here. Survey continued by Field Trainee Nelson Joseph. Returned to Menyi 1715 hrs Overnight.

17th. Dec. 1969.

Left camp at 0745 hrs. Spent morning inspecting route of road marked over the range from Anggale sometime in 1968. Returned to Menyi at 1330 hrs. p.m. Receiving patrol for departure. Policeman sent to surrounding settlements to recruit carriers. Overnight.

18th. Dec. 1969.

0800 hrs. left for Hawate with labour line carrying three boxes-intending to realign/improve section of road near Hawate. Remainder of patrol dispatched to Watut in charge of police constable. Waited at Hawate for heavy rain to cease until 0900 hrs. then proceeded to Andorora. Arrived Andorora 1330 hrs. Overnight.

19th. Dec. 1969.

Left Andorora at 0800 hrs. Arrived Watut 1000 hrs. Paid off carriers. 1130 hrs. proceeded to Wau by vehicle via Bulolo hospital to drop patients. 1300 hrs. Arrived Wau-patrol completed.

ROAD SURVEY CONTINUATION.

The marking of the road was resumed from the point reached in the October patrol (Wau No. 3 of 1969/70). From the bridge site on the Kiwe Creek a rising grade of 4° (1 in 14), was maintained to gain sufficient elevation to reach the twin villages of Menyi and Inakanate situated on top of a ridge. The line was then run down to the only available bridge site on the stream known as the Bwipanda, and then upgraded at 5° (1 in 11), hoping to gain enough elevation to cross the Ekati Divide. Once the Menyi Creek had been followed to a point where the stream turns towards the West it was obvious that the main dividing ridge, now visible, could not be reached from that elevation without using an excessive grade. Actual pegging was suspended at this point while alternate routes were investigated.

I located the Eastern end of a preliminary survey line marked from Anggale across the main divide to a point above the Bwipanda.

Creek and S.W. of Imakanata. This survey was apparently done by A.D.O. Reading from Aseki early in 1968/69. I spent a day following this route back to the top of the dividing range and also inquired from the local people about the nature of the terrain in the head-wat of the Bawipunda at this higher elevation.

CONCLUSION.

The Ekuti Divide cannot be crossed without using excessive grades from the elevation of the present surveyed route above the village of Menyi. However, the Divide can be successfully crossed by a route from Anggaie which approaches Imakanata and Menyi at a higher elevation and would have to be downgraded to link up with the existing route below Menyi. The reported difficult terrain higher up the Bawipunda gorge through which the linkup section will have to pass will be fully investigated and I hope successfully negotiated in the next special patrol mounted to complete this road survey.

According to all reports and from my own preliminary examination of the ground from the distance there should be no further difficulties in running the survey down from the top of the main divide to join onto the section of road surveyed from Aseki.

Golden Pines Sawmill have commenced their logging road to reach their timber leases on the north bank of Slate Creek and to date have constructed approximately four miles of road which is at present being used by the logging jinkers and fourwheel-drive vehicles.

The Watut Local Government Council intends to start work on the initial clearing of the road at Paraowa on 12th. Jan. 1970, using fifty labourers.

S.S. CUTLACK
Assistant Patrol Officer.



Kunai ridge above Iki'awa - New Tribes Mission school left distance.



Between Iki'awa and Menyi looking down Menyi Creek-Hawate just visible centre.

WATUT-ASEKI ROAD TO ACCOMPANY

UPPER

KAPAU-KABU

C. D.



ACCOMPANY PATROL REPORT WAU No. 3 of 1969-70.
No. 6.

UPPER

WATUT



Surveyed from
Anggaie by Aseki

C. D.

- Pegged route
Patrol No 6.
- Pegged route
Patrol No 3.
- Proposed route

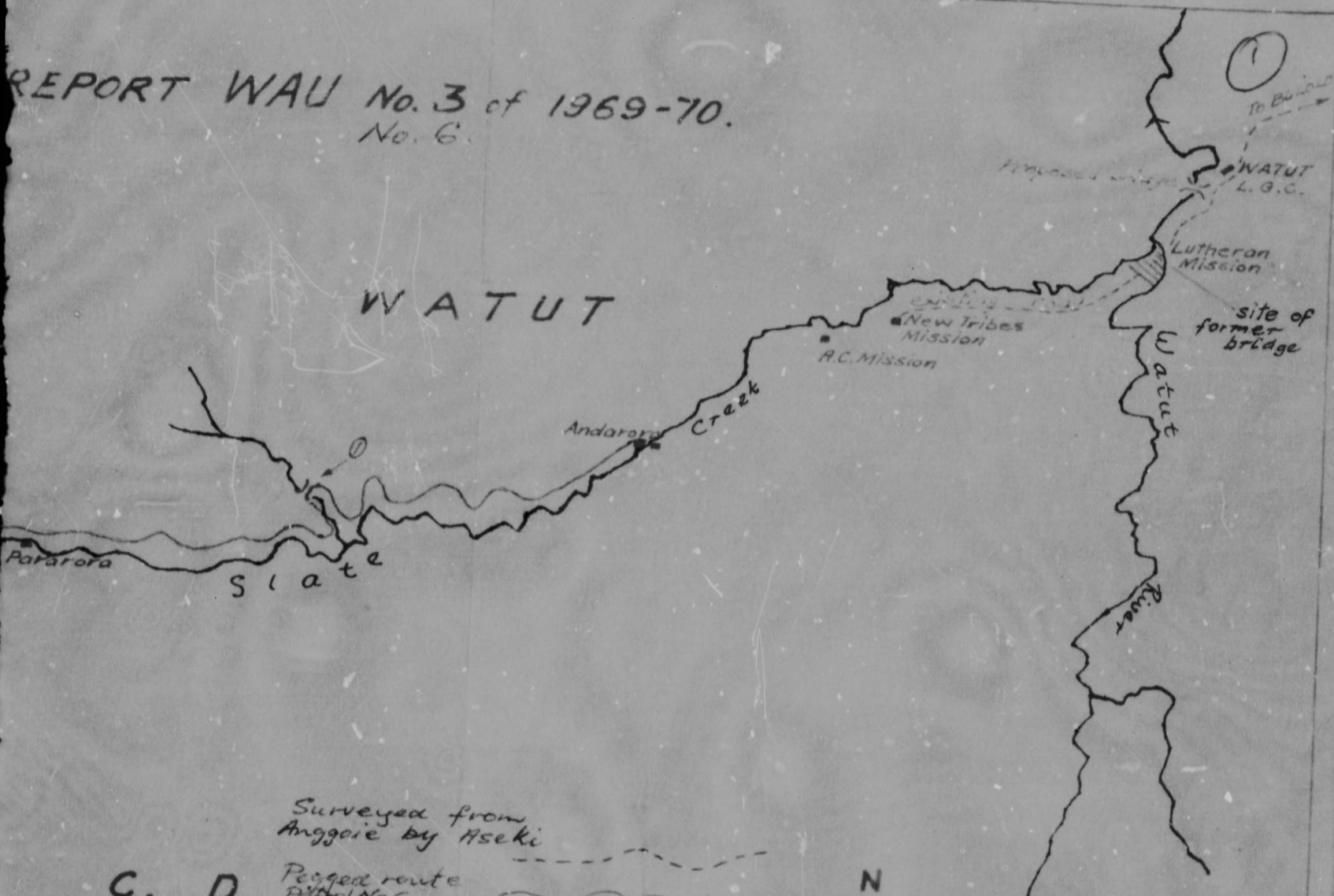
point reached Patrol No 6.
then discontinued.

