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Papua New Guinea Patrol Reports

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[Volume 10]

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

PATROL REPORT OF: KIUNGA WESTERN

ACC. No: 496.

Volume No: ~~10~~ 11. [10] 1961/62 : Number of Reports: ...5.....

PERORT No: KIUNGA	FOLIO	OFFICER CONDUCTING PATROL	AREA PATROLLED	MAPS/ PTS	PERIOD OF PATROL	FIC No:
[1] 1 of 1961/62	1-22	P. J. RUSSELL C.P.O	PART AWIN AND PART PARE CENSUS DIV		17.5.62 - 10.6.62	
[2] - of 1961/62	1-10	R. R. SCOTT P.O	KIUNGA - NOMAD		22.3.62 - 21.4.62	
[3] - of 1961/62	1-13	R. I. MACILWAIN DO	EAST STRICKLAND		-	
[4] - of 1961/62	1-21	R. I. MACILWAIN			-	
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PATROL REPORTS WESTERN DISTRICT 1961/62

KIUNGA AND LAKE MURRAY

<u>Report No.</u>	<u>Conducted by:</u>	<u>Area Patrolled</u>
Kiunga 1-61/62	P.J.Russell	Part Awin and part Fare G/d.
Special Report (24.5.62)	R.R.Scott	Kiunga - Nomad
Strickland Patrol (4.4.62) and Interim Reports	R.I.Macilwain	East Strickland
Strickland Patrol (16.11.61)	"	
Lake Murray 3-61/62	R.W.McLellan	Strickland Base Camp and Rental Patrol Post

D.O. DARU.



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of WESTERN Report No. No 1 of 1961/62 Klunga

Patrol Conducted by P.J. ROSEFELL, C.P.O.

Area Patrolled Part AWIN and PARE C/d.

Patrol Accompanied by Europeans Nil

Natives 17 5 62 24 5 62

Duration—From 30/5/1962 to 10/6/1962

Number of Days 19

Did Medical Assistant Accompany? No

Last Patrol to Area by—District Services N/A /19

Medical N/A /18

Map Reference Attached.

- 1. Police investigation.
- 2. Labour Recruitment.

Director of Native Affairs,

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 £.....

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67-3-18

3rd October, 1962.

The District Officer,
Western District,
NAMI.

MINOR PATROL REPORT NO. 1-61/62

Receipt of the above mentioned Patrol Report is acknowledged with thanks.

Patrol Reports should be submitted as such. Particular subjects are dealt with on subject files.

Mr Russell has done a good job of work in recruiting labour for the Bond Strip, escorting them to the Strickland River Base Camp.

His police investigation is considered satisfactory for a man of his limited experience. It may be necessary for further investigations to be carried out.

I am sure that the safe return of the 30 Avian from the Bond-Strickland patrol has greatly enhanced the position of the Administration in the eyes of the people of the Avian area.


(W.R. DIXON)
Acting Director.

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67-3-18

3rd October, 1962.

The District Officer,
Western District,
DARE.

PATROL REPORT NO. 1 -61/62 - KIUNDA

Your 67-3-1 of 21st August, 1962, refers.

The explanation given by Mr. Douglas is considered satisfactory and there has not been any adverse comment recorded on his Confidential File at this Headquarters.

(W.R. DISEON)
Acting Director.

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67-3-18 ✓

67-3-1

District Office,
MAU.

21st August, 1962.

Assistant District Officer,
KINWA.

KINWA PATROL REPORT NO. 1 1961/62.

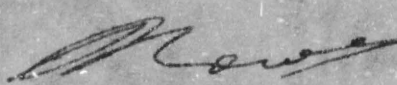
Thank you for your minute 67-1-2 of 11th August, 1962 to an explanation given by Mr. Douglas of the reasons for his non-issue of instructions on this patrol. The explanation is accepted and the matter may now be closed.



(E. Flower)
DISTRICT OFFICER.

c.c. The Director,
Department of Native Affairs,
KONEDGBU.

Copy of Mr. Douglas' explanation is attached.


(E. Flower)
DISTRICT OFFICER.

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TERRITORY OF PAPUA AND NEW GUINEA

MINUTE to :

File : 67-1-2

District Officer,
D. F. R. U., N. D.

Date 11.8.62.
KIUNGA, N. D.

Sub District Office,
Kiunga,
Western District,
Papua.

I forward Mr. Douglas's explanation on to you and would recommend that in view of the verbal instructions given to Mr. Russell by the District Officer the explanation be accepted and the matter closed.

30th. July, 1962

File: 67-1-2

The Assistant District Officer,
Sub District Office,
Kiunga,
Western District.

HERBERT E. CLARK,
A. D. O., KIUNGA.

Kiunga Patrol Report No. 1 of 1961-1962

I refer to the District Officer, Western District's memorandum of 21st. June, 1962 - 67-5-1. I came across this memorandum quite by accident this morning.


A copy of this memorandum, which is in no way flattering to myself was sent to the Director of Native Affairs and hence I feel that the whole affair, though now apparently finished, has probably resulted in adverse comment being lodged on my Confidential File in Headquarters.

The District Officer accuses me of insulting him. This I consider to be most unfair and completely inaccurate. Mr. Russell departed on the patrol in question three days after I took over the station. This was my first tour of duty in Papua, let alone the Western District, and to say that at that stage I had little idea of what was going on would be to state the obvious. The question of Mr. Russell's departure on patrol had been gone into long before I arrived at Kiunga, and he understood that his sole task was to recruit labour. When this murder case up the District Officer was advised of the full circumstances as we knew them, and he advised Mr. Russell to seek out witnesses to the burial while out recruiting labour. The District Officer was advised of the circumstances of death, as I have said, and was also advised that the alleged murderers were at Kiunga.

Despite the correspondence on the matter, I still feel that in my position to have issued patrol instructions to Mr. Russell under the circumstances would have been presumptuous of me. Mr. Russell had his instructions verbally from the District Officer, and for a junior Patrol Officer to issue written instructions after this, would, in my opinion, then given the District Officer something to really feel insulted about.

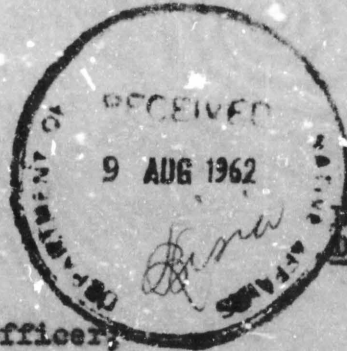
As I have said, I consider the District Officer's comments about me are unfair, and I hope, Sir, that the above explanations at least satisfy yourself as to why I did not issue Mr. Russell with full instructions, thus enabling him to write a full report.

cc: Mr. Douglas,
KIUNGA, N. D.


(Alan M. Douglas)
Patrol Officer Gr. 1

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67-3-18 ✓



67/5/1

District Office
DAFU.

The Assistant District Officer,
KLUNGA.

Patrol Report No.1 of 1961/62.

Receipt of the above resubmitted Patrol Report is acknowledged, with thanks.

The report is certainly now presented in a much more satisfactory manner. Your comments appear adequate.

I can assure you of all possible assistance from this end to meet your patrol commitments for the forthcoming year, which should result in a considerable amount of activity in the areas covered by this patrol.

Thank you for the much more complete explanation of the Police investigation carried out by Mr. Russell.

Regarding VSC funds referred to in your 67-1-2 of 18th July, 1962, the amount of £700 was similar to that allocated and, I believe, not completely expended in the last quarter of last financial year. I am holding a reserve at DAFU to meet any extra requirements and will allocate more money to you as soon as the present allocation is finished. However, I would ask that you keep spending to a reasonable minimum as requested elsewhere in correspondence. You must know that funds are always limited during the first quarter and, frankly, I do not appreciate the tone of your statement. I can assure you that patrolling will not be held up for want of funds at any time if it is in my power to get them for you, but you must play your part and not order such items as garden rakes in large numbers.

c/c
D.N.A.
Copy for your information, DISTRICT OFFICER.
please.

(E. FLOWER)

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67 - 1 - 2

Sub District Office,
KIUNGA, W.D.

13th July, 1962.

District Officer,
Western District,
D.A.R.U.

KIUNGA PATROL REPORT No. 1 of 1961/62

Enclosed please find the Original and one copy of a report of a Patrol conducted by Mr. P.J. RUSSELL, Cadet Patrol Officer through part of the SOUTH AWIN, NORTH AWIN, EAST AWIN, WEST AWIN and PARE Census Divisions in May/June, 1962.

No. - We just have patrol reports. No nonsense about specials, etc.

The patrol was of a special nature and could easily have been the subject of a Special Patrol Report. Irrespective it would still be Report No. 1 of 1961/62. Apparently no patrol instructions were written although Mr. Russell was, nevertheless, quite familiar with the objects of his patrol. It will be practice forthwith to issue written patrol instructions to all officers conducting patrols. In this regard I would refer you to instructions issued to Mr. I.M. Douglas for the SOUTH OK TEDI CENSUS DIVISION Patrol (my 67-1-7 of 10th July, 1962).

I would comment on Mr. Russell's Patrol Report of his first patrol as follows :-

NATIVE AFFAIRS : The comment on lack of patrolling cries for explanation. Like myself you will be familiar with the reasons for this. Without staff no patrol activity can be carried out. However, the position has now been remedied and I would advise that patrols are programmed as follows in the area visited by Mr. Russell :-

SOUTH AWIN : A patrol by Mr. R.A. HOAD, Patrol Officer Grade 2 leaves next Monday 16th July, 1962 for a routine census revision.

NORTH AWIN : A patrol by Mr. I.M. DOUGLAS, Patrol Officer Grade will patrol this area in August, 1962. Again a routine census revision.

EAST AWIN : A patrol led by Mr. R.W. HENDERSON, Patrol Officer Grade 2 and accompanied by Mr. R.R. STOUT, Patrol Officer Grade 1 will patrol this area in October, 1962. Routine census and location of odd villages.

WEST AWIN : A patrol led by Mr. H.E. CLARK, Assistant District Officer Grade 2 and accompanied by Mr. P.J. RUSSELL, Cadet Patrol Officer will patrol this area in August, 1962. Routine census patrol.

PARE : A Patrol led by Mr. R.W. HENDERSON, Patrol Officer Grade 2 accompanied by Mr. R.W. McLELLAN, Patrol Officer Grade 1 will patrol this area in December, 1962. Routine census and location of isolated groups.

Well conducted patrols scheduled as above together with a follow-up programmed for six months later should ensue a more satisfactory state of affairs in each of the above areas.

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2.

In addition to the above I will be traversing the route followed by Mr. Russell between 30th May and 10th June, 1962 within the next week or ten days on my NOMAD INSPECTOR Patrol.

POLICE INVESTIGATION : On fourth July, 1962 at KIUNGA :-

YAN BOHOI, male native, of MIAHOR village;
AMOY HARABI, male native, of MIAHOR village;
GALIN DIOKA, male native, of MIAHOR village;
SINAM CONCHAI, male native, of MIAHOR village;
KWILVE NAKO, male native, of MIAHOR village; and
LOKIN KUPA, male native, of MIAHOR village

on the complaint of IAN MACKAY DOUGLAS were charged as follows :

that on or about the 10th day of May, 1962 at HAWENAI village together wilfully murdered one DESU, female native, of HAWENAI village under the provisions of section 301, 305 of the Q.C.C. (adapted).

All the accused were remanded in custody. ✓

On 9th July and again on 12th July evidence was taken against the accused. The lower court hearing is not yet completed but should be within the next few days. Mr. Russell talks about a lack of motive but what I can gather from the evidence already adduced the six accused visited HAWENAI some time ago and stayed with the deceased woman DESU and her husband. The husband SIRIKIN (who pre-deceased his wife DESU by natural causes) asked DESU to provide food for his six friends (the accused). She became insulting and provided no food. Next morning SIRIKIN gave bird of paradise plumes to the six accused and contracted them to kill DESU upon his death. They accepted the plumes and agreed. SIRIKIN died, of natural causes, on or about 8th May - anyhow two days before DESU was killed. The following day the accused learned of SIRIKIN's death and bound by their agreement with him went and killed DESU. That at the present time appears to be the motive.

GENSUS : This will be attended to on the abovementioned programmed patrols.

ROADS AND BRIDGES : These matters will also be dealt with during the abovementioned patrols.

Considering this is Mr. Russell's first patrol he has done quite a reasonable job of work in recruiting labour for the NOMAD airstrip and delivering them to Mr. STOTT at the STRICKLAND BASE CAMP. His police investigation shows a lack of training in this aspect. However, considering that he has no guidance in this to date he made out alright. I will see that he receives instruction in this side of his duties as the occasion presents itself.

I understand that Mr. Russell has sent in his Camping Allowance claim with an earlier version of this report, which was not well presented.

I will be taking Mr. Russell with me on a patrol in August and during this period I will pay particular attention to his training in field work. //

For your necessary information and onforwarding please sir.



HERBERT E. CLARK.
Assistant District Officer, KIUNGA, N.D.

Enc. Original and a copy of P/R No. 1 of 1961/62.

cc: Mr. P.J. Russell, Codet Patrol Officer, KIUNGA, W.D.

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DEPARTMENT OF PAPUA AND NEW GUINEA.

Sub District Office,
SINGA N.G.

2nd July, 1962.

The Assistant District Officer,
Sub-district Office,
SINGA N.G.