BRIDGE SITES - length required

- ① Pizapanda Creek - 30ft.
- ② Napatanga Creek - 10ft.
- ③ Mambini Creek - 25ft.
- ④ Kiwe (Umipejanga) Creek - 25ft.

Scale: 1/

REPORT WAU No. 3 of 1969-70.
No. 6.



Surveyed from
Anggoie by Aseki

C. D.

Pegged route
Patrol No 6.

Pegged route
Patrol No 3.

Proposed route

BRIDGE SITES - length required

① Pieaponda Creek - 30 ft.

② Napatanga Creek - 10 ft.

③ Mambini Creek - 25 ft.

④ Kiwe (Umipejanga) Creek - 25 ft.

Scale: 1 in to 1 mile



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of MOROBE Report No. WAI No. 7 of 1969/70 (Special Patrol)

Patrol Conducted by S. S. CUTLACK

Area Patrolled Upper Watut (Menyi Creek and Kapau-Kabu S.D. (Anggaie River))

Patrol Accompanied by Europeans No
Field Assistant Nelson Joseph
Natives 1 member R.P.N.G.C.

Duration—From 10/1/1970 to 28/1/1970

Number of Days 19

Did Medical Assistant Accompany? No

Last Patrol to Area by—District Services 17/9/1969

Medical/...../19.....

Map Reference Map attached

Objects of Patrol To continue the survey and marking of the East end of the Watut-Aseki road.

Director of District Administration,
PORT MORESBY.

Forwarded, please.

/ / 19

.....
District Commissioner

Amount Paid for War Damage Compensation \$.....

Amount Paid from D.N.F. Trust Fund \$.....

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

GFB/BT

67-6-66

Division of District Administration,

KONEDOBU. PAIUA.

19th March, 1970.

The District Commissioner,
Morobe District,
LAE.

PATROL NO. WAU 7/69-70

Your reference 67-2-3 of 6th March, 1970.

I acknowledge with thanks receipt of Special Report by Mr. S. S. Cutlack, Assistant Patrol Officer, to part UPPER WATUT Census Division.

It is a pity that a leg injury prevented Mr. Cutlack from bringing the road survey to a satisfactory conclusion. I am pleased that you have another officer available to continue with the work.

The report is a sound effort, but a patrol map should have been submitted.

(T.W. ELLIS)

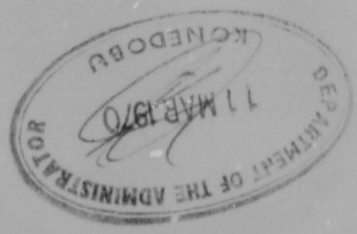
Secretary,

Department of the Administrator.

c.c.
Mr. S. S. Cutlack,
Sub-District Office,
WAU. Morobe District.

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

67. 6-66 (9)



67-2-3

Division of District Administration,
Morobe District,
LAE.

6th March, 1970.

Assistant District Commissioner,
Sub-District Office,
Wau.

Wau Patrol No. 7 of 1969/1970

I acknowledge receipt of Wau Patrol Report No. 7 of 1969/1970 conducted by Mr. S.S. Cutlack to the Wau area for a road survey of the proposed Wau-Aseki road. Mr. Cutlack's report increases our knowledge of the area and should be of considerable value to Mr. Philippe in continued this road survey. It is unfortunate that Mr. Cutlack's injury necessitated the patrol having to be cut short. Has a notice of injury been submitted covering Mr. Cutlack's accident?

(G.G. HARDY)
a/District Commissioner

MINUTE:

The Secretary,
Department of the Administrator,
KONEDOBU.

Attached please find original and one copy of the above mentioned report. It appears that Mr. Cutlack will be on light duties until approximately the end of April 1970, but another officer is available to continue this survey and I anticipate work will re-commence within a few days.

(G.G. HARDY) *G.G. Hardy*
a/District Commissioner

57.1.4(2)

KB/BW

8
Sub-District Office,
WAU.
Morobe District.

26th February, 1970

District Commissioner,
Morobe District,
LAE.

WAU PATROL REPORT NO.7 of 1969/70 - SPECIAL PATROL
ROAD SURVEY - WATUT-ASEKI ROAD

1. The above report carried out by Mr. S.S. Cutlack, Assistant Patrol Officer, is submitted in triplicate, together with map and claims for camping allowance for Mr. Cutlack and Field Assistant, Nelson Joseph.
2. As commented upon in report No.6 of 69/70 conducted by Mr. Cutlack on the Watut-Aseki road survey, it was expected that the completion of the survey would be carried out by this patrol. Unfortunately, Mr. Cutlack's injury to his knee and consequent early return from patrol, followed by hospitalisation, has prevented this from being accomplished.
3. There remains approximately three weeks' work on the survey so that a link-up with the route surveyed by Aseki personnel and onwards to Slate Creek is accomplished. It appears that Mr. Cutlack, due to his injury, will not be able to complete this survey he commenced, as he is prevented from taking up heavy duties until around the end of April.
4. As this survey is priority and requires immediate completion, I will either arrange for another officer to complete the work, or I will finish the survey myself.
5. At the present stage, the survey's progress has become somewhat slow with regard to pegging the road. However, this is only due to the difficult terrain encountered when crossing the Ekuti Divide. Mr. Cutlack has assured me that a road route does exist through this area and I therefore envisage the survey's completion by at least the end of March, 1970.
6. Commencement of building the road between Paraoura and Kieto in the Slate Creek area by the Watut Council is being delayed considerably by the attitude of the people. Once the staff position has improved at Wau, I will arrange for an officer to visit the Paraoura area with the sole purpose of starting the people on road construction. It appears that the villages that are not participating on the road work are in the Slate Creek area, which the road will serve. The remaining villages of the Watut are ready and willing to commence work, but will not do so until the Slate Creek people alter their attitude. A sum in the vicinity of \$1800 has been allocated to this project by the Council and shovels, picks and crowbars have been purchased. I therefore consider it expedient that an officer of our department enters the area, so that he may arrange for work to commence without further delays.
7. The photographs included with Mr. Cutlack's Patrol Report illustrate the area and the difficulties of the terrain and are an interesting complement to the Report.

K.G.T. Sandell

K.G.T. SANDELL
a/Assistant District Commissioner

7

PATROL NO.	WAU NO. 7 of 1969/70
SUB-DISTRICT	WAU
DISTRICT	MOROBE
COUNCIL/NON COUNCIL	COUNCIL AND NON COUNCIL
PATROL CONDUCTED BY:	S.S. OUTLACK
DESIGNATION	ASSISTANT PATROL OFFICER
AREA PATROLLED	Part Upper Watut C.D. and Part Kapau-Kabu C.D.
PERSONNEL ACCOMPANYING PATROL	Field Assistant NELSON JOSEPH 1 Member R.P.N.G.C.
DURATION OF PATROL	10/1/70 to 28/1/70 inclusive - 19 days
OBJECTS OF PATROL	To continue the survey of the Eastern end of the Watut-Aseki road
TOTAL POPULATION OF AREA PATROLLED	
MAP REFERENCE	Map attached
VILLAGE POPULATION REGISTER ENCLOSED/NOT ENCLOSED	Not enclosed

(6)

PATROL REPORT NUMBER 7 of 1969/70 WAU

SPECIAL PATROL

INTRODUCTION

This patrol was mounted to continue the survey of the Eastern end of the Watut-Aseki road, and if possible complete the marking of this road by linking up with section already marked from Aseki patrol post.