KURIA PATROL NO. 1 of 1961/62

Officer conducting patrol	P.J. Russell, C.P.O.
Officers accompanying patrol	Nil.
Area Patrolled	Part Awa and Part C/S.
Duration of patrol	17.7.62 - 24.7.62 7days 30.7.62 - 10.8.62 12days
Native personnel accompanying.	3 N.P. & N.S.O. 1 Interpreter. 1 Native Medical Orderly (part)
Object of patrol	1. Police investigation. 2. Labour recruitment.

P.J. RUSSELL,
Sub-District Officer.

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PATROL DIARY.

Thursday 17th May 1962.

Departed Kiunga 0730 with 3 members of the Royal Papua and New Guinea Constabulary, 1 Avin interpreter and fifteen carriers. Arrived Ore village 1025 and recruited 3 labour for Nomad airstrip construction work. Left Ore 1055 Track good to Maisoure. Arrived 1345, recruited 1 labourer. Slept night.

Friday 18th May. Left Maisoure 0830 over good track to Rungine U.F.M. mission station. Police and carriers to Brispene village. Self slept mission. Heavy rain in night.

Saturday 19th May.

Departed Rungine 0800. To Brispene by canoe and over wet track. Arrived 0915, departed 0930. Road to Kaingre under water, arrived 1100. Village deserted. Left for Seriabinkia 1115 over wet track, arrived 1335. Departed 1355, arrived 1620 at Soma Kinkia Slept night.

Sunday 20th May.

Left Soma Kinkia 0715, arrived Tachnai at 0850 recruited 2 labour. Departed at 0910 for Hovanai, arrived at 1005. recruits, tracks fair although heavy rain. Stayed and slept night.

Monday 21st May.

Left Hovanai 0730. Road good to Hovanai, arrived 1015. Talked to village people regarding recently alleged murder in area and received statements from 2 village men. Recruited 5 labour from Hovanai and 7 from neighbouring village of Kwamai. Slept night at Hovanai.

Tuesday 22nd May.

Departed Hovanai 0830 over fair road to Hohonai 0910. Recruited 2 labour. Left 0935 for Nonengiri over bad road, arrived Ok Hart river 1155, crossed and arrived Nonengiri 1245 in P.M. recruited labour, 5 Nonengiri, 7 Wangenai and 9 Pampanai. Slept at Nonengiri.

Wednesday 23rd May.

Departed Nonengiri in canoe 0815. Down Ok Hart direct to U.F.M. mission station at Rungine 1405. Slept night.

Thursday 24th May.

Left Rungine 0800, arrived Maisoure 1020, left 1025. To Ore 1225, departed 1230, arrived Kiunga 1330.

Friday 25th May to Tuesday 29th May.

At Kiunga.

Wednesday 30th May.

Departed Kiunga by canoe and 10/12 hp. Archimedes outboard motor accompanied by 1 member of the R.P.N.G.C. and 15 carriers. Up Fly and Elevala Rivers to Segorons. Arrived rest house 1745. Slept night.

Thursday 31st May.

From Segorons 0730. Water low, in several instances had to push canoe over rockbars. Arrived Kasapei 1445. Slept night.

Friday 1st June.

At Kasapei awaiting arrival of 53 labourers per overland route from Kiunga. Village deserted.

Saturday 2nd June.

53 labour accompanied by 1 member R.P. & N.G.C. arrived 1200. Crossed Elevala by 1300. Along good track to Ginena arrived 1600. Slight rains. Slept night.

Sunday 3rd June.

Departed Ginena 0700. Carriers heavily laden. Arrived Tebuda 1115, departed 1130, arrived Duarna 1350. Slept night.

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(2)

Monday 4th June.

Left Duanna 0630, over fair track arrived Strickland Base Camp 0935. Awaiting arrival of Mr Patrol Officer R. Stott. Labour and carriers put to work on maintenance of buildings.

Tuesday 5th June.

At Base Camp. Heavy rains in morning and early afternoon. Labour worked in gardens. Food (taro and sweet potatoes) plentiful.

Wednesday 6th June.

At Base Camp. Labour at work around station. Mr Stott arrived 1100. Rain in night.

Thursday 7th June.

At Strickland Base Camp. Worked with Mr Stott on psychs, etc, for Nomad Airstrip.

Friday 8th June.

Left Strickland Base Camp 0700. Arrived Duanna 1045. Departed 1030 for Tebua, arrived 1245. Heavy rain through day and night. Slept night.

Saturday 9th June.

Departed Tebua 0620 in heavy rains. Three hours of track under water. Necessary to cut bridges and new road. Arrived Gimena 1215. Stayed night.

Sunday 10th June.

Left Gimena 0630. Arrived at Kesapei over wet track at 0940. Departed 1030 by outboard and canoe down Elevala and Fly rivers for Kiunga. Arrived 1830.

oooo0000oooo

INTRODUCTION.

The initial object of the patrol was to further investigate the alleged murder of one DESU, of Hawenai Village. This village is a three day walk to the north of Kiunga and the patrol passed through part of the South and North Avin Census divisions, and into the West Avin division on the return.

While in the area a campaign was carried out to recruit labour for use in the construction of the Nomad River station and airstrip. Response to the offer of work was such that the patrol was able to return to the station without going further north than Hawenai.

These labour and cargo were then accompanied through the East Avin and Pare divisions to the west bank of the Strickland River where they were handed to Mr Patrol Officer R.A. Stott who guided them to the Nomad Base Camp.

NATIVE AFFAIRS.

As the patrol was moving unannounced through the area most villages were deserted; the nature of the patrol made it impractical to spend too much time in each village.

In the Avin area the people were cheerful and willing to co-operate in all ways with the patrol. An interest in the aims of the administration was most apparent, in many cases the village constables were complaining about the lack of patrols in the area carrying out census and general work.

Resthouses and Police barracks were in good repair and with the exception of BRimpene, Ralangre and Somia Rinkia villages in the Avin area housing, latrines and general village area were clean and in good order.

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A plentiful supply of food was apparent, bananas, taro, sweet potatoe and sago being the staple. Although only a small percentage of the population were present in the villages slept in enough local food was forthcoming to feed the carrier line.

The recent safe return of the 50 Avins originally recruited to carry for the Homad-Strickland patrol has greatly enhanced the popularity of the administration, the word of good money and food has preceded us and although only 53 carriers were recruited by the patrol another 41 presented themselves at Kiunga in the hope of being able to sign on for six months or more at Homad. This is a definite change in attitude as prior to the return of the carriers the Avin people had considered that the administration had been expecting too much of the labour potential in that area.

During the time in the Pare little was seen of the natives although those encountered were most co-operative. Some of the men offered to carry from the Strickland and were allowed to do so while others offered a small amount of local food in return for tobacco. Only a few men were sighted, the rest being with the women and children in the garden areas.

Resthouses, police barracks and latrines were in good order in this area, probably due to the influx of officers travelling to and from the Strickland area.

POLICE INVESTIGATION.

On Saturday, 12th May, 1962, Grumai, the Village Constable of Havanai village arrived at Kiunga and stated that on the preceding Thursday DESU, a female of Havanai had been murdered. Accompanying the V/C were six men from Havanai village whom it was alleged had committed the murder.

Statements were taken from all those concerned and on Thursday 17th May the patrol left Kiunga for Havanai. With word of our impending approach preceding us the people of Havanai and surrounding villages were assembled on our arrival.

Only 2 people had seen the body; while in the garden area they had found and buried the deceased. No witnesses to the killing could be found.

Talks with the village people revealed nothing whatever in the way of possible motive or any other knowledge of the killing. The villagers seem happy enough with the swift apprehension of the suspects; they stated that no further trouble would arise from the killing and seemed pleased to leave everything to the Administration.

CENSUS

No census work was attempted.

ROADS AND BRIDGES.

Considering the length of time since the last patrols in the Avin area (late 59 and early 60) roads generally were in fair condition although hoards of leeches thrived around the area.

Bridging was not too good, especially around the area of the junction of the Ok Mart and Brim rivers where creeks and gullies are subject to flash flooding.

The road through the Pare was good, again this can be attributed to the constant flow of personnel through the area. A flash flood along the Elevala river necessitated the construction of bridges, and in areas the cutting of new track.

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(4)

HEALTH.

Health generally in the Avin area appears good. The people of the North Avin can use the Administration aid-post at Kawamai, the West Avin visit the U.F. Mission at Runginae and the South Avin come to the Administration hospital at Kiunga.

The few people encountered on the return walk through the Pare were examined by the accompanying Native Medical Orderly returning from Komad Base Camp, all were found to be in good health. People from this area visit the U.F. Mission aid-post located at Dehapare.

AGRICULTURE.

Many coconuts distributed throughout the Avin area have failed to grow; the young seedlings were probably rooted out by the village pigs.

The people do not seem interested in collecting copal gum for sale although the price is higher than that paid for bananas and sago; the reason seems largely to be the lack of transport in bringing it to a market.

Bananas, sago, taro and sweet potatoes are in plentiful supply, also cucumber and some pumpkin are grown. Pawpaw, pineapple are also in limited supply.

Village pigs and fowls are found in most villages, a certain amount of wild game is also available.

ECONOMIC DEVELOPMENT.

No development of this area is evident; the only agriculture carried on is of a subsistence nature. A limited amount of money is made by those villages in close proximity of an administration or mission station with the sale of local foods but the majority of villages are inaccessible as a source of agricultural potential.

An amount of money has been taken into the area by carriers returning from the Strickland and also by labour recently employed on the construction of the Kiunga airstrip.

MISSIONS.

The U.F. Mission based at Runginae at present hold a small amount of influence in the North and West Avin, the people of Kawamai area are at present clearing an area of land to be turned into an airstrip. The labour for this work is done on a voluntary basis, the mission will then be able to supply a service for this area.

The mission have based at Runginae a trained teacher to cope with the large number of children at present attending their school.

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(9)

Members of R.P.S. F.O.C. accompanying patrol

864 KINOSHITA UTSU At all times willing, performing his duties effectively. Conduct, good.

9287 ANNOKI KAZUMI Can be effective but in his own area (area) will not use his authority and has to be pushed. Conduct, good.

10530 NISHIDA KUNIKI Most efficient standing up for what he lacks in experience with willingness. Conduct, good.

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67-3-14

6th July, 1962.

The District Officer,
Western District,
DANU.

PATROL REPORT NO. 1-61/62 - NIUNGA

Receipt of the abovementioned Patrol Report
is acknowledged with thanks.

I agree in your remarks to the Officer in Charge that
the Officer performing the patrol should have been given
full patrol instructions in order that he could have submitted
a comprehensive report.

Mr Russell has obviously performed a very good job
in the recruitment of labour.

I have certain reservations as to the result of
his enquiry concerning the death at KAWERAI.

A most unsatisfactory report as a result of lack of
comprehensive Patrol Instructions.

C

(W. R. NICHOL)
A/DIRECTOR.

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67-5-1

DISTRICT OFFICE,
DARU.
WESTERN DISTRICT.

21st June, 1962.

The Assistant District Officer,
KIUNGA.

PATROL REPORT NO. 1, OF 1961/62.

Receipt of the above-mentioned report is acknowledged. The following comments are offered.

- (a) It is an unsatisfactory state of affairs when Patrol Report No. 1 of 61-62 is received in June, 1962. I look forward to much more patrolling activity in the future and will discuss this fully on my first visit.
- (b) This matter could have been best dealt with in this form by submission of a special report, which in fact this is. However, I fail to see why Mr. Russell was not issued with full instructions for the patrol to enable him to submit a full patrol report. A half page report for a 19 days patrol is an insult. This is no reflection on Mr. Russell who is a Cadet on his first solo patrol, but to the Officer who sent him out. It is an essential, and in fact vital, part of any Cadets training that he be given full and explicit instructions on his early patrols. He should be asked for such things as pig counts, soil contours, anthropological and ethnological data, and certainly a map should accompany his patrol.
- (c) The Officer-in-Charge states in the covering memo that "he carries out the aim to a successful conclusion". Mr. Russell's report on this matter consists of one 8½ line paragraph that, in any case, he has nothing to do with the apprehension of the murderer. In fact it is not at all clear what he did do, except take two statements that witnesses had found and buried the body of the deceased. Please supply me with full details of this investigation immediately as I can glean nothing whatsoever from the report. What were the circumstances of death. Where are the alleged murderers now?

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I would appreciate your attention to the above matter as soon as possible please.

Claim for Camping Allowance is returned for your signatures on reverse.



Flowey
(E. FLOWER)
DISTRICT OFFICER.

↓
c.c.

The Director,
Department of Native Affairs,
KORORUA.

Copy for your information, please.

Flowey
(E. FLOWER)
DISTRICT OFFICER.

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TERRITORY OF PAPUA AND NEW GUINEA

Sub District Office,
Kiunga,
Western District,
Papua.

13th. June, 1962

File: 67-1-6



The District Officer,
Western District,
District Office,
Daru.

Patrol Report No.1 of 1961/62

Attached please find two copies of the abovementioned report. Claim for camping allowance is also forwarded herewith.

The aim of the patrol was to gather further details of the alleged murder of DESU of Hawenai. At the same time workers for the Nomad River Patrol Post were to be recruited.

This was Mr. Russell's first solo patrol, and he carried out the aims to a successful conclusion.

No attempt at census work or serious Native Affairs work was attempted. An extensive patrolling programme in the coming financial year is planned to take care of this much overdue work.