PATROL DIARY

10th January, 1970

Left Wau by vehicle at 0900 hrs. Arrived Watut L.C.C. House 1000hrs and loaded patrol equipment. Proceeded to New Tribes Mission Station by way of newly constructed ford over Slate Creek near Lutheran Mission 1140 hrs. Left New Tribes Mission (road head) for Hawate. 1515hrs arrived Hawate rest house (3 1/2 hours walking time). 1830hrs all carriers in. Overnight Hawate.

11th January, 1970. Sunday

0900hrs left Hawate with three labourers to realign a section of the road between Hawate and Iki'awa. Patrol equipment sent ahead to Menyi in charge of police constable. 1300hrs completed resurvey, rested briefly and walked to Menyi. Arrived Menyi 1400hrs. Overnight Menyi.

12th January, 1970. At Menyi.

Engaged four more labourers. 0730hrs left village and walked to point on the ridge above south bank of Bawipanda Creek. 0800hrs commenced work cutting trial grade line down towards upper reaches of this water course. 1100hrs rested briefly at possible bridge site then commenced marking grade line upwards to meet descending route. Ceased work for the day at 1600 hrs. and returned to village. Overnight.

13th January, 1970. At Menyi

Left camp 0715 hrs. 0800hrs resumed work cutting new line towards bridge site until blocked by large rock outcrop. Descended to water course and investigated upper reaches of Bawipanda Creek for another bridging site. 1100hrs rested before cutting trial line up North bank towards Imakanata village. Very steep, difficult ground, numerous rock outcrops and severe slips. Abandoned this route at 1500 hrs and returned to village. Overnight.

14th January, 1970. At Menyi.

Left village at 0730hrs to make further inspection of vicinity of the waterfalls in the upper reaches of the Bawipanda. No suitable bridging point found. 0845hrs started cutting ascending grade line from ridge towards the main dividing ridge. Worked until 1600hrs then returned to village (1hour's walk). Overnight.

15th January, 1970. At Menyi.

Left Menyi 0715hrs and walked to work site. 0830 resumed work cutting diversion to avoid large rock outcrop. 1230hrs joined up with previously pegged route - rested briefly and returned to obstruction. Continued above rock obstruction until 1600hrs. Climbed to ridge and walked back to village (1hr 15 min). Overnight.

16th January, 1970. At Menyi.

Left village 0730hrs. Resumed work 0900hrs. Very difficult country - heavy moss forest. Worked until 1630hrs and

5

walked back to village, arriving at 1745hrs. Overnight.

17th January, 1970. At Menyi.

Left village 0700 - 1hr 10min climb to point above work site. Descended and resumed work at 0900 hrs. Rested 30 mins at 1330hrs. Worked until 1615hrs to reach top of ridge approximately half way between Menyi and Anggaie. Arrived back at camp at 1730 Overnight.

18th January, 1970. Sunday.

0700hrs arranging carriers and packing boxes. 0845hrs left Menyi for Anggaie with 14 carriers. Preceding patrol, arrived at summit of dividing range at 1000hrs, waited 1 1/2 hrs for carriers to catch up, then proceeded. Arrived Anggaie at 1240hrs (walking time 2hrs.25mins). All carriers in by 1330hrs. Set up camp and paid off carriers. Overnight Anggaie.

19th January, 1970. At Anggaie.

Left village at 0730hrs to follow course of Anggaie River downstream towards junction with Kapau for reconnaissance purposes. Reached junction with Embama River at 0915hrs. (1 1/2hrs walk). Rested at 11.45hrs and started back to reach camp before dark. This point was 3 1/2hrs from Anggaie and apparently still about 1hour's walk from Anggaie/Kapau junction. Arrived back at village at 1555hrs. Police constable and three men who returned via walking track instead of following the river did not arrive until 1900hrs. Overnight Anggaie.

20th January, 1970.

Left Anggaie 0830hrs. for rest house near junction of Anggaie & Kapau River ("wara bung" Kamiagaga). Passed through Komagowatta at 0905hrs. Arrived Kobakini at 1010hrs and recruited a guide - only minor walking track from here on and not very well maintained. Arrived resthouse at 12 noon. (3 1/2hrs walking time). All carriers in by 1500hrs. Set up camp and engaged extra labourers. Overnight Kamiagaga ("wara-bung").

21st January, 1970. At "wara-bung" - Kamiagaga.

0715hrs. Started work near resthouse to realign section of road previously marked by personnel from Aseki. Located suitable bridge site. Climbed to Kanai Kaimangga village on nearby ridge for discussion with local people about surrounding terrain. Labour engaged in clearing approaches to bridge site. Returned to work site 1215hrs. Resumed work marking road on the Eastern bank of Anggaie river at 1300hrs. Ceased work for the day at 1630hrs and returned to camp in heavy rain. Overnight.

22nd January, 1970.

Left camp 0715hrs and followed Anggaie river upstream to inspect another possible bridge site seen yesterday. Cleared approaches but found this site unsuitable due to extensive rock outcrops at approaches. Ascended to worksite and resumed marking road at 0830hrs. Worked until 1230hrs and rested briefly. Ceased work for the day at 1600hrs. close to Kanai Kaimang'ga village. Returned to camp arriving at 1700hrs. Overnight. Arranged for carriers to shift patrol tomorrow.

23rd January, 1970.

Left for work site with labourers at 0715hrs. Police constable supervising transfer of patrol gear to Hogeneiwa. Resumed work 0815hrs. Worked until 1615hrs then climbed ridge to rest house at Hogeneiwa. Rest house in poor condition but roof renewed by nightfall. Overnight.

24th January, 1970. Sunday -

(4)

25th Jan. - Sunday -

Observed as such to rest labourers for long walk back to Menyi on Monday. Slight injury to right knee very swollen and painful - rested in bed all day with high fever. Overnight. Injury became worse during night - obviously more serious than simple sprain.

26th January, 1970.

Found it impossible to walk on injured leg and arranged for extra carriers to carry self on a litter. Left Hogeneiwa at 0900hrs to return to Menyi, by alternative direct route. Very poor route through extremely difficult country. Rested at top of divide at 1400hrs. Very uncomfortable with high fever. Arrived Menyi (New Tribes Mission School) at 1930hrs in the dark. Set up camp and arranged food for carriers. Overnight.

27th January, 1970.

Injury extremely painful. Endeavoured to recruit relief carriers for litter as those who carried yesterday very tired and suffering from cut feet - unsuccessful. Same men agreed to carry me on to the Watut. Left Menyi 0845hrs, leaving Field Assistant to supervise patrol. Arrived road head at New Tribes Mission at 1600hrs. Obtained transport to Bulolo hospital and was admitted. Reported by telephone to A.D.C. Wau.

Patrol in charge of Field Assistant Nelson Joseph. Overnight at Andarora village.

28th January, 1970.

Patrol picked up by vehicle at Lutheran Mission (Watut) and returned to Wau 1100hrs. Patrol completed. Duration 19 days.