A handwritten signature in dark ink, appearing to be "I.M. Douglas".

(Ian M. Douglas)
Patrol Officer Gr.1 - Officer in Charge

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TERRITORY OF PAPUA AND NEW GUINEA.


Sub District Office,
Kiunga via Daru,
Western District,
PAPUA.

13th June, 1962.

The Officer in Charge,
Sub District Office,
KIUNGA.

REPORT...POLICE INVESTIGATION AND LABOUR RECRUITMENT.

Herewith find diary and report following recent police investigation and recruiting patrol into the Awin and Pare area; together with camping allowance claim for this period.


.....
P.J. RUSSELL,
Cadet Patrol Officer.

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DIARY.

MAY. 1962

- Thursday 17th Departed Kiunga 0730 with 3 members of the Royal Papuan New Guinea Constabulary, 1 Avin interpreter and fifteen carriers. Arrived Grc 1025. Recruited 3 labour for Bomad Airstrip. Left Grc 1055 Truck good to Miasoure. Arrived 1345. Recruited 1 labourer. Slept night.
- Friday 18th Left Miasoure 0830 Road good Arrived Runginas U.F.N. Mission station 1145. Recruited 3 labour and new carrier line. Stayed night. Heavy rain in night.
- Saturday 19th Departed Runginas 0800. To Brimpens by canoe and over wet track. Arrived 0915, departed 0930. Road to Balangre under water arrived 1100. No recruits. Departed for Semai-Binkia 1115, arrived 1335. Departed 1355, arrived 1600 at Semai-Bankia. Roads generally bad, in many instances police cut bridges and roads. Slept night at Semai-Bankia.
- Sunday 20th Left 7 Semai-Bankia 0715 arrived Tukulai 0850. Recruited 2 labour. Left for Kusanai at 0910, arrived 1005. No recruit. Heavy rain, track fair. Slept night.
- Monday 21st Left Kusanai 0730. Road good to Huanai. Arrived 1015. Talked to village people and received statements from two men buried body of woman recently murdered in area. Recruited 5 labour and 7 from neighbouring village, Huanai. Slept night at Huanai.
- Tuesday 22nd Departed Huanai 0850 over fair road to Mubentianai 0910 Recruited 2 labour. Left 0935 for Nonengiri. Bad road arrived Ok Hart river 1155. Arrived Nonengiri 1245 In P.M. recruited labour, 5 Nonengiri, 7 Wangonai and 9 Pamponai. Overnight Nonengiri.
- Wednesday 23rd Departed Nonengiri in canoe 0815. Along Ok Hart direct to Runginas U.F.N. station at 1405. Slept night.
- Thursday 24th Left Runginas 0800 Arrived Miasoure 1020, left 1025. Arrived Grc 1225, left 1230 Arrived Kiunga 1330
- Friday 25th to Tuesday 29th. At Kiunga.
- Wednesday 30th Departed Kiunga by outboard and canoe with 1 member of the R.P.N.G. and 15 carriers. Up Fly and Kivala rivers to Sogorone. Arrived rest house 1745. Slept night.
- Thursday 31st From Sogorone 0700. Water low, in several instances had to push canoe over rockbars. Arrived Kesapeai 1445. Slept night.
- Friday 1st June At Kesapeai awaiting arrival of 53 labour overland route. Village deserted.
- Saturday 2nd 53 labour accompanied by 1 member of R.P.N.G. arrived 1200. Crossed Kivala by 1300. Along good track to Gimema arrived 1600. Slight rains. Slept night.
- Sunday 3rd Departed Gimema 0700. Carriers heavily laden. Arrived Tebuda 1115 departed 1130 for Duanna. At Duanna 1350. Slept night.
- Monday 4th Left Duanna 0630 arrived Strickland Base Camp 0935. Awaiting arrival of Patrol Officer R. Stett. Labour put to work on maintenance of buildings.
- Tuesday 5th Labour worked in gardens at Strickland base camp. Heavy rains in morning and early afternoon. Food plentiful.
- Wednesday 6th At Strickland Base Camp. Mr Stett arrived 1100. Labour at work around station. Rain in night.
- Thursday 7th At Strickland Base Camp. Worked on paysheets, etc, for Bomad Airstrip.
- Friday 8th Left Strickland Base Camp 0700 Arrived Duanna 1015. Left 1030 arrived Tebuda 1245. Heavy rains. Slept night.
- Saturday 9th Departed Tebuda 0830 in heavy rains. 3 hours of track under water. Necessary to cut bridges and new road. Arrived Gimema 1215. Stayed night.
- Sunday 10th Left Gimema 0630. Arrived at Kesapeai 0940. Departed Kesapeai 1030 by outboard motor and canoe. Arrived Kiunga 1830.

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REPORT AFARIN.

The first object of the patrol was to further investigate the alleged murder reported to have been committed at HANENAI village in the North Avia census division of the Kiunga Sub district.

The village of HANENAI is 3 days north of the station and with word of our impending arrival preceding us the people of HANENAI and surrounding villages were assembled. Two witnesses came forward with statements that they had found and buried the body of the deceased, but further firsthand knowledge of the death was disclaimed by the people. The people generally were pleased to leave everything regarding the matter in the hands of the government; they stated that now the alleged murderers had been apprehended everything was right and no further troubles would arise.

Coupled with this investigation was a program to recruit labour for use in the construction of the HANAI airstrip. With the recent return of the original Avia carriers to have entered the HANAI area with Mr Long word of conditions had spread and there was a general movement to go to HANAI for 6 months. In all 53 men were recruited on the walk from Kiunga to HANENAI and return and a further 41 had heard talk and presented themselves at the station.

With the exception of Bripene, Balange and Soudinkia villages in the Avia were generally in fair condition considering the time since the last patrol. Village officials complained about the lapse in the patrol program and requested census patrols, etc. in the near future.

Roads in some areas were non-existent, following heavy rains it was necessary to cut tracks through waist deep swamps. Some improvement was noticeable on the return trip, however.

Food was plentiful, bananas, sago and taro were offered for sale in good supply. The carrier line was easily fed on local purchases.

Following my return to Kiunga the 94 labour recruits were medically examined and 53 were picked to go to HANAI. The accompanied these carriers to the Strickland base camp where they were handed over to Mr Patrol Officer R Stott who escorted them to the HANAI Base Camp.

During the 2 day journey up the Fly and Klovale rivers all villages were deserted and while walking through the fare area only occasional natives were in the villages. These were most co-operative and several were induced to join the carrier line on the return journey from the Strickland to the Klovale River.

With the exception of Sogorua rest house the other villages slept in provided good accommodation and police barracks. This is probably due to the movement of officers to and from the HANAI area.

A small amount of local food were purchased by the carrier line but mainly reliant on the rations brought from Kiunga.

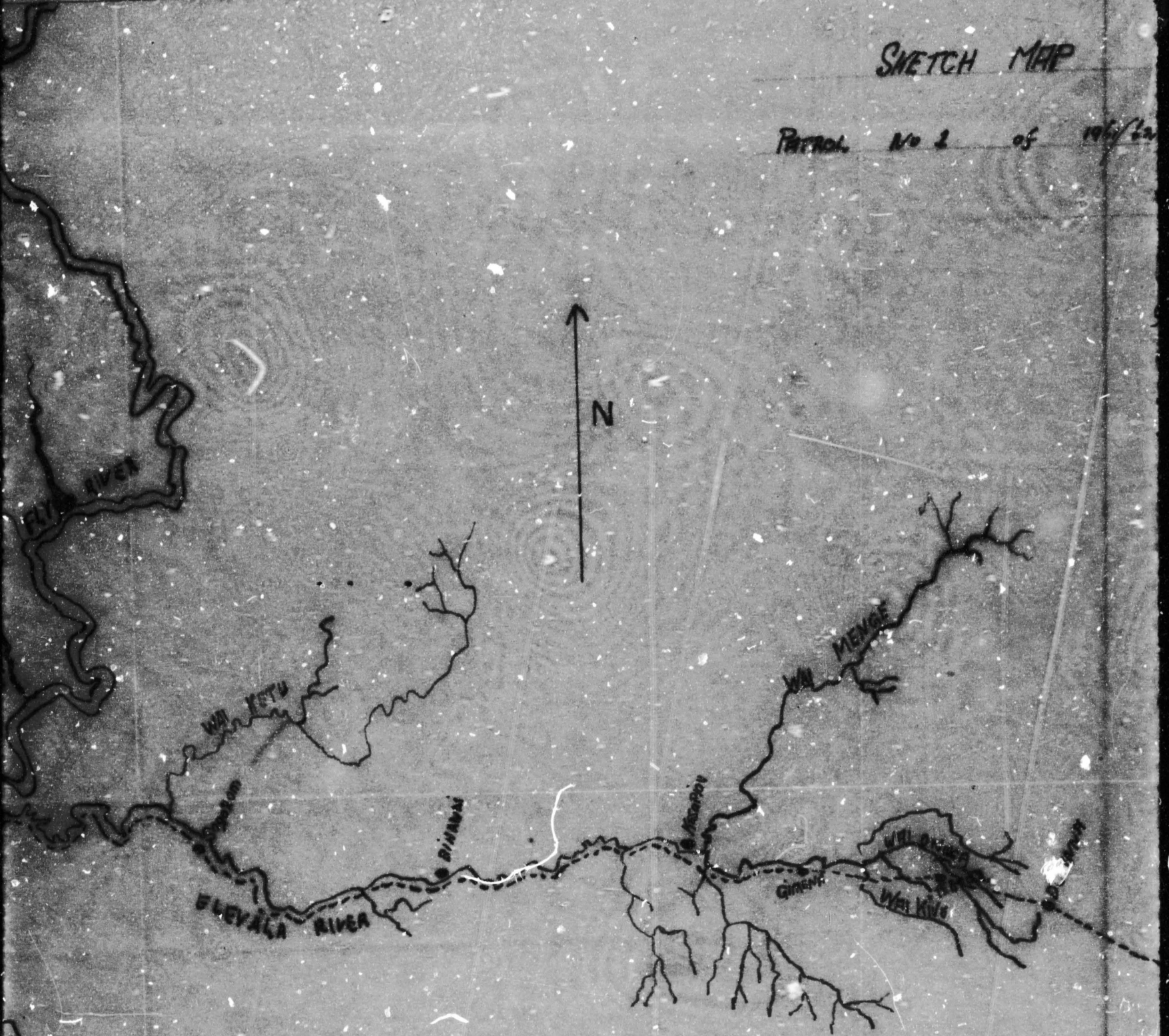
P. J. Russell
P. J. RUSSELL,
Squad Patrol Officer.



SCALE - 1 in = 2 miles

SKETCH MAP

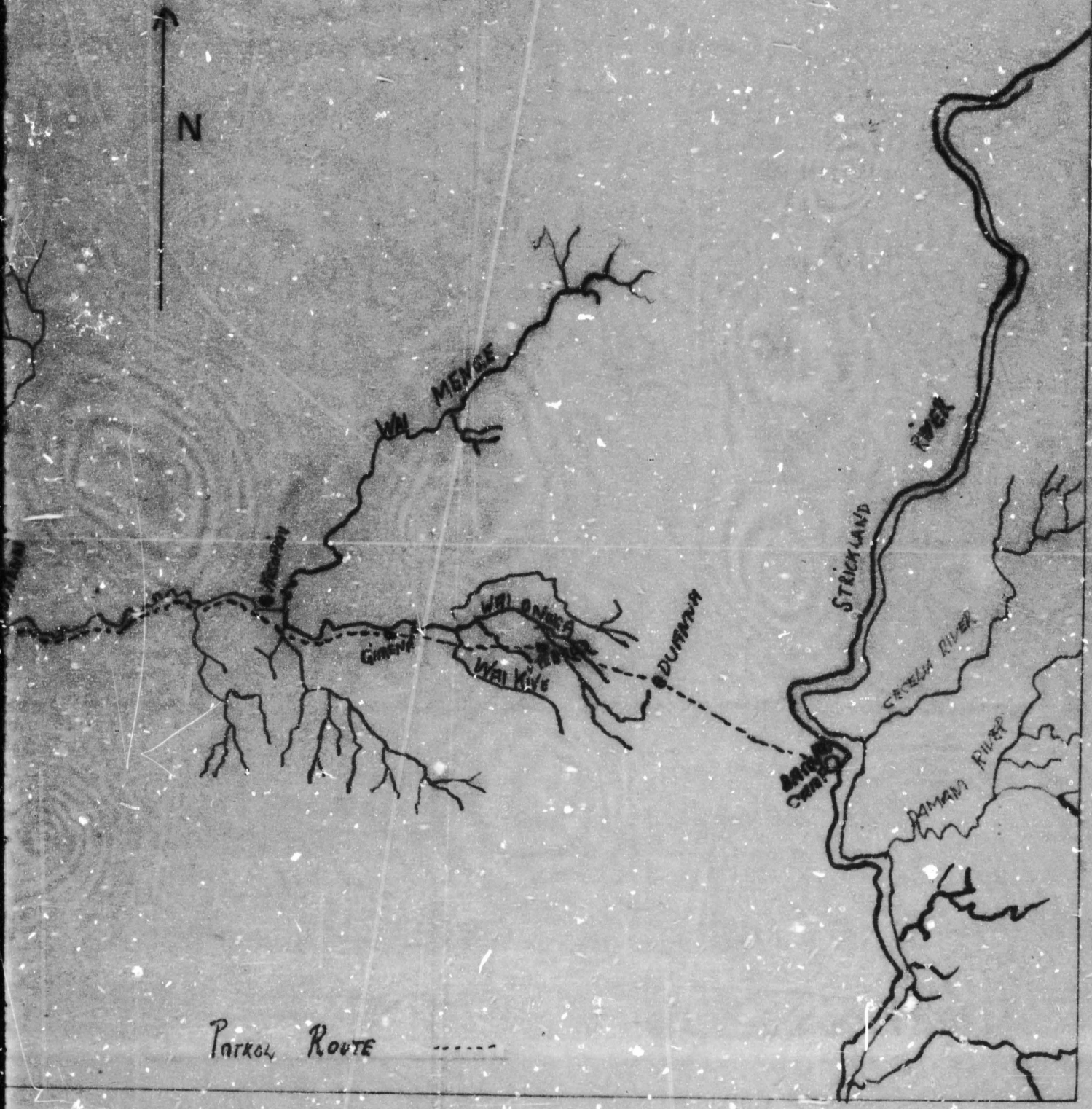
PATROL NO 2 OF 1962



PATROL ROUTE -----

SKETCH MAP

PATROL No 2 of 1961/62



PATROL ROUTE -----

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67-3-13

9th July, 1962.

The District Officer,
Western District,
KARI.

SPECIAL REPORT - MR STOTT.
KIUNGA - KOWAD.

Receipt of the abovementioned Report is acknowledged with thanks.

The Report contains a good account of the difficulties encountered in transporting cargo to areas where the population is sparse and the people still timid.

The KARI people's attitude has no doubt been coloured by past events. Mr Stott's attention should be drawn to a Headquarters Circular concerning the supervising and maintenance of outboard motors. It was compiled by an expert in this type of motor, Mr C. Healy. Let us have full details of the breakdowns and probable causes on a subject file in order that the matter can be taken up with the Superintendent of Marine.

I think Mr Ling's appreciation of comments by Mr Stott could well be accepted.

Mr Stott did very well to get the cargo through.


(V. B. DISHON)
Director.

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67.2.13. ✓



TERRITORY OF PAPUA AND NEW GUINEA

*In Reply
Please Quote*

No. 67-1-6



DISTRICT OFFICE,
DARU.
WESTERN DISTRICT.

21st June, 1962.

The Director,
Department of Native Affairs,
KONEDOBU.

SPECIAL REPORT: MR. STOTT.

Mr. Stott's report is forwarded herewith.

Apart from drawing the Director's attention to the fact that the opening statement of time spent on the walk is misleading in that a normal period would be some 12 to 14 days, I feel the covering memo by Mr. a/A.P.O. Lang cover all matters requiring comment arising from this patrol.

An interim report, No 4, from Mr. Lang is also to hand and will be fully commented upon prior to despatch to yourself.

(E. FLOWER)
DISTRICT OFFICER.

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TERRITORY OF PAPUA AND NEW GUINEA.



NOMAD Base-Camp,
KIUNGA Sub-District,
Western District,

24th May, 1962.

The District Officer,
DARU.

SPECIAL PATROL REPORT - MR. STOTT.

1. Mr. Stott's experience of 32 days on the track between KIUNGA and NOMAD well illustrates the difficulties, foreseeable and unforeseeable, which can be encountered on this track. Mr. Stott seems to have run through the whole spectrum - faulty motor, broken bridges, difficult river crossings, inadequate interpretation, shortages of carriers and food etc. Mr. Stott's experiences underline the impossibility of supplying NOMAD overland from KIUNGA, and that the airstrip is therefore a project of the utmost necessity.
2. Mr. Stott's remarks in para. 2 page 2 of his report indicate that the PARES are still reluctant to accompany patrols to this side of the STRICKLAND. This is not unexpected. We have only been here for five months, and we cannot expect age-old fears and intertribal enmities to be broken down in such a short period. It has been my experience in the east STRICKLAND that the people are reluctant to move more than an hour or two from their hamlets. We cannot expect a free movement of people in the area until regular patrolling has become a frequent occurrence and roads and tracks become associated with the government as a mandate for a free passage.
3. It is pleasing to see that the SUPSIS, with whom we have established very friendly contacts, volunteered as carriers, albeit in small numbers. It is also pleasing that the SUPSIS have begun clearing the track between the STRICKLAND Base-Camp and NOMAD, quite on their own initiative.
4. On page 3 para. 2 Mr. Stott, speaking of the SUPSIS, uses the expression "although not openly hostile to the patrol" etc. If this is meant to imply that the SUPSIS adopted a mien which could be interpreted as hostile, but not overtly so, then I think he is misinterpreting an attitude on the part of these very primitive people which is compounded of shyness, awe, and even fear. In my own dealings with these people I have encountered not the slightest suggestion of hostility, and as mentioned in the Interim Report, their confidence vis-a-vis the Administration is increasing daily, so that there is every hope of them developing a genuine group loyalty to the aims and principles of the Administration.
5. The STRICKLAND crossing will remain a problem for any officer visiting NOMAD overland. As canoes seem to be lost there with monotonous regularity, a number of canoe adzes have been left at the STRICKLAND Base-Camp so that new canoes can be made when necessary.
6. The east STRICKLAND is "hungry country" - I doubt if there will ever be liberal food supplies. Once across the river the terrain undergoes a subtle change so that there are very few sago

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—2—

swamps. The staple diet is bananas and as the labour involved in clearing the rain forest with stone tools must be prodigious, the people probably rarely produce a surplus.

76.

I think Mr. Stott did well to arrive here with all the gear intact, and even without more serious incident.

M. Long

(Malang)

Assistant District Officer

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DIARY

Thursday, 22nd. March. - Departed Kiunga 7.45 am per canoe and outboard motor. Proposed early start delayed by slight engine trouble. Proceeded up Fly River, reached Elavala-Fly River junction 11.00 am. Proceeded up the Elavala River. Arrived Sogorom Rest House 4.40 pm. Slept Sogorom.

Also departed Kiunga by road a line of 35 carriers accompanied by Cpl. Daivi and Const. Tabore of the R.P.C.. Const. Tore and 6 carriers and 1 N.M.A. accompanied myself in canoe.

Friday, 23rd. March. - Departed Sogorom at 6.45 am and continued 1 hour up Elavala River then forced to turn back to Sogorom through engine trouble. Const. Tore, 2 carriers and accompanied by 1 local villager dispatched to contact the carrier line. Slept Sogorom.

Saturday, 24th. March. - Prepared all cargo for carrying and moved it across to the north side of the Elavala River to 'new' Sogorom, 1/2 hour walk from the Elavala River. Sent disabled canoe back to Kiunga with a note of the present situation. Slept 'new' Sogorom.

Sunday, 25th. March. - Awaited arrival of carriers. Did not arrive. Slept 'new' Sogorom.

Monday, 26th. March. - Departed 'new' Sogorom 7.45 am with half personal cargo. Bulk of cargo left at 'new' Sogorom. Arrived Bihanai 2.00 pm. Met Const. Tore on way back after failure to find carriers, but had obtained 6 carriers from villages further up the Elavala River. Sent them back to Sogorom for rest of personal cargo. Slept Bihanai.

Tuesday, 27th. March. - Spent at Bihanai awaiting arrival of personal cargo. Arrived 2.30 pm. Arranged for canoes to take self and cargo to Kasapiou. Slept Bihanai.

Still no sign of carriers. Some food bought and left at Rest House for carriers when they do arrive.

Wednesday, 28th. March - Departed Bihanai 7.30 am per canoe. Heavy rain started 8.15 am and continued throughout morning. Arrived Kusi 2.15 pm and still raining with river flowing faster and beginning to rise. Slept Kusi. Food bought and some left for carrier line.

Thursday, 29th. March - Departed Kusi 7.30 am and went by 'bush track' inland to Kasapiou as normal road along river flooded. Made contact with carrier line en route at 10.45 am. Sent them on to Sogorom for bulk of cargo. Took three sick along with me to Kasapiou. Arrived Kasapiou 12.00 am. Departed 1.00 pm, but was 1.30 pm before all cargo transported to south side of Elavala River. Arrived Gimena 5.00 pm. Road good, but very wet. Small amount of food bought. Slept Gimena.

Friday, 30th. March. - Departed Gimena 7.20 am. Arrived Tabuda 10.30 am. Again road good but wet. Departed Tabuda for Pipina arrived 1.00 pm. Road good once away from river. Departed Pipina 1.30 pm. Arrived Wakiana 2.45 pm. Food bought. Slept Wakiana.

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- 2.
- Saturday 31st. March. - Departed Wakiana 6.45 am. Arrived Iumoro 7.45am and went straight through to Kuda. Arrived Kuda 10.30 am. Proceeded on to Debapare U.F.M. and made contact with Kiunga. Was informed of District Inspector's and District Officer's movements. Slept Kuda.
- Sunday 1st. April. - Observed Kuda. 10
- Monday 2nd. April. - Awaited arrival of District Inspector and District Officer. Did not arrive slept Kuda.
- Tuesday 3rd. April. - District Inspector and District Officer arrived Debapare U.F.M. 10.30 am, departed 10.45 am. 10
15
Collected my personal cargo from Kuda. Arrived Iumoro 3.40 pm. continued on to Wakiana arrived 4.25 pm. Some food bought. Slept night Wakiana.
- Wednesday 4th. April. - Departed Wakiana 7.30 am. Arrived Pipina 8.30am. Changed a few carriers, departed 9.00 am. Arrived Duana 10.00 am more carriers obtained and some changed. Continued onto Base Camp. Arrived Base Camp 3.20 pm. Some food obtained from locals and more obtained from Government garden at the Strickland Base Camp. Slept Base Camp.
- Heard word from carriers at 5.30 pm - Are at Gimena (1½ days away) Was decided that District Inspector and District Officer move on to Nomad.
- Thursday, 5th. April. --District Inspector and District Officer departed for Nomad. Remained at Base Camp. Nothing done as had no carriers. Some food bought from local village people. Slept Base Camp.
- Friday, 6th. April. - Remained at Base Camp. Had Idiena villagers repairing bridge at Base Camp site. First of carriers arrived at Base camp early afternoon, all cargo present by mid-afternoon. Slept Base Camp.
- Saturday, 7th. April. -/Remained at Base Camp. Had carriers out making sago. Some food bought from Duana people. Work on bridge still progressing. Slept Base Camp.
- Sunday, 8th. April. -Observed at Base Camp.
- Monday, 9th. April. - Remained at Base Camp. Carriers sent out to make sago. Bridge completed early afternoon. Slept Base Camp.
- Tuesday, 10th. April. - At Base Camp. Carriers again making sago. Slept Base Camp.
- Wednesday, 11th. April. - At Base Camp. Carriers again making sago. Slept Base Camp.
- Thursday, 12th. April. - At Base Camp. District Inspector and District Officer arrived back with 50 carriers en route Kiunga, ex Nomad, at 1.45pm. All cargo and personnel across to Base Camp by 6.30 pm. Slept Base Camp.
- Friday, 13th. April. - At Base Camp. Carriers again making sago. Slept Base Camp.
- Saturday, 14th. April. - District Inspector and District Officer departed for Debapare U.F.M. with 22 carriers for transporting 600lbs of food to Base Camp and thence to Nomad. The second carrier line of 62 arrived 15

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TERRITORY OF PAPUA AND NEW GUINEA

In Reply
Please Quote

No.

STRICKLAND BASE-CAMP,
KIUNGA SUB-DISTRICT,

17th. October, 1961.

The District Officer,
Western District,
DARU.

INTERIM REPORT - STRICKLAND PETEOL.

This is the second report forwarded from the patrol; both will probably reach your desk at the same time. They should go forward to you from KIUNGA on the Catalina service of the 26th October, 1961. I think this report system will probably prove the more satisfactory in the long run as it is not always possible to supply sufficient details on the radio.

The first report was mainly descriptive of the NOMAD - HAMAM airstrip site. This report is concerned with the visit of the patrol to the other site indicated by McBride near the BIAMI hamlet of IANAWASU (we in fact found that IANAWASU is a DABA hamlet) and a discussion of the comparative merits of the two sites from the point of view of establishing a Patrol Post to effectively administer the people of the East STRICKLAND. I think the easiest way to describe this visit to the IANAWASU site is to adopt a more or less narrative style.

1. IANAWASU AIRSTRIP SITE.

As told in the first report, the patrol was obliged to return to the base-camp after visiting the NOMAD site because of interpretation difficulties. It was at this site after our PARE - SEPEI interpreter had deserted, that we learned of some PARE - SUPPEI speakers in the PARE village of IGABIRA, a short distance downstream from the STRICKLAND + RENTOUL junction. It was to get hold of those men that we returned to the base-camp rather than risk going on to the IANAWASU site (if we could find it at all) without effective communication. It is as well we decided on this course as we would have had the greatest difficulty finding McBride's old track unaided. Many of the villages down on his map have either been abandoned or shifted to new sites.

Getting back to the story then, the patrol arrived back at the base-camp on the 27th. September, and after making sago for two days (local foods still in short supply), Mr Henderson left for KUDA and IGABIRA to find interpreters. In the meantime I had heard of another man from TEBUDA village who was said to speak both SEPEI and DABA in addition to PARE. He was said to be hiding from the patrol, in a sago swamp near the headwaters of the ELEVALA river.