END OF PATROL DIARY.

CONTINUATION OF ROAD SURVEY

The first day in the field was spent in relocating a section of the survey previously pegged in order to avoid some difficult ground.

In the vicinity of Menyi, difficulty was encountered in finding a satisfactory site to bridge the Bawipanda Creek. The original site chosen proved unsuitable when the grade line was run up the southern bank as steep, broken ground, as well as heavy outcropping of rock was encountered. Two alternative sites only moderately suitable with regard to bridging, were investigated and proved unsuitable as, from these locations further upstream, the approaches, this time on the northern bank, led into impossible terrain - very steep, heavily timbered, unstable rocky ground. After spending two full days at Menyi, I decided to leave the bridging of the Bawipanda temporarily and see if I could successfully run the survey on over the main Shuti Divide into the Anggale Valley, as I was anxious to see what distance was involved in joining my survey line up with that from Aseki. There is still the possibility of bridging this stream upstream still further and taking the road towards Imakanata at a higher elevation. This may possibly avoid the poor ground on the North bank and trial lines will have to be cut to find out, but such a measure will considerably increase the length of road in this vicinity, as well as necessitating recutting about two miles to link up with the grade line lower down the Menyi Valley.

In shifting the patrol to Anggaie, I took minimum equipment and left three boxes at Menyi to be picked up on the way back. It was decided to spend the first day at Anggaie in general reconnaissance of the country bordering the Anggaie River. This was most easily done by following the watercourse downstream towards the junction with the Kapau River. The Anggaie River flows in a general direction of SSW, but follows an extremely indirect course. The banks are steep and rocky, the stream at times flowing between solid stone on either side. The country above the eastern bank of the river is very steep close to the river and, higher up, seems to be a very confused and broken system of valleys and ridges. It was obvious from this initial reconnaissance that the road would have to be kept well up and clear of the cliffs and rock outcrops along the river bank. After following the river for nearly four hours, I was still apparently an hour's walk from the Kapau, but had to return to camp in order to reach there before dark.

Having now a much better idea of the actual distance involved in this section of the road, and having found out the location of the villages in relation to the proposed route, I decided to operate initially from "Wara bung" rest house (Kandiagaga), close to the junction of the Kapau and Anggaie. The next day was spent in shifting the patrol to this location - a six hour walk for the carriers. Commencing work on the morrow, a bridge site was located slightly upstream on the Anggaie from the Kapau junction. A new approach was pegged on the western side as that which had been marked by personnel from Aseki Patrol Post was, in my opinion, quite unsuitable, passing through very boggy ground in one place and scattered outcropping stone in another. From the bridge site an ascending grade line of 3° (1 in 19) was then marked up the eastern bank rapidly climbing away from the actual course of the river as it followed the contours in and out of the numerous small valleys which drain into the Anggaie. This ascending grade took the road up close to the village of Kanaikaimang'ga situated on top of the ridge of the main spur enclosing the river depression.

The patrol was shifted to Hogeneiwa, the next village along the spur, and work continued for two days, bringing the road up to within 10 minutes' walk of this village. The country is so broken with valleys and ridges that progress in the general upstream direction is very slow and a mile or more of road could be pegged to gain no more than a quarter of a mile in the desired direction.

After working for three days in this terrain, it became obvious that this section of the road from here up to the top of the main Divide above Anggaie village would take much longer to complete than originally estimated. As well as the greater distance involved in following such a circuitous route, often a day's work has to be spent in relocating to avoid the numerous slides and rock outcrops.

On Saturday, 24th Jan, I had knocked my right knee and during the night the slight soreness developed into a large swelling accompanied by high fever. I rested all day Sunday and, as the swelling was inflamed and becoming more painful, I decided to start towards Menyi on Monday morning. By that time, I was unable to use my right leg at all and could not walk. Extra carriers were recruited to carry me on a litter and I proceeded the patrol in this manner, trying to make as quick time as possible. Menyi was not reached until 1930hrs in the dark, as the supposedly more direct track from Hogeneiwa was in extremely poor condition and proved very hard going for the carriers. The next morning I had to ask these same carriers from the Aseki side of the range, who had carried me for eleven hours the day before, to press on quickly and carry me the remaining distance to the road head in the Slate Creek, as I still had a high fever and the leg was becoming progressively worse. I was, at the same time, frustrated and disgusted at the reluctance of the local people to come forward and relieve these exhausted carriers, while being deeply touched

by the others' readiness to carry me on, despite cut feet and very sore shoulders. It took these ten carriers nearly eight hours to get me to the road head at the New Tribes Mission Station, from where I obtained transport to the Bulolo Hospital. I had previously instructed the Field Assistant to camp the patrol overnight at Andarora village and proceed to the Watut the next day to meet an Administration vehicle.

OBSERVATIONS AND CONCLUSION

The bridging of the Bawipanda Creek near Menyi village has not yet been successfully accomplished. Previously chosen sites have led into impossibly difficult ground on one bank or other and the final solution seems to be to cross the stream at the very highest point, just below a small waterfall at the head of the valley. This introduces a considerable increase in distance and will necessitate extensive relocation of the road at a higher elevation, but it is the only solution - all other possibilities having been thoroughly investigated. This part of the road would have been dealt with as the patrol returned from the Aseki side of the range, had not my injury cut short the time in the field.

The section of road from Menyi village to the top of the Main Dividing Range passes through country which will prove very difficult to clear as it consists of heavy moss forest with the typical confused growth of trees and creepers in a deep debris of moss covered exposed roots and decaying logs.

The Eastern side of the Anggaie river valley which provides the route of the road from the junction of the Kapau and Anggaie river to the top of the Ekati Divide, is extremely difficult country and eminently unsuitable for road building. The sides of the razor back ridges are generally very unstable, especially where clearing has been carried out for garden purposes. A road, if once constructed here, would be very difficult to maintain in good order. The very broken nature of the terrain introduces a great deal of distance to this section of the road and I estimate that the survey will require another three weeks to complete.

The difference in the attitude towards the survey party between the people of the Menyi/Slate Creek area of the Upper Watut and the people on the Aseki side of the dividing range was most noticeable. Almost complete indifference was the attitude of most Slate Creek villagers and sometimes I found difficulty in recruiting labourers and, as is usual in this area, sufficient carriers were always hard to muster. In complete contrast, the Aseki people came forward very readily to work or carry, and there was never a day when there were not at least six men, over and above the regular hired labour, helping with the clearing.

Construction of the lower reaches of this road from the Watut River-Slate Creek junction to Pararora village, which is being undertaken by Golden Pines Sawmilling Co., is progressing well. Five miles of new road have been completed, taking the road to a point midway between the Roman Catholic Mission station and Andorora village. The logging foreman who is in charge of the road construction estimates that he will reach Andorora village within three weeks. At this stage, progress up the valley will be delayed as there is a good stand of pine just beyond the village and considerable time will be spent in making feeder roads and loading areas to cut and load this timber.

①

The Lutheran Mission at Mainyanda near the junction of Slate Creek and the Watut River have recently constructed a ford across Slate Creek about 300 yards upstream from the junction. Golden Pines Sawmilling Co. constructed an access road on the North bank to link up with their logging road on the Western bank of the Watut River, and the mission themselves constructed the short approach road on their side of the stream. This ford has been used by Administration vehicles on two occasions, once to carry officers to the road head at New Tribes Mission (2½ miles upstream) when going to Andorora village for a Council taxpayers meeting, and again when this patrol departed. On each occasion the use of this ford saved considerable time by reducing the walking time to Andorora village from 2 hours to ¾ hour.