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- Saturday, 14th. April. - at Base Camp 2.15 pm. Slept Base Camp.
- Sunday, 15th. April. - Observed at Base Camp
- Monday, 16th. April. - At Base Camp. Started moving cargo across to east side of Strickland River, with 30 carriers to be transported to Gwaiambia village. Slept Base Camp.
- Tuesday, 17th. April. - Rest of cargo and 10 more carriers transported across to east side of Strickland River in the morning. Carrier line with food from Debapare arrived at Base Camp 1.30 pm. Some food rationed to remaining carriers. Slept Base Camp.
- Wednesday, 18th. April. - Departed Base Camp 7.30 am. Transported food and carriers across Strickland River. Was completed by 11.40 am. Arrived Gwaiambia 1.30. Prepared all cargo and carriers for trip. Slept Gwaiambia. Large amount of food bought with trade.
- Thursday, 19th. April. - Departed Gwaiambia 8.00 am. All cargo was moved by a line of six Supe people. Reached Dumumas River 10.00 am. All cargo transported across by raft by 3.00 pm. Slept in camp already set up on east bank of the Dumumas River. Rained all night.
- Friday, 20th. April. - Departed Dumumas River camp 8.00 am. Passed through one village but was deserted. Arrived Wiariatrobabina 10.45 am, rested, departed 11.20 am. Arrived Sogoyobi 2.30 pm. Slept night. One pig bought and a small amount of other food with trade goods. Rained most of afternoon and night.
- Saturday, 21st. April. - Departed Sogoyobi 7.45 am. Passed through one Supe village 9.00 am. Arrived Nomad 12.45 pm. All cargo safely brought across to station site.

End of patrol.

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Two police constables whom I sent to find this man returned returned to the base camp three days later, and said they had been unable to discover his hiding place. Sargent GIVERI then volunteered to take two other constables and find the man. Both Mr. Henderson and Sargent GIVERI returned to the base-camp on the 4th of October, each successful. We now had MOTU - PARE - SUPEI - DABA interpretation. It was necessary to watch these men closely all the time to prevent them running away.

For the next three days the carriers made sago in preparation for the visit to the IANAWASA site. (I have mentioned before that we are fortunate in having a very large sago swamp handy to the base-camp. Local foodstuffs are so scarce that I doubt if the survey could really be properly conducted without well organised and regular air-drops).

On the 9th, Monday, the patrol left the base-camp and crossed the STRICKLAND (we have made a number of canoes at the crossing place near the CECILIA junction). From the STRICKLAND the patrol proceeded to the SUPEI hamlets of GWIRIBIANA and GWIANIBINNA, reaching TIDIEBI, and stopping place for the night, after eight hours walk (see McBrides patrol map). Fortunately the cane bridge we had constructed over the DAMAMI river on our visit to the NOMAD site, had not been cut by the local people and we were able to cross without delay. We had already established good contact with the people of this area, and they seemed quite pleased to see us back. However we were not able to purchase enough food for the carriers, and it was necessary to issue sago made at the base-camp. Most of the food which was offered for sale was either bananas or coconuts, not a very good walking diet.

At TIDIEBI we found a DABA man who said his village was SINABI (see McBrides map) and he offered to take us on to there the following morning.

This man proved as good as his word and we arrived at SINABI about 1330 the next afternoon after a seven hour walk, passing en route the hamlets of BORJSUBI (SUPEI) and SISIOBI (DABA).

Once again there was only bananas and coconuts at this hamlet, and it was necessary to issue sago. In addition we had the greatest difficulty convincing the SINABI people that we wanted to follow McBrides old track to IANAWASU, everyone denied any knowledge of McBrides route, and even of IANAWASU. Finally one man agreed to take us in the approximate direction and we set out at 0630 the next morning. After half an hour's walk, it was obvious this man was leading us not towards IANAWASU and the strip site, but to the NOMAD river and BIAMI territory. He was eventually convinced that we did not wish to proceed in this direction and we headed off ENE up the NOMAD river. After three hours of this we came across a man building a house in the bush who, getting over the initial fright, said he was a DABA man from IANAWASU and that he would take us there. This was a real stroke of luck. This he did, putting us on McBrides old track. We then followed down his track for about an hour and camped in the bush in the middle of the area indicated by McBride as the other airstrip possibility. The walk from SINABI had taken six hours, and apart from IANAWASU was all uninhabited rain forest. Myself and Mr Henderson spent the afternoon and the following day walking over the area. Neither of us was impressed by the site and it was immediately apparent that the NOMAD site was much superior from the point of view of the seven engineering problems involved.

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TERRITORY OF PAPUA AND NEW GUINEA

Nomad Patrol Post,
Kiunga Sub-District,
Western District.

26th. April, 1962.

The District Officer,
District Office,
DARU.

SPECIAL PATROL REPORT - KIUNGA TO NOMAD.

Patrol Instructions: The Transporting of labour from Kiunga to the Nomad Patrol Post for the purpose of constructing an airstrip.

On completion of patrol for me to stay at Nomad for an indefinite period to help in the construction of the airstrip.

Personnel Accompanying: 1 N.M.A. (on transfer to Nomad)
3 members of the R.P. & N.G.C. (with original 41 carriers from Kiunga)
2 members of the R.P. & N.G.C. on transfer to Nomad (with the second line of 62 carriers)
1 personnel servant.

The patrol departed from Kiunga on 22nd. March, 1962 with a total of 41 carrier/labourers with personal rations for one European officer and some tools and kerosene, and was accompanied by three members of the R.P. & N.G.C. and an N.M.A. on transfer. The bulk of the carriers departed by road while all the cargo was to be shipped to the village of Kasapien on the Elavala River by canoe and outboard motor. The cargo was accompanied by myself, one policeman, the N.M.A. and six carriers. As in the diary, the outboard motor broke down and all the cargo was left at Sogorom village, while as much of the patrol as possible proceeded to Kasapien and thence to Debapare, where it was joined by a District Inspector and the District Officer. The bulk of the carriers going back to Sogorom for the cargo and then proceeding straight to the Strickland Base Camp, and there to meet up with the rest of the patrol.

The first part of the patrol, consisting of myself, one policeman, the N.M.A. and six carriers, plus about 12 local people acting as carriers, reached Debapare, met the two joining officers, and proceeded to the Base Camp. At this stage the two parts of the patrol had not joined and the two visiting officers elected to proceed, while I waited for the major part of my original patrol. Once my patrol joined, on the 6th. April, I was then forced to wait at the Strickland Base Camp for the return of the two officers, on the 12th. April, and also to be joined by a latter line of carrier/labourers, which arrived on the 14th. April, and then take both lines into the Nomad Patrol Post.

On the return of the two officers from the Nomad Patrol Post the patrol was again split up as 22 carriers were sent back to Debapare with them for the collection of 600 lbs. of food to be brought by Cessna from Lake Murray.

On the arrival of the second line of carriers movement across the Strickland River of carriers and cargo was begun. This operation was done over the three days, 16th.-18th. April. Once across the Strickland River I had all the carriers together and thence proceeded to Nomad arriving on the 21st. April with 106 carrier/labourers.

Carriers: It was originally planned not to call on the local people at for carrying, but as the breakdown of the outboard motor led to the splitting up of the patrol for a period of 15 days at the start and another 4 days later on, it was necessary to call upon as many local village

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3.

I will proceed to a description of the site.

First of all, it should be said that McBride did not survey, or make any attempt to survey, this site. He's report is merely the impression received from walking through the area en route to the BIAMI. He had slept the previous night in the DABA hamlet of SIOMAE (slept SIMOAE on the map) and he walked to ANLAMUSA (now deserted) to IANAWASU (population about 15) to a camp site in the bush on the south bank of the NOMAD. He suggested it might be a possibility. What he said in fact was " from the small BIAMI homestead of IANAWASU to the river itself are located three good stretches of flat ground, which could be converted into CESSNA strips. A good search in this last named area might locate a DOUGLAS strip..."

We did not find anything remotely resembling a DOUGLAS prospect, nor did we find a "B" class strip. The best that can be said is that there are two or three CESSNA possibilities in this location. Certainly, if better strip prospects do exist, they are not obvious, and because from the very first impressions the NOMAD site seems so much the better prospect, we considered a really painstaking search to be unwarranted.

The country between IANAWASU hamlet and the NOMAD river is undulating, without any sharp ridges. Small, level stretches fall away into creeks and small tributaries of the NOMAD, once sago swamps. Every likely working level patch we investigated petered out after 400 or 500 yards shelving off into small depressions or creeks bearing sago. If a "B" class strip does exist, it would be a matter of "angling-off" the level areas before falling away into a swamp or depression. From the engineering point of view, this site seems to me to be inferior in every way to the NOMAD site.

Furthermore, it could not be justified on the score of centrality, as giving the best access to the main bodies of population. The whole area through the strip sites is an uninhabited "no man's land" covered in dense rain forest.

From IANAWASU there are no people right through to the first BIAMI hamlets on the southern side of the NOMAD. Nor is there anything to the north. This population can only be guessed at, but from Clancy's report it seems to be DABA, and scattered.

The main SMPFI and DABA populations lie West of IANAWASU, and the BIAMI groups to the SE on the other side of the NOMAD. The NOMAD site offers an equally good access to them.

Food was again very short in this area. The only people nearby, the IANAWASU people, bought us a few bananas, and the last of the sago from the base-camp was issued. Nevertheless, I saw enough of this site in two days to satisfy me that the NOMAD is the logical choice for the patrol post.

The next day the patrol began the return trip. We took a slightly different route this time, making a short-cut from SIMOAE to SISIOBI where we camped. Again barely enough food for the carriers. From SISIOBI we followed the old track back to GWIANIBINNA and camped nearby in the bush. Had to issue rice to supplement the few bananas and coconuts bought in. The following day, the 15th October, the patrol arrived back at the base-camp.

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2.

people as possible. This new plan, under the circumstances was unavoidable and it was first thought that new carriers could be obtained in each village therefore bringing the services of these people to a minimum. But owing to the small and scattered population it was necessary to hold onto some of these carriers for some two or three days. In this light the carrier situation was bad as at this particular time most of the 'able bodied' male population had managed to be away from their villages for a multitude of reasons. The few obtained worked well and enabled the patrol to keep on the move most of the time.

Once at the Strickland Base Camp all reliance on these local carriers ceased as they were not prepared to 'carry' through the Supe area. From here all major movement ceased until the patrol was merged into one again.

The Supe people, once approached, were willing to 'carry' for the patrol and, although they did not number very many, the few that were obtained helped the patrol considerably.

Roads: Owing to rain prior to the departure of the patrol and the heavy rain during the duration, all roads by any rivers and on low lying land were very waterlogged, but were mostly well cleared in the Avin and Parc areas. Considering the sparse and scattered population in these areas there can be no complaint about the state of roads and the few bridges as such. One criticism that can be levelled concerns the state of the roads joining the villages along the Elavala River. As most of the patrolling along here is done by canoe the maintenance of the roads has been allowed to fall below a reasonable standard. This has been pointed out to the villages concerned and any later patrols forced through circumstances beyond their control should find the roads quite good.

On the east side of the Strickland River the roads are mainly bush tracks and a sparse population with no consolidated Government contact. There are parts near most villages where work has begun on clearing roads, but this work has only recently been told them and no complaints can be made. Once patrols start moving through the area then I think a vast improvement will be noticed in the state of roads.

River Crossings: On this patrol there are four major river crossings which necessitate use of canoes and/or rafts. All of these were successfully crossed.

The first crossing was the Elavala River at Kasapieu from north to south but this presented no problem as the local people are experienced canoe handlers. There were also ample canoes and people to cope with the operation admirably.

The second was at the Strickland Base Camp and here we were confronted with one very heavy canoe, capable of only a fairly small load, and a local population of about three males capable of handling a canoe. The carriers I had with me proved to be quite useless as they are not a 'canoeing type' people and the cargo to be transported across was such that it was not worth risk of employing them in this work. To get over this problem the whole load was transported across over a series of three days, using the local people and the two police who were canoe people and the N.M.A., also a 'canoe' type. The whole operation passed off without any serious incidents or losses.

The third crossing was across the Dumugas River in the Supe area and although the river was not large it was fairly fast flowing and subject to 'flash flooding'. Previous methods of crossing this river were by bridge, which had fallen into disrepair at the time of crossing, and by rafting. This latter method of crossing was used, with slight modifications; one very stable raft was built and was propelled across the river by a rope attached to the raft and to the opposite bank and powered by 10 or so carriers pulling on the rope. The same method was used in bringing the raft back to be reloaded. This proved very successful, although slightly slower than the previous methods mentioned. Again all cargo and personnel were transported across safely. The movement of the carriers across was more or less independent as they tended to swim across the 100 feet or so of fast flowing water.

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2. EAST STRICKLAND PATROL POST - THE SITE.

McBride had a fair look at the country to the East of the STRICKLAND. Speaking in his report of station ~~and~~ airstrip sites he said "... only two areas were seen where good AIRSTRIPS sites exist". He was of course referring to the NOMAD and LANAWASU sites.

This patrol was instructed to investigate each of the sites and to report upon their suitability. Such a report should pay attention not only to location from the engineering point of view, but from the Administrative point of view also. Now concerning the latter point of view, McBride had this to say, and I quote....

" A patrol post located at the AIRSTRIP SITE at the NOMAD and HAMAM rivers could in time control the east STRICKLAND tribes and the PARE. From the AIRSTRIP SITE it is approximately 30 miles to the KAURIS range and the headwaters of the EAST RENTOUL and 40 miles to the MULLER RANGE and the KOROKA SUB-DISTRICT BORDER. The NOMAD river site is recommended in preference to a BOSAVI post, recommended by Mr. BUTLER, as it is more centrally located and the population in the immediate vicinity appears to be more concentrated. We cannot get at this population effectively from either KIUNGA, LAKE MURRAY or LAKE KUTUBU "

Having now seen both the sites myself, I can only say that I entirely agree with these remarks of McBrides. From either point of view, that of the engineer or the Administrator, the NOMAD site is the better one and is logically the site for the Patrol Post. In case you may still have some doubt concerning the latter point, that is, the suitability of the location as an Administrative centre, let me say that there should be no worries on this score. On the contrary, I think the NOMAD site is ideally central.

Remember that McBride in his remarks includes the PARE, and I think that we would be wise to include it in all our thinking of this area. At the moment the PARE is controlled (or Not controlled) from LAKE MURRAY. The base-camp is 10 days walk away from that station. As you would expect, the PARES are quite as "bushy" as their friends the SUPEIS and DABAS.

If we are going to set up a Patrol Post in this area then obviously the PARE should be included in its territory, for more real Administration than will ever be possible from Lake Murray. If then, we draw a line from the top of the ELEVALA river to MOUNT BOSAVI, and another line from the CECILIA river to the TIOMU river, these lines bisect the centres of population and we find that they cross very near to the NOMAD site. In addition we must not forget the ILIBU, GEBUSI, DINUK, AEBA? and other people south of the RENTOUL rivers who will eventually be administered from the post. At present nobody seems to know very much about them, but they are there, and should not be ignored.

We were visited by some GEBUSI people while at the NOMAD site who indicated they came from a village some hours to the south. Administration influence can be spread fan-wise from the NOMAD site to eight brown linguistic groups something like this -

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The last major river crossing, that across the Nomad River itself, was easily accomplished as there were ample large canoes and people able to handle them fairly well and again all personnel and cargo were safely landed on the opposite bank.

On the whole none of these crossings are any major problem, except for the time factor involved when a large quantity of cargo is to be moved. The worst of these is the Strickland River crossing and this only because of insufficient people available for a continual 'shuttle service' backwards and forwards. The lone canoe at this crossing is heavy and sluggish, but very stable and is a regular 'man-killer' if the same paddlers have to work continuously for a number of hours. This may be overcome with later patrols as the local village people of Idiana informed me that they would build a canoe, and I left three Government canoe adzes in the care of their spokesman, AVIS, for that purpose. The Dumumas River could be a delay as 'flash floods' are frequent, but the delay should only be for 24 hours and the actual crossing is not difficult.

Supe People: As it was not my purpose to spend any time at all with the Supe people while passing through their area there is not much that can be said. On the patrol I passed through five Supe villages and slept in two of them. Contact with them was limited as all communications had to be passed through a series of interpreters and a great deal was probably lost in the translation. The impression was that although they were not openly hostile to the patrol we were not exactly welcomed with 'open arms', but this I think can only be expected considering the lack of European and Government contact.

As with the Pare people the population is sparse and well scattered, but in all villages we stopped food was brought in, however small, and bought with trade goods, mainly beads, matches and salt.

It has been mentioned earlier that some Supe people did volunteer as carriers, only a few at first, then gradually more and more came forward and eventually some had to be turned down. This work of 'carrying' at present appears to be a novelty and although they worked well later 'consolidation' patrols will be able to fully assess the ability and/or willingness to work.

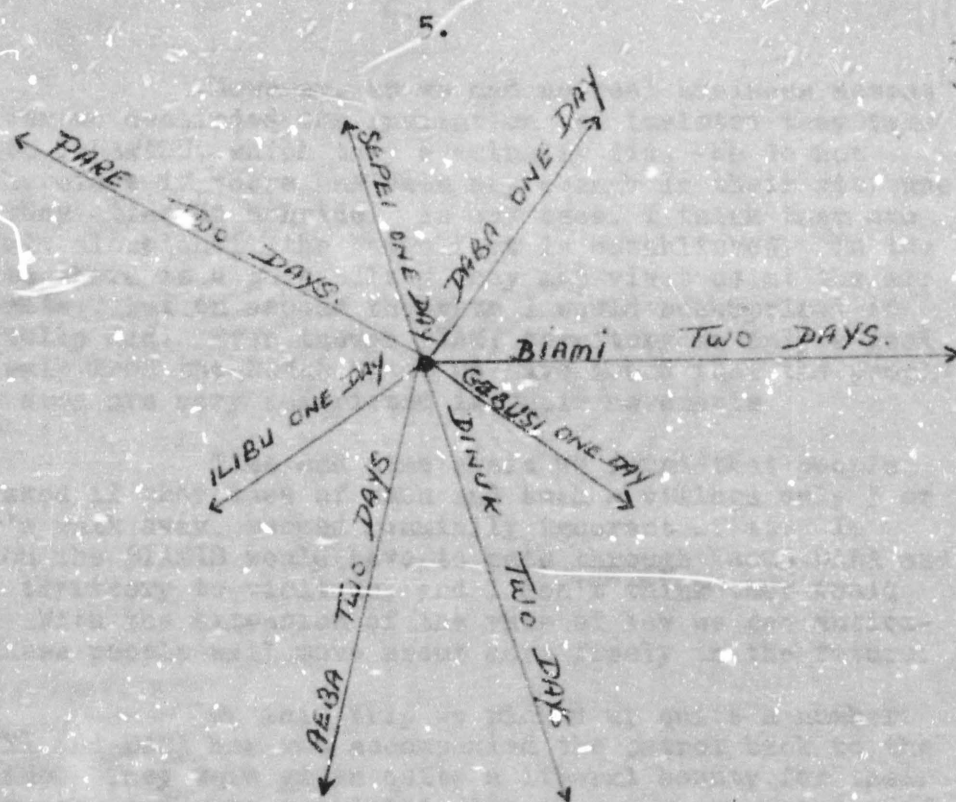
Food: Because of the unexpected length of the patrol the local people's resources again had to be called upon to feed upwards of 20 people at a time and considering the small population throughout the whole area the food situation was pleasing. In most places enough food could be obtained to feed all the carriers.

The additional 600 lbs of rice and meat from Lake Murray made movement through the Supe area possible as the food obtained there was not enough to feed a line of 106 carriers and four police. Here again this position will probably be eradicated once more Government patrols are active in the area.

The Outboard Motor: The main reason that caused the patrol to be broken up into two sections was the unpredictable behavior of the outboard motor powering the canoe. It was planned that all cargo should be moved from Kiunga to Kasapien in this manner, and from there be split into carrier loads and walked overland from there to Nomad. All previous patrols of the same nature have used this technique quite successfully. This necessitates two days in the canoe, one day to Sogorom, approximately halfway to Kasapien, and then on to the latter on the second day. The first day I got to Sogorom but the engine started to run unevenly during the last hour or so and this was attributed to an overpowerful oil mixture in the petrol.

The first hour of the second day was good but then the water cooling system blocked causing a delay of an hour. Then it was found that one of the gaskets had 'gone'; a temporary repair was attempted but this failed and there was nothing else to do but to paddle back to Sogorom, try and contact the carrier line and walk all the cargo overland from Sogorom. The disabled canoe was then sent back to Kiunga with details in a note to the Officer-in-Charge and a suggestion that the District Inspector should go to Kiunga first thus allowing a few days to over-

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I doubt if we could find a location more central than this, and on top of it all we have an excellent strip site. To move further east to the IANAWASU site looks good only on paper; to do so would not only be moving to a much inferior station and strip site, but would be moving away from, not towards, the real heart of the EAST STRICKLAND.

These then, without belabouring the subject further, are the reasons why I recommend, along with McBride, the NOMAD - HAMAM site as the site for the Patrol Post to control the EAST STRICKLAND region.

3. NATIVE SITUATION.

On the east side of the STRICKLAND, friendly contact has been established with the SUPEI, DABA and GEBUSI people. They have all been willing enough to help the patrol, and we had not so much difficulty this time finding guides. However, food remains a problem. We were never able to buy really enough, and what was offered was mostly bananas and coconuts which did not please our sago eating carriers too well. From the extensive banana gardens we saw throughout the area, this food may well be the staple of the region. We have found it necessary to make and stock-pile our own sago before moving from place to place.

We had hoped to make some kind of contact with the BIAMI people on this trip as McBride's comments indicate they are the most populous tribe in the region. McBride said that IANAWASU was a BIAMI hamlet but it is in fact DABA. We therefore have not seen any BIAMI people on either of our trips across the river.

When the patrol left the DABA hamlet of SINABI to proceed to IANAWASU, the DABA men with the patrol said to keep a careful watch when near BIAMI territory, because the BIAMIS would attack us. These DABA people had every intention of taking us across the river. As they have probably suffered at the hands of the BIAMI in the past and realise we have the ability to curb their power, (we gave a number of firearms demonstrations), it seems likely the DABA people were leading us to BIAMI territory, in the hope that we would shoot them up.

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come this unfortunate incident.

Apart from the very long, but unavoidable, delays and the constant changing of plans the patrol was very straight forward and in the end achieved its aims of safely shepharding carrier/labourers from Kiunga to Nomad Patrol Post.

R.R. STOTT
(Patrol Officer, grd. 1.)

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However, as we had no real business across the river we declined the invitation and insisted they take us NE to IANAWASU, which they eventually did. We do not know therefore if there has been any change in their attitude since they attacked McBride. In any case, I think they are well left alone until the Patrol Post is established. In the meantime there is a possibility they may visit us at the airstrip site. But on second thoughts I would be surprised if they really did. Even though BIAMI territory is only a good day's walk from the NOMAD site, we have found that the people of the area are very restricted in their movements.

Time and time again we found that people, when asked if they knew of such and such a village only 3 or 4 hour's walk away, seemed genuinely ignorant of it. In addition the BIAMIS would have to pass through some DABA and GEBUSI territory to visit us, and I don't think they would do it. With the extension of the rule of law we can anticipate these people will move about more freely in the future.

On this trip we picked up quite a number of SUPEI and DABA men who accompanied the patrol back to the base-camp. They were given quite a liberal bounty for their willingness, and were acquainted with the aims and methods of the Administration, while at the camp. They have all now returned to their own areas and have volunteered to tell the other SUPEI and DABA men to come and work at the airstrip when it is started.

However, I am not optimistic in this respect and still think the job will require a paid KIUNGA labour force. The PARES have all gone into hiding after one taste of carrying patrol gear (from the canoe-landing at the top of the ELEVALA to the base-camp). There is similar reason to believe that the SUPEIS and DABAS would act in the same way once the going got tough.

Therefore I think the real work will have to be done by a regular, disciplined labour force, and if any PARE, SUPEI, or DABA men can be induced to help, then they can be paid in trade and put on some lighter fringe activity.

I have outlined my proposals in the earlier report in respect of this work force. Just to repeat the figures, I think 250 labourers will be necessary (200 on the job, 50 making sago), and in addition there should be an air-drop of 4000 lbs of rations once a month.

4. FUTURE MOVEMENTS OF THE PATROL.

It was apparent before the patrol left KIUNGA, that the establishment of a post in the EAST STRICKLAND would be a lengthy business. Adequate provision was therefore made to maintain the patrol in the field. With care, we will still have three months supplies for the patrol personnel proper, after you receive this report, (and by then the patrol will have been out for about two months). In addition to rations, we have a great deal of that paraphernalia necessary for this kind of job. Altogether we must have shifted nearly 10 tons of gear from KIUNGA to the base-camp. It is now in our store here. You can appreciate that it is no simple matter to shift this quantity of gear around the countryside, particularly in view of the sparseness of the population.

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TERRITORY OF PAPUA AND NEW GUINEA



~~28-6-3~~
67.3.1.
~~28-6-3~~

In Reply
Please Quote

No. 1-6-9

DISTRICT OFFICE,
DARU.
WESTERN DISTRICT.

30-10-61

The Director,
Department of Native Affairs,
KONEDOBU.

PATROL EXPENSES - STRICKLAND PATROL.

28/6/8.
Duplicate copy of
this covering memo
also on 28/6/8

Further to my 67-1-3 of 9th. October, 1961.

Two Interim Reports in manuscript have been received from Mr. M. Lang and typewritten copies are forwarded herewith.

While the question of funds is of primary importance, the entire reports have been submitted to complete the background and possibly expedite the funds.

The £4000 estimated by Mr. Lang, would be a charge against Aerodromes 27-2-4 and will not become available until an inspection by the Department of Civil Aviation. Meanwhile I consider the £ 1500 originally requested under 11-2-6 Patrol Expenses of 11-2-5 Establishment of patrol posts should be availed of.

*westpa
units*

As the Catalina will not be operating at the time required, D.C 3 charters from Daru will be necessary. These would involve flights of approximately 203 miles there, and 208 miles back, plus the necessary circling. The initial funds should be in the form of V.S.C. and air charters.

*f100
DLA 15/11/61
File: 1.3.7*

Apart from the fact that the site chooses itself on account of being the only "B" category strip available. I consider that it is sufficiently east from Kiunga, for the creation of a new patrol post or possible Sub-District station. Mr. Lang has enlarged on the location of populations in his report.