The Watut Local Government Council have rostered a labour gang of fifty men from the Upper Watut and slate Creek villages. They were to have started construction on the road at Pararora on 12th January, but only a few men appeared on the appointed date.

At the last Council Meeting, (10th February) it was resolved to make another effort to encourage the villagers to take this project more seriously, before invoking the Road Maintenance Rule. At the time of writing this report, work has not yet been commenced.

My leg injury, which necessitated the premature termination of this patrol, was diagnosed as a deep seated abscess near the right knee and required minor surgery followed by ten days' hospitalisation. Due to after effects of this injury, it appears that I will not be able to continue with the road survey for some time. If the priority is such that someone else has to resume work on this project in the meantime, there are extensive field notes and sketches available to supplement this report and previous reports on this road survey.

Stephen S. Cutlack

S.S. CUTLACK
Assistant Patrol Officer

Amount
Returned
to Store



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of MORCBE Report No. WAU PATROL NO. 9/70⁶⁹

Patrol Conducted by R. B. PHILIPPE, PATROL OFFICER.

Area Patrolled PART WATUT - PART KAPAU KABU.

Patrol Accompanied by Europeans NIL

Natives 1 Field Assistant. 1 Member R.P.N.G.C.

Duration—From 7 / 4 / 1970 to 2 / 5 / 1970

Number of Days 26 DAYS

Did Medical Assistant Accompany? NIL

Last Patrol to Area by—District Services 1 / 1970

Medical / / 19.....

Map Reference FOURMIL WAU - MILINCH BULOLO.

Objects of Patrol WATUT/ASEKI ROAD SURVEY.

Director of District Administration,
PORT MORESBY.

Forwarded, please.

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

popul

MIGR

M F

DDA 67.6 110



TERRITORY OF PAPUA AND NEW GUINEA

15

Telegrams
Telephone
Our Reference..... 67-2-3
If calling ask for
Mr.....

In Reply
Please Quote
No.



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

11th September, 1970.

The Secretary,
Department of the Administrator,
KONEBOBU.

12

WAU PATROL NO.9 OF 1969/70

My memorandum 67-2-3 of the 14th July, 1970
refers.

Forwarded herewith please find two copies of
the map pertaining to the above patrol.

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

16/9

CFB:GA

67-6-110

Division of District Administration,
KONEDOBU, Papua.

22nd July, 1970.

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

PATROL NO. WAU 10/69-70

Your reference 67-2-3 of 15th July, 1970.

I acknowledge, with thanks, receipt of Special Report
by Mr. R. B. Philippe, Patrol Officer of parts UPPER WATUT and
KAPAU-KABU Census Divisions.

It is pleasing to note that this road survey has been
completed successfully. Mr. Philippe has done well.

(T. W. ELLIS)

Secretary.

Department of the Administrator.

popul

MIGR

F



67-6-110

12

67-2-3

Division of District Administration,
Morobe District,
LAE.

15th July, 1970.

~~Assistant District Commissioner,
Sub-District Office,
Wau.~~

Wau Patrol No. 9 of 1969/70

Receipt of the above mentioned patrol report submitted by Mr. R.B. Philippe, Patrol Officer, to cover his road survey patrol of the Watut/Aseki road is acknowledged.

Your covering comments adequately cover the contents of this report. Unfortunately, the map covering this report has been mislaid could you please forward a further copy.

(B. BUNTING)
s/District Commissioner

MINUTE:



The Secretary,
Department of the Administrator,
KONEDOBU

Attached please find the original and one copy of the above mentioned patrol report together with covering comments by the Assistant District Commissioner, Wau. Copies of the map will be forwarded upon receipt.

(B. BUNTING)
s/District Commissioner

67-1-4(2)

KS:OG

Sub - District Office,
W A U.
Morobe District.

1st June 1970.

District Commissioner,
Morobe District,
L A E.

WAU PATROL REPORT NO.9 of 1969/70.
SPECIAL PATROL ROAD SURVEY - WATUT/ASEKI ROAD.

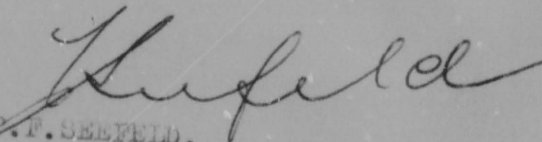
The above report carried out by Mr.R.B.PHILIPPES
Patrol Officer, is submitted in triplicate together with
map and claims for carrying allowance for Mr.Philippe and
Field Assistant Nelson Joseph.

Mr.Philippe completed the road survey by following
and joining successfully with Mr.Outlack's pegs, which were at
the head of the EKUTI DIVIDE and the other at approximately
10 minutes walk from HOGENEIWA. In doing this the road survey
from SLATE CREEK to ASEKI has been accomplished.

As commented upon in my 67-1-4(2) of the 26th February
1970 the actual road building in the SLATE CREEK area is
being considerably hampered by the attitude of the people
from the villages along the surveyed route.

A patrol is being mounted within the next week to
carry out investigations into this problem. Once this is
overcome, I can foresee no reason why actual road work cannot
begin immediately.

Mr.Philippe has submitted a good report which requires
no further comment. A good piece of field work has been carried
out by this officer.


P.F. SEEFELD.
Assistant District Commissioner.

UTE:

PLEASE SEND FOUR COPIES OF MAP TO THIS OFFICE.
COPY TO ASEKI.
COPY TO MENYAMYA.

67-1-4(2)

KS:OG

Sub - District Office,
W A U.
Morobe District.

1st June 1970.

District Commissioner,
Morobe District,
L A E.

WAU PATROL REPORT NO.9 of 1969/70.
SPECIAL PATROL ROAD SURVEY - WATUT/ASEKI ROAD.

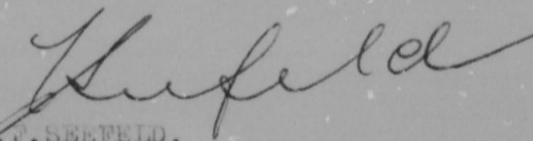
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Mr.Philippe completed the road survey by following and joining successfully with Mr.Cutlack's pegs, which were at the head of the EKUTI DIVIDE and the other at approximately 10 minutes walk from HOGEMBIWA. In doing this the road survey from SLATE CREEK to ASEKI has been accomplished.

As commented upon in my 67-1-4(2) of the 25th February 1970 the actual road building in the SLATE CREEK area is being considerably hampered by the attitude of the people from the villages along the surveyed route.

A patrol is being mounted within the next week to carry out investigations into this problem. Once this is overcome, I can foresee no reason why actual road work cannot begin immediately.

Mr.Philippe has submitted a good report which requires no further comment. A good piece of field work has been carried out by this officer.


P.F. SEEFELD.
Assistant District Commissioner.

MINUTE:

PLEASE SEND FOUR COPIES OF MAP TO THIS OFFICE.
ONE COPY TO ASEKI.
ONE COPY TO MENYAMYA.

C O P Y.

(10)

10-6-3

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

5th March 1970.