While the BIAMI Territory is the most interesting and most in need of Administration, in the interests of peaceful penetration, they should be given the opportunity to assimilate Administration activities gradually.

I recommend that the site chosen by Mr. Lang be given favourable consideration.

cc. ASSISTANT ADMINISTRATOR (SERVICES)

R. I. Macilwain
(R.I. MACILWAIN.)
a/DISTRICT OFFICER.

Y. ...

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7.

Most of this gear is still intact and there remains the problem of shifting it from the base-camp to the strip site. It would be practically hopeless to expect the SUPPIS and DABAS to tackle the job, and it would mean probably 5 stages for our 80 carriers. A heart-breaking job. However we believe we can overcome the problem by building a fleet of canoes (about a dozen will be necessary) and thence taking the gear down the STRICKLAND, up the RENTCUL, up the NOMAD, and to the strip site. We have just about enough trade goods with us to build the station. We are engaged upon this now; the first canoes have been launched and the whole project will probably take about three weeks or more.

We propose to begin moving the gear up to the NOMAD site when Mr Henderson finishes his examinations at KUDA Mission (to be held on the 13th and 15th November. In the meantime I propose to return to KIUNGA at the end of October for a twofold purpose : to take my University Examinations, and to recruit 200 labourers from the NINGIRUM area. I also want to pick up some tools for the strip, including the chain saw and petrol for it.

I intend to walk these labourers in to the strip site leaving KIUNGA about the end of November. It will be necessary to begin airdrops on the site as soon as this labour force moves in. A tentative date for the first drop would therefore be early December.

That is all for the time being. Please advise by radio whether you agree with the broad outline of these recommendations, and if you find it possible to come up to D'ALBERTIS while I am at KIUNGA I would be glad of an opportunity to discuss the whole project with you.

Do you want a D.C.A. surveyor to have a look at the NOMAD site ? If so we could pick him up at KUDA and have him on the site in 2 - 3 days if he is prepared to walk.

For your information please,

(M. LANG.)
a/ASSISTANT DISTRICT OFFICER.

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TERRITORY OF PAPUA AND NEW GUINEA

*In Reply
Please Quote*

N.

Strickland Base Camp,
KIUNGA Sub-District,

5 th. October, 1961.

The District Officer,
Western District,
DARU.

INTERIM REPORT - STRICKLAND PATROL.

This memorandum collates some of the information relayed on our regular radio schedules, and may help to give a clearer picture, of the situation in the EAST STRICKLAND.

As this patrol could be in the field for a considerable period, I will endeavour to send off by runner to KIUNGA, these progress reports from time to time.

The following matters are those which seem to be the most important at this stage.

1. AIRFIELDS.

The patrol left the base-camp on the 15th September, to investigate the site at the NOMAD - HAMAM junction. This was the site which Mc Bride considered to hold the better prospects. Patrol arrived at the site on the 19th. September, and remained there for 6 days conducting a survey of the area.

What follows is a general description of it. The site is the "V" shaped segment of land formed at the junction of the NOMAD and HAMAM rivers, with the NOMAD on one hand and the HAMAM on the other. This piece of land is in the form of a raised plateau, about 40 feet above the river and with almost perpendicular banks. The top is flat and covered with rain forest. This level area extends back between the two rivers for nearly a mile, before breaking up into small creeks and hillocks. It gradually widens out from the point of the "V" and at the end of what would be the airstrip is about half mile wide.

The beds of both NOMAD and HAMAM are shingle with a swift current. There was one night of heavy rain while the patrol was at the site, and the river rose about 6 feet. The plateau was still 30 feet or more above the water level, and I think it most unlikely that the plateau would ever flood. In fact some GEBUSI men told us they have never known the water to come any where near the top, and the possibility of flooding does seem remote.

The plateau is not entirely faultless ; there are a couple of small gullies which are rather inconvenient, and there doesn't seem any real likelihood of putting in a DC 3 strip. But we have established by actual measurement, that a 3000' by 200' strip can be established.

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3RD INTERIM REPORT

(29)

67-3-2

4th April, 1962.

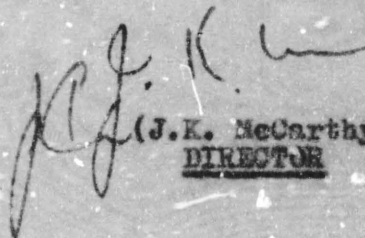
District Officer,
DARU.

STRICKLAND PATROL - NO. 61/62

Comment on this report has been deferred until some clarification had been received on the outcome of further investigation and coronial action. As a result of this information it appears that the PARE people had justification for their apparently unco-operative attitude.

2. I am pleased to note that Mr. LANG had given instructions to his police on behaviour expected of them when in contact with those backward people. This cannot be repeated too often.

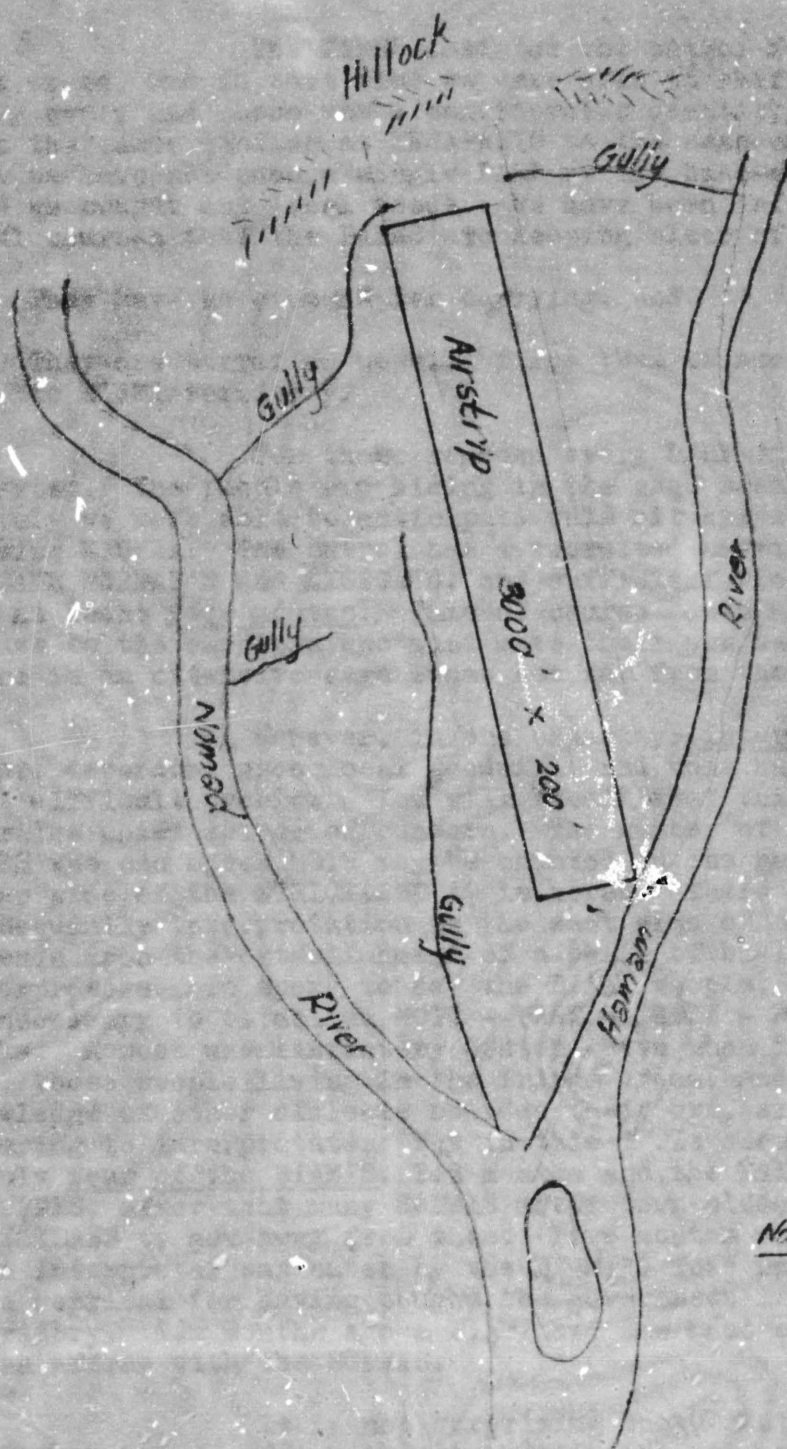
3. The people I am sure, will respond to sympathetic handling. Please instruct your officers to ensure patience and understanding of the PARE people in particular, is to be exercised.


(J.K. McCarthy)
DIRECTOR

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(2)

The first 2,500' of this is on relatively level ground and should not involve any great difficulties from the engineering point of view. There is some benching and filling to be done on the final 500 feet. The soil is a clay loam and taken into account with the elevation of the whole site, drainage should be no problem. The rain forest is not as heavy as one usually finds in the district. In addition to a strip, there is ample room for a station area. The whole thing is envisaged as looking something like this:-



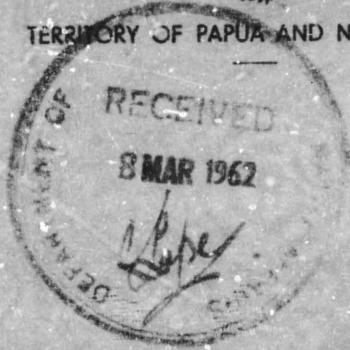
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67/3/2 (28)



TERRITORY OF PAPUA AND NEW GUINEA



In Reply
Please Quote

No. 37-5-2

DISTRICT OFFICE,
DARU.
WESTERN DISTRICT.

2nd March, 1962.

The Director,
Department of Native Affairs,
KOFEDOBU.

MURDER OF CONSTABLE KASIGA-HEWABE NO 9259.

Reference your 67-3-2 of 26th February, 1962
paragraph one.

My 67-1-6 of 26th February, 1962, (report by
a/Assistant District Officer J.D. FITZER) contains this
information.

Antoni P.M.

6/7

*Death on
3rd Nov.
D.D. Rec.
6th Nov. info. on
coroner's comm.*

*Romania
(R.I. MACDOWAN)
a/DISTRICT OFFICER.*

*commenced
Nov. 27th
to Nov. 28th
a/Assistant
D.D. Rec.*

*coroner's comm. with C.C.O.
14/3*

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(3)

I think it all adds up to a pretty good prospect, and the other, unseen site, will have to be very good to exceed this. The centrality of this site is also another advantage. Such a post would almost ideally situated to control to the West, the PARE (now 10 day's walk tfrom LAKE MURRAY), to the East, the BIAMI, to the north, the SEPEI and DABA, and to the South, the GEBUSI and other peoples.

On the 26th. September, the patrol left this site and returned to the base-camp. Why this was necessary instead of continuing on to the second site, will be discussed in the next section.

2. NATIVE AFFAIRS.

The native situation is more or less as expected. That is, we are having the greatest difficulty getting carriers, guides, interpreters, and food.

The PARES assisted the patrol for the first week or so, and in that time we were able to shift all our heavy gear, and there was a considerable quantity of it, from the canoe landing at KESAPAEIU to the base-camp. Since then we have not seen a single PARE at the base-camp, nor have we bought any local foods. We have been informed by local sources that the PARES are keeping clear of us because:-

- (i) They have no stomach for carrying, and
- (ii) They are terrified we will force them to accompany us to BIAMI territory.

For these reasons every PARE village is deserted. The people are hiding in the sago swamps. Fortunately we were able to anticipate this situation before leaving KIUNGA. The patrol has a recruited carrier line of 80 LAKE MURRAY'S and KIUNGA'S, and sufficient rice and meat for at least four months. This of course does not include issues to the carriers who must make their own sago. Luckily there is an extensive sago swamp not far from the base-camp.

However, in one capacity, interpretation, we are dependent upon local goodwill, and this has been our most difficult problem. You will recall that this was also McBrides chief source of concern. The number of resident PARES who can speak MOTU may be counted on one hand, on the other side of the STRICKLAND it is worse. There are none. Consequently interpretation on the east side of the river depends upon the establishment of a chain of bi-lingual interpreters. To speak to say the BIAMI people, it would be necessary to establish MOTU - PARE - SUPEI - DABA - BAIMI links. A most unsatisfactory system, even when it is working. But, those people living in the fringe areas, and witha knowledge of other dialects besides their own, are just not offering to interpretate. Why is this? It seems to be simply fear of the BIAMIS. Ten months ago the BAIMIS killed 4 SUPEIS, after that many SUPEIS moved down closer to the STRICKLAND to get away from them. Five months ago McBrides DABA interpreter was eaten by the BIAMIA. This was said to be a reprisal for having bought the government into BIAMI territory. Two months ago a BIAMI had his hand chopped off in an affray with the SUPEIS.

It is not surprising then, that people should link these fresh incidents with the attack on McBrides patrol, (probably the first patrol ever seen by the BIAMIS) and declined to accompany us to BIAMI territory.

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TERRITORY OF PAPUA AND NEW GUINEA

67/13/27 (27)



In Reply
Plea Quote

No. 1-6-9

DISTRICT OFFICE,
DARU.
WESTERN DISTRICT.

2nd March, 1962.

The Director,
Department of Native Affairs,
KONEDOEJ.

AIRCRAFT CHARTER - NOMAD.

Your 67-3-2 of 26th February, 1962, paragraph 2 refers.