Mr. R. Philippe,
Sub - District Office,
W A U.

SLATE CREEK ROAD SURVEY.

As discussed with the Officer-in-Charge, Wau this morning by telephone you are to prepare to depart on patrol to continue the survey of the Slate Creek Aseki Road. I understand that Field Assistant Nelson Joseph, will accompany you and can provide first hand knowledge of the area. You should discuss this survey fully with Mr. S. Cutlack and obtain as much information from him as possible. At the conclusion of the survey please submit a patrol report in accordance with departmental standing instructions.

G. HARDY.
a/District Commissioner.

9

GRA

PATROL NO.

WAU NO. 9 of 1969/70.

SUB - DISTRICT.

WAU.

DISTRICT.

MOROBE.

COUNCIL/NON COUNCIL.

COUNCIL AND NON COUNCIL.

PATROL CONDUCTED BY.

R.B.PHILIPPE.

DESIGNATION.

PATROL OFFICER.

AREA PATROLLED.

PART UPPER WATUT CENSUS DIVISION &
PART KAPAJ-KABU CENSUS DIVISION.

PERSONNEL ACCOMPANYING.

FIELD ASSISTANT NELSON JOSEPH
1 MEMBER R.P. & N.G.C.

DURATION OF PATROL.

7-4-70 to 2-5-70 INCLUSIVE. 25 DAYS.

OBJECTS OF PATROL.

TO COMPLETE SURVEY OF ASEKI
WATUT ROAD.

TOTAL POPULATION OF AREA
PATROLLED.

NOT KNOWN.

MAP REFERENCE.

FOURMIL OF WAU.

VILLAGE POPULATION REGISTER
ENCLOSED/NOT ENCLOSED.

NOT ENCLOSED.

PATROL DIARY.

8

7th April 1970.

0745. Collected advance. Loaded Landrovers.
0930. Departed Wau for ANDARORA.
1010. Arrived Bulolo. Bought Food.
1035. Departed Bulolo.
1100. Arrived Watut Local Government Council.
1120. Departed Watut Local Government Council.
1155. Arrived ANDARORA. No carriers available.
Sent word to nearby villages. Overnight
ANDARORA guest house.

8th April 1970.

0915. Departed ANDARORA for MENYI after waiting
1½ hrs. for carriers.
1140. Arrived PARARORA. Waited for carriers,
Also spelled for 15 mins. at SLATE Creek
crossing.
1210. Departed PARARORA.
1325. Arrived HAWATE. Waited for carriers.
1430. Departed HAWATE.
1455. Passed through IKI'AW.
1500. Arrived MENYI. Road between ANDARORA and
MENYI generally good.. Road follows SLATE
Creek and MENYI Creek upward with all
climbs reasonable and easy except the last
climb of 40 mins. up to MENYI which is
steep in places. Overnight MENYI rest house.

9th April 1970.

0930. Departed MENYI after waiting for carriers
to arrive from nearby villages. Most
MENYI able bodied men were absent at the
coffee society.
1435. Arrived ANGGAI. Village deserted. People
absent at coffee society. Waited carriers.
Rested approximately 1 hr. en route.
1615. All carriers arrived. Departed ANGGAI
for KOMAGGWATE.
1705. Arrived KOMAGGWATE. Walking - reasonable
ascents and descents. very little walking
on flat ground. Roads in good order but
would be extremely slippery in wet weather
because most of the track is red clay.
KOMAGGWATE rest house is atrocious.
Overnight KOMAGGWATE rest house.
0800. Departed KOMAGGWATE for HOGENEIWA.
1210. Arrived HOGENEIWA. Walk hardest to date.
Steep ascents and descents. Spell time
approx. 30 mins. Overnight HOGENEIWA.

10th April 1970

11th April 1970.

0740. Departed HOGENEIWA to end of previous
pegging.
0755. Arrived last peg. Corrected one place
to bypass landslide.
0840. Recommended pegging from Mr. Outlack's
last peg.
1145. Completed pegging for the day. Returned
to HOGENEIWA. The grade of all pegging
between 3° and 5°. No difficult sections
encountered. Approx. ½ mile pegged
mainly through pit pit. Overnight
HOGENEIWA rest house. Observed Sunday
12th April 1970.

13th April 1970.

0815. Departed HOGENEIWA for KANAIKAIMANGA. (7)
0850. Arrived KANAIKAIMANGA. Corrected pegging just below village to avoid a coffee garden.
1040. Completed correction (up hill grade 5° down hill 2°). Returned to last peg near HOGENEIWA. (On walking track).
1120. Arrived last peg. Continued pegging.
1610. Completed pegging for the day at HOGENEIWA rest house. Approx. 2 miles pegged all up hill at 3° to 5° with the exception of the last ¼ mile to the rest house which is either level or up hill at 2°. One almost sheer section encountered near a hamlet of HOGENEIWA on the same ridge as the rest house.

14th April 1970.

0730. Commenced pegging from rest house. Approx. 2½ miles pegged at an upward grade of 3°. No difficulties encountered.
1520. Commenced raining heavily. Unable to sight pegs due to bad weather. Returned to HOGENEIWA rest house.
1550. Arrived rest house. Overnight.

15th April 1970.

0800. Departed rest house for end of road pegging.
0835. Arrived last peg. Commenced pegging at 3°.
1325. Arrived HOGENEIWA to MENYI road approx. 50ft. to high. Walked to lowest point of road and commenced pegging back towards road site at 0° to 3° up.
1605. Went up with earlier pegs. Returned to HOGENEIWA.
1650. Arrived at HOGENEIWA rest house in heavy rain. Overnight HOGENEIWA rest house.

16th April 1970.

0745. Departed HOGENEIWA with carriers for camp site No. 1 approx. ¼ hour past the last peg planted yesterday.
0940. Arrived Camp No.1.
1010. Cleared area. Erected tent, fly, toilet, etc.
1350. Walked along MENYI road a few miles to avoid making the same mistake as yesterday.
1500. Returned to Camp No.1 to avoid rain.
1545. Arrived Camp No.1.. P.S. Field Assistant Nelson and labourer sent to Bulolo at 6 a.m. this morning.

17th April 1970.

0745. Departed camp for last peg.
0805. Arrived last peg, commenced pegging at 0°. All pegging done at 0° with the exception of a section of about ¼ at 3° down to avoid a coffee garden.
1625. Completed pegging for the day. Returned to camp.
1700. Arrived camp. Approx. 2 miles pegged. Last ¼ very slow due to heavy undergrowth. Overnight camp no.1.

18th April 1970.

0800. Returned to last peg.
0840. Commenced pegging at 0°. Just cleared a steep rock face. Pegged down at 3° to reach ridge top. Followed ridge for 150 yds at 0° then pegged upwards at 3°.
1240. Arrived at ridge again. Completed work for the day. Returned to camp.
1325. Arrived camp. Overnight.

(6)

19th April 1970. Sunday. Observed at Camp No.1.

20th April 1970. 0755. Departed camp for end of pegging.
 0835. Arrived last peg. Recommenced pegging.
 Pegged approx. 2 miles all at 3° upward.
 Road crosses numerous dry creeks. First
 4 hrs. of pegging through 2 gardens and
 lightly timbered. Last 3 hrs. densely
 timbered. No difficult sections.
 1525. Completed pegging for the day. Returned to
 camp.
 1700. Arrived camp. Overnight camp No.1.

21st April 1970. 0745. Field Assistant Nelson and labourers
 departed for last peg. Self and Constable
 MIRIAPÉ packed gear and organised carriers.
 0810. Departed with carriers for camp No.2.
 1145. Arrived site of camp No.2 after following
 bush tracks which had to be cleared in
 places. Commenced erecting tents and flys etc.
 1505. Completed erection of camp site. Paid carriers.
 1515. Tried to locate Field Assistant Nelson to no
 avail.
 1610. Field Assistant Nelson and labourers arrived
 camp site. Nelson reported approx. 2 miles
 pegged and at one creek pegs had to be
 re-located, otherwise no problems. Majority
 of pegging 3° up except the creek mentioned
 above which is 5° up, to avoid stone.
 Overnight camp No.2.

22nd April 1970. 0810. Departed camp for end of pegging.
 0840. Arrived last peg. Commenced pegging at
 3° up.
 1335. Started to rain heavily.
 1640. Visibility very bad, completed pegging for
 the day at a point just below camp site. All
 pegging at 3° up. Ten creek beds crossed
 all dry except one near the start of today's
 pegging. No difficulties. Approx. 2 miles
 pegged. Returned to camp site.
 1650. Arrived camp site just before very heavy rain.
 Overnight camp No.2.

23rd April 1970. 0800. Departed camp for last peg.
 0805. Arrived last peg. Commenced pegging at 3° up.
 Changed pegging to 0° after 3½ hrs. and
 continued at 0° until end of day. Crossed
 numerous gullies and creeks, none of which
 posed any real problems.
 1415. I returned to camp with injured leg.
 1505. Arrived camp.
 1700. Labcuéres, policeman and field assistant
 arrived camp. Rained all day. Overnight
 camp No.2.

24th April 1970. 0805. Field Assistant Nelson and labourers
 departed for road head. Self organised
 carriers and dismantling of camp.
 0820. Departed with carriers for camp No.3 on
 KOMAGGWATE land.
 1105. Arrived camp No.3. Set up camp etc.
 1500. Attempted to locate first of the pegs on
 the WATUT side of the range.
 1650. Field Assistant Nelson and labourers
 returned to camp and reported to me that
 he had pegged approx. 2 miles from 0° to
 3° up. Five creeks crossed none proving
 difficult. Rained all day. Overnight
 camp No.3.

(5)

25th April 1970. Anzac Day observed. Discussion with KOMAGGWATE Luluai re road. Overnight camp No.3. Rained all day.

26th April 1970. Sunday Observed. Rain ceased.

27th April 1970. 0800. Departed camp for road pegs.
 0850. Arrived last peg. Commenced pegging at 3° up. Miserable day, light rain falling.
 1535. Self and two labourers commenced cutting a track to WATUT coffee road. Nelson (field asst.) and other labourers carried on to try and reach head of TUTUT river.
 1705. Arrived at camp.
 1740. Field Assistant Nelson and remaining labourers arrived camp. Unsuccessful in reaching river. Approx. 2 miles pegged through dense bush especially near the creeks. All pegging at 3° up. Overnight camp No.3.

28th April 1970. 0830. Field Assistant Nelson and labourers departed for road head after waiting for carriers to arrive from KOMAGGWATE. Self and policeman organised carriers and cargo.
 0845. Departed camp No.3 for camp No.4. with carriers.
 0910. Arrived and crossed TUTUT river.
 1050. Arrived garden. Unsuitable as camp site due to distance from proposed road.
 1100. Departed garden
 1155. Arrived camp site No.4 very close to the main range (EKUTI) between WATUT and ABEKI area.
 1215. Commenced erecting camp etc.
 1510. Completed camp site.
 1745. Field Assistant Nelson and labourers returned to camp. Nelson reported approx. 1½ miles pegged at 3° up. Progress hindered by dense bush and many creeks. Overnight camp No.4.

29th April 1970. 0805. Field Assistant Nelson and 7 labourers departed for road head. Self, Constable 1/C MURIAP and two labourers set out for Mr.A.P.O.Cutlack's last peg on EKUTI range.
 0850. Arrived Mr. Cutlack's last peg. Peg situated below gap on MENYI side of ridge not at gap as I was led to believe. Peg situated too low to cross gap. Cleared gap area and ascertained level to approx. position of our last peg. Re-position Mr. Cutlack's pegs for approx. ¼ to ½ mile so road will cross gap.
 1505. Returned to camp.
 1600. Arrived camp.
 1730. Field Assistant Nelson and labourers arrived camp and reported approx. 2½ miles pegged at 3° up through reasonable bush and timber, also many dried creeks crossed. Overnight camp No.4.

30th April 1970. 0810. Departed camp for road head.
 0850. Arrived road head. Commenced pegging at 3° up.
 1705. Completed pegging. Pegged approx. 2 miles at 3° up except for last section which is level. No. difficulties. Lightly timbered. Crossed three creeks (two flowing). Last peg approx. 15 mins. walk from EKUTI gap at top of ridge adjacent to road.
 1725. Arrived camp. Overnight at camp No.4.

1st May 1970.

0810. Nelson and labourers departed camp for road head. Self and policeman organised carriers. (4)
0830. Departed with carriers for MENYI.
0850. Arrived where Field Assistant Nelson and labourers were pegging. Carriers sent on to HAWATE with police. Self continued pegging with Nelson at 0°.
1040. Arrived to high at ridge where proposed gap located. Had to relocate pegs for a short distance.
1155. Arrived at proposed gap therefore completing road pegging.
1210. Departed gap for HAWATE.
1325. Arrived MENYI, spelled.
1345. Departed MENYI.
1425. Arrived IKI'AWA.
1435. Departed IKI'AWA.
1455. Arrived HAWATE rest house. Overnight.

2nd May 1970.

0730. Departed HAWATE rest house.
0740. Arrived HAWATE.
0750. Departed HAWATE.
0845. Arrived PARARORA.
0905. Departed PARARORA.
1100. Arrived Golden Pines road near ANDARORA. Waited for vehicles.
1445. Vehicles arrived.
1500. Departed road camp for WAU.
1655. Arrived WAU reported to D.I.C.

(3)

INTRODUCTION.

The purpose of this patrol was to complete the pegging of the WATUT/ASEKI road. Mr. A.P.O. Cutlack completed the road pegging at the EKUTI range and at a point approximately ten minutes walk below HOGENEIWA rest house. These two points were successfully joined, therefore completing the road survey and pegging. The distance between these points is about 30 miles.

COMPLETION OF ROAD SURVEY.

The first day of the survey was spent re-pegging two short sections of the road. One section near KANAIKAIMANGA was raised to avoid a coffee garden. Another section was lowered to avoid a small landslide, this was near HOGENEIWA. This section had to be changed again later because it was not high enough to avoid a large rock face near HOGENEIWA rest house, and now, unfortunately, the road passes directly through the ^{land} reek slide, but should not cause any real problems if a wide enough bench is cut.

Actual pegging was commenced on the second day after arriving at HOGENEIWA at Mr. A.P.O. Cutlack's last mark which was approximately ten minutes walk from HOGENEIWA rest house, situated just below the main road between HOGENEIWA and KANAIKAIMANGA. From this point the road was pegged at 3° up (1 in 19) until a large rock face was encountered just below HOGENEIWA rest house. To clear this rock face the road had to be pegged at 5° to $6\frac{1}{2}^{\circ}$ up for a short distance. After successfully clearing the rock face no problems were encountered until the road reached a point on the main HOGENEIWA ridge approximately 30 minutes walk from HOGENEIWA school above the KATAINGA river. At this point the road reached a low section of ridge about thirty feet to high. The road was pegged back at 0° from the lowest point on the ridge until it joined with earlier pegs. All pegging between this point and the rock face was at 3° up except for the section at 0° mentioned above. The terrain in this section is fairly steep and the road crosses numerous creeks, only one of which was flowing.

From the low section on the ridge the road was pegged at 0° for one mile (approx) then at 3° for one mile (approx) to avoid another large rock face and at 5° down for about 200 yards to reach a dip on the main ridge. This short section down was unavoidable due to the close proximity of the rock face to the top of the dip.

It was also impossible to go under the rock because the base of it was situated in a creek bed.

From this point the road follows the top of the ridge to the headwaters of the KATAINGA river. In this section the road follows the HOGENBIWA ridge to the EKUTI range and crosses numerous creeks all of which can be forded without difficulty. The terrain in this section is fairly steep with some very steep sections near the creeks. This section, and from the headwaters of the KATAINGA river to where the road crosses the EKUTI divide, a total distance of approximately 18 miles, will be very difficult to keep open during the wet season because it almost entirely consists of red clay and will be very susceptible to landslides.

From the headwaters of the KATAINGA river the road moves down the west bank of the KATAINGA river, across and eastwards up the KAKAINI spur to the headwaters of the TUTUT river, a tributary of the ANCGAIA river. Numerous creeks are again crossed in this section. All pegging in this section is at 3° up and the terrain is fairly steep.

The final section of road pegged was from the headwaters of the TUTUT river to the top of the EKUTI divide, along the divide to the gap where Mr. A.P.O. Cutlack's last peg was situated. This section was initially at 3° up to the top of the ridge and then at 0° to the gap. The terrain in this section is steep initially and then flat along the top of the divide. It virtually follows a walking track used by the people of KOMAGAWATE to carry coffee to the coffee society in the WATUT.

When Mr. A.P.O. Cutlack's mark was reached this completed the pegging of the WATUT/ASEKI road. Approximately 30 miles was pegged joining Mr. Cutlack's mark, the majority at 3° up.

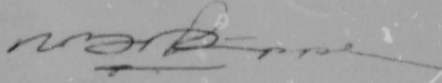
CONCLUSION.

Judging by the section of road that I pegged and the sections of Mr. A.P.O. Cutlack's which I saw, I would say that the WATUT/ASEKI road is definitely feasible. The only section of road which may cause problems is the section from the EKUTI divide to a point on the HOGENBIWA range which consists of mainly red clay.

This section would be susceptible to landslides and will be extremely slippery in the wet weather if it is not gravelled. Whilst I was pegging the road I kept a look out for gravel and the only place any was found was in the headwaters of the KATAINGA river. This gravel was not in abundance and to be completed this section of about 18 miles of gravel would have to be trucked from another site.

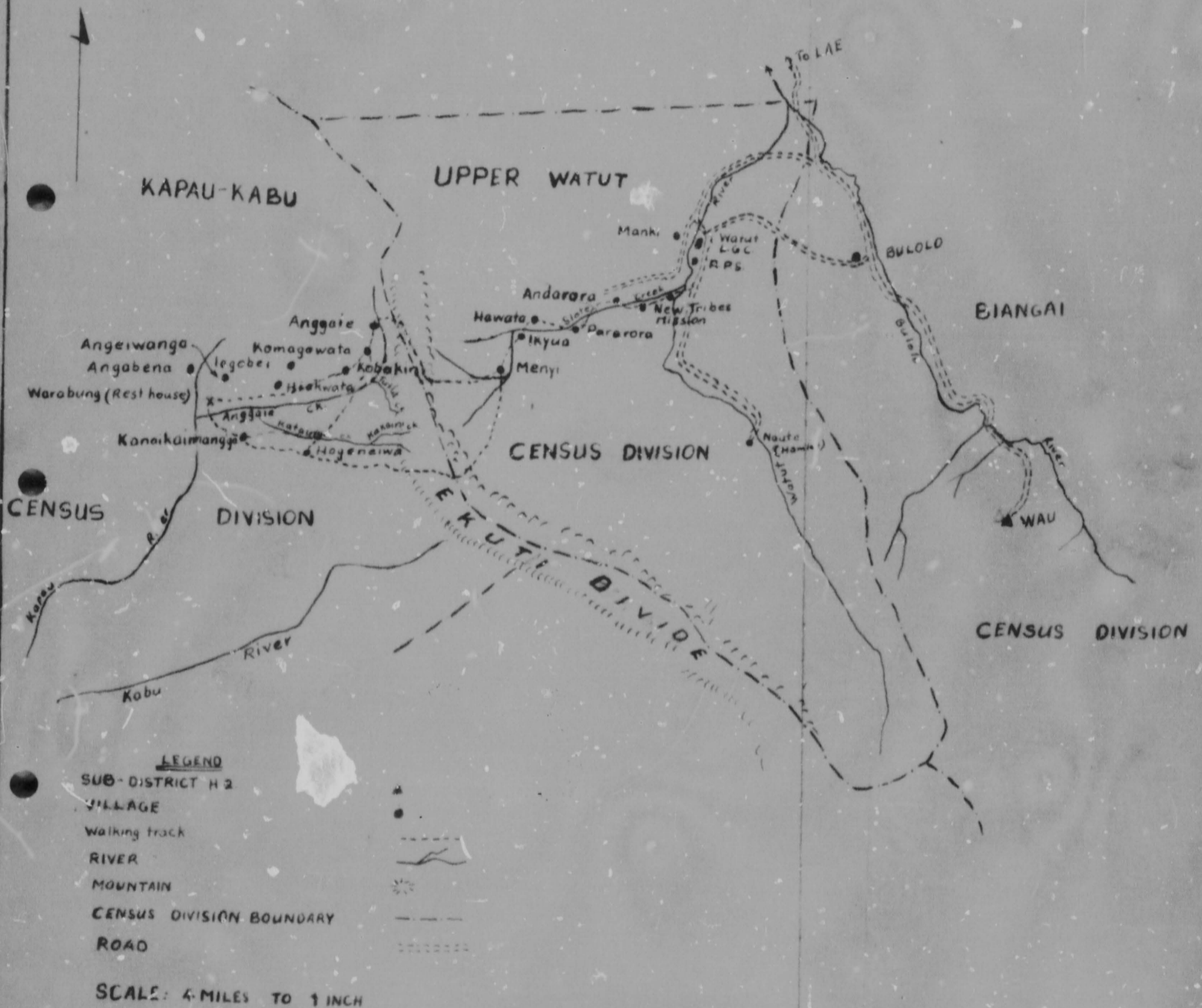
Due to the fact that there are no villages in close proximity to the later sections I pegged, I feel it would be very difficult to complete the road with the village labour available, and that heavy equipment would have to be brought in to build the road.

Other than the above two reasons, I can see no other reasons why this road cannot be built.



R.B. PHILIPPE.
Patrol Officer.

WAU PATROL No. 9 1969/70



12-5-70