A drop of 1000 lbs i.e. two Cessna flights with 100% recovery took place on 19th February. The pilot then required certain trees removed to lengthen the dropping site and certain logs and stumps cleared in case of bag bursting.

A further drop of 1000 lbs with 100% recovery took place on 1.3.62.

The pilot holds a warrant for a further 5 x 500 lb drops.

Patrol Officer R.W. McLellan is at present proceeding to the Nomad site with two D.C.A. surveyors EFA 4th March, 1962. 108/3

The District Commissioner has made tentative arrangements for the Catalina to take over if economy warrants or commitments grow beyond the range of the Cessna.

R. I. Macilwain
(R. I. MACILWAIN)
a/DISTRICT OFFICER.

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(4)

After a number of false starts, (interpreters running off the light before we are due to start), we finally got hold of a MOTU-PARE speaker who rather unhappily agreed to cross the river with us. In the first SEPEI hamlet of GWIRIBIANA we found a SEPEI → PARE speaker who offered to take us to the NOMAD - HAMAM site, but who positively declined to take us a step further. Even on this track our guides were casting fearful glances over their shoulders half expecting a BIAMI to leap out from behind every tree. Arriving at the site the SEPEI - PARE speaker promptly demanded his pay and cleared out. This left us only with the MOTU - Pare interpreter which was most inadequate. This of course didn't handicap our survey work, but did prevent us at that stage from continuing on to the second site. In the meantime we had learned that a certain PARE village had a couple of men who could speak SUPEI. We decided to return to the base-camp and get them.

We arrived back on the 27th September, and Mr. Henderson went off to this village to find the interpreters. He returned to the base-camp on the 4th. October, with two men who said they could speak SUPEI. We now have MOTU- PARE- SUPEI interpretation and intend re-crossing the STRICKLAND on the 9th to investigate the second airstrip site. On the way we hope to pick up a couple of bilingual DABAS, DABA - SUPEI, and DABA - BIAMI.

Summing up the native attitude, I would say that the reason we have received so little assistance is because the people are afraid of accompanying the patrol to the BIAMI. Considering the attitude of the BIAMIS towards Mr. McBride and his patrol, I think that a clash with these people is a very real possibility. But we may be able to avoid it this trip because we are not going to penetrate the main BIAMI groups. It is not necessary. The other airstrip site is just on the fringe of BIAMI territory, and their main groups are on the other side of the NOMAD (GIRUMI). But we cannot indefinitely avoid a meeting with these people, and I think that a clash, if it is going to happen at all, will very likely occur when we begin to extend the rule of law from our new patrol post.

3. AIRSTRIP CONSTRUCTION.

Even without having seen the alternative site, I am practically convinced that the NOMAD - HAMAM site will prove the better of the two. Our next problem is going to be that of construction. How are we going to build it? Personally I think it will be necessary to import labour from KIUNGA. My reason for this conclusion are :-

(1) The population on the last site of the STRICKLAND, although big by WESTERN DISTRICT standards, is still relatively small. Furthermore, there is no population available at the NOMAD - HAMAM site. This is a small pocket of no-mans land, and the populations are 1, 2, or 3 day's walk away.

(ii) The populations are primitive, barely contacted, and tribal hostilities are very much alive. They have all demonstrated their unwillingness to do any work, and indeed it could not be expected of them at this stage of contact. It would be practically impossible to keep them on the job. They might work for a few days but would invariably abscond (probably with their tools)

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76

67-3-2

26th February, 1962.

The District Officer,
Western District,
D. A. R. U.

MURDER OF CONSTABLE KASIGA-HEWANE
NO. 92591

What progress has been made in the investigations and enquiries please? Your No. 37-5-2 of 16th November, 1961 refers.

2. Is the present aircraft charter arrangement satisfying the supply problem for Nowad? (23)

J. K. McCarthy
(J.K. McCarthy)
DIRECTOR.

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28. 65. 8.)
and 1-3-7

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Establishment - Banco Patial Post

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(Internal Ratio Report - [unclear] and [unclear])

and subsequent [unclear] [unclear] [unclear]
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and the merger of funds
the figures [unclear] by [unclear]
the following proposals
have been accepted

(1) Rate 11. 4. 3 - [unclear] [unclear] [unclear]
[unclear] [unclear] [unclear] [unclear] [unclear]
31/12/61. As further [unclear] [unclear] [unclear]
was available [unclear] [unclear] [unclear]

(2) Rate 11. 4. 6 [unclear] [unclear] [unclear]
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(3) Chapter [unclear] [unclear] [unclear] [unclear]
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(5)

(iii) As there is no rule of law in the area it would also be impossible to keep a mixed labour force on the job. (8)

The only solution seems to be to bring in a paid labour force. I think 250 (the number generally employed on the KIUNGA strip) could do the job. This would mean recruiting a further 170 to bring our numbers up to this mark. This raises the problem of feeding them. We have found one fairly large sago swamp near the strip site and there are probably others. About 50 of our 250 labourers would be more or less permanently occupied making sago. But sago alone is a poor working diet. I think 4000 lbs of rice and meat, packed at LAKE MURRAY and airdropped once a month by Catalina, will be necessary. This way we could give them a 2:1 sago:rice diet. This in turn raises question of Funds. I think about £4000 would be necessary, viz :-

(i) 250 labourers for 6 months at 30/- per month	2 2 5 0
(ii) 6 airdrops at £ 200 (value of stores per drop)	1 2 0 0
(iii) charters, tools	5 5 0
	<hr/>
	£ 4,0 0 0

We have enough trade goods with us to build the station. I would suggest that the nominal £ 1500 for Establishment of patrol posts be diverted to the airstrip leaving a balance of £2500 to be provided.

4. FUTURE MOVEMENTS OF PATROL.

(i) Patrol leaves base-camp on Monday 9th October, to investigate second airstrip site indicated by McBride near BIAMI hamlet of IANAWASU.

(ii) Consultation with DARU concerning choice of site. If NOMAD - HANAM site chosen, Mr Henderson will commence building fleet of small canoes to transport patrol stores down STRICKLAND, up RENTOUL and NOMAD to site, In midst of construction work, Mr Henderson to sit for deferred A.S.O.P.A. law examinations at KUDA mission (days walk from base-camp).

(iv) Mr Lang to return to KIUNGA at beginning of November to sit for University examinations and return base-camp. Absent probably three weeks.

(v) If MORESBY gives approval to go ahead with imported labour for strip, additional 170 men can be recruited by Mr Lang while he is at KIUNGA.

(vi) Proposed to walk this labour in to base-camp from KIUNGA (6 days).

For your information please,

(M. LANG.)
a/ASSISTANT DISTRICT OFFICER.

*3 months for
Patrol etc.
£1,000
£200 per
1. Patrol
Free
get clear
Action F. 24/5.*

*non
Chop
Vote*

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(24)

(5) V.S.C. funds have been requested and has been allocated ✓

(6) The proposed plan of location of station and proposed air strip may be requested. D.C. stated Lang. had this in hand.

(7) Geographical location has been secured at this stage and steps being taken in provision of fixed radio equipment. ✓

The report information phase

J.S. Sullivan
Admin. Officer

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67. 3. 2 ✓
23

TERRITORY OF PAPUA AND NEW GUINEA



In Reply
Please Quote

No. 37-5-2

DISTRICT OFFICE,
DARU.
WESTERN DISTRICT.

16th November, 1961.

The Director,
Department of Native Affairs,
KONEDOBU.

14
MURDER OF CONSTABLE KASIGA + HEWABE. 9259.

My signal No 239 of 6th November, 1961 refers.

1. Wireless information of the murder was received on 6th November, 1961, and a signal sent to you immediately.

2. On 9th November, 1961, a/Assistant District Officer M. Lang reported by wireless conversation that Patrol Officer R. Henderson, was worried through threat of attack and thought it inadvisable that he leave the Base-Camp and proceed to Kuda (DEBREPARE) U.F.M. station, one days walk away, and that he defer his A.S.C.P.A. examinations until the Coroner arrived.

3. The same day a M.A.F. Cessna visited Daru and the pilot was persuaded to fly the only available person with powers of a coroner, Mr J.D. Fitzer, to RUDA Mission Station.

4. Mr Fitzer departed Daru at 6.45 a.m. and reached the Base-Camp before dark. This was an excellent effort on his part, as the Mission to the Base-Camp is considered a long days walk. (9 hours)

The fact that the Cessna made the Friday trip enabled Henderson to sit for his exams on time as the papers were not previously scheduled to arrive until after the exam was over.

5. Memo 67-1-6 of 9th November, 1961, from the Assistant District Officer Kiunga, has now been received and is forwarded herewith:-

6. It had been proposed for Mr Henderson to leave for the NOMAD strip site in company with an Airport Inspector. In view of this trouble, the Inspector has been stopped and the Patrol will remain in the Base-Camp area until the matter is cleared up.

7. Fitzer has not found, or has relaxed, the tension that bought about his so hurried departure.

R.I. Macilwain
(R. I. MACILWAIN)
a/DISTRICT OFFICER.

*Why did
D.P. not
go?*

*Amant Com
not action
a result of
inquiries. See
comment.*

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TERRITORY OF PAPUA AND NEW GUINEA.

File : 67-I-6.

Sub-District Office,
KIUNGA,
Western District,
10th November, 1951.

District Officer,
DARU.

STRICKLAND PATROL - MURDER OF CONSTABLE KASIKA 9253.

The following information consolidates my radio conversations.

On the 30th October I left the STRICKLAND Base-Camp to begin my return to KIUNGA. As you know this was for the twofold purpose, viz :

- (1) to recruit labour for the EAST STRICKLAND airstrip, and
- (2) to sit for my University Examinations.

Patrol Officer Mr. Henderson with ten police including Sergeant-Major GIVRE (and the carrier line) was left in charge of the Base-Camp. He was to continue building the canoes with which we hope to transport our stores from the Base-Camp to the NOMAD site (via the STRICKLAND, HENFOUL, and NOMAD). In my Interim Reports I remarked upon a certain native attitude towards the Administration in the PARE area. This attitude was seen as indifference, more apathetic than hostile, and was chiefly noticeable in the way the people shunned the patrol. For my own part, while recognising the PARES to be still primitive people, I believed their attitude was simply one of general indifference coupled with a fear of being forced to accompany the patrol to the BIAMI area. Until now the PARES have shown only a desire to make themselves as scarce as possible. The last thing I expected therefore was Mr. Henderson's radio report on Saturday that one of the patrol constables had been murdered near the Base-Camp. Mr. Henderson's report follows :

" On Wednesday morning (that would be the first of November) Constables KASIKA and TORE escorted as usual a line of carriers to the sago swamp near the Base-Camp. When the line returned to the camp in the evening Constable TORE reported that Constable KASIKA had left the sago-making party earlier in the afternoon saying that he was going to look for prawns in the nearby creeks. He went unarmed and he did not return. At this point it was simply thought that KASIKA was lost and there was no alarm for his safety. A search party was sent out that night with lamps and torches to look for him. They shouted and fired shots but did not find him. In the morning several separate search parties were sent out and on Friday Constable INGITA and his party found KASIKA'S body. It was about one hour's walk away from the sago-making place and had been hidden at the base of a tree and covered with pieces of wood and leaves. The body was brought back to the Base-Camp. Police witnesses said that missing from it were a police rami, a bush-knife, a wrist-watch, and a cigarette lighter. "

It was examined by Mr. Henderson who said there were eight or nine axe-wounds on the head, chest, and back. The next morning (Saturday) Constable INGITA took Mr. Henderson to the place where the body had been found and the area was searched. There were signs that a struggle had taken place: disturbed earth, broken branches etc., and from these indications it appeared that the dead man had been struck the first blow while near the edge of a creek, had then tumbled into the creek, and been chopped up while he lay on the ground. From the footprints on the ground Mr. Henderson thought it likely that there were probably a half-a-dozen men involved in the killing. A police party was sent off

*Account
Ingita*

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to follow up these tracks while they were still fresh.

The police party returned to the Base-Camp on Monday afternoon. They reported that they had lost the footprints after some distance but had with them two people, a man and a woman (husband and wife) who claimed to have been witnesses to the murder. These two people then each gave Mr. Henderson a list of names of men they said were responsible for the killing. Both the husband and the wife indicated that there were eight or nine men involved in the murder, but the names and villages given separately by each to Mr. Henderson did not tally. Mr. Henderson now says that five of the men named in one of the lists are in custody at the Base-Camp (he did not say in what manner they had been taken into custody) but all deny having been involved in any way in the killing. And this is where the inquiry rests at the moment. Mr. Henderson is endeavouring to obtain further information from these and other witnesses.

When KASIK'A'S death was first reported, both Mr. Henderson and myself were quite at a loss to find a reason for it. Notwithstanding that certain articles were missing from the body, robbery was thought an unlikely motive as the PARE people are able to obtain whatever steel they want from KUDA mission. Obviously there was something else behind it all but at the time we were unable to guess what it was exactly. But late on Monday afternoon, Mr. Henderson was informed by an interpreter DINA, that about three or four weeks ago Constable KASIK'A more or less forced a local woman to have sexual intercourse with him and that the PARE people had desired to revenge this act.

Naturally enough Constable KASIK'A did not inform his officers of this affair, and if any of the F.C.Os knew about it they kept the matter to themselves. Nor was there any complaint made by a local native person. The information first came to light as I have explained it. Following this line of inquiry Mr. Henderson thinks there is little doubt that native resentment stems from Constable KASIK'A'S wrongful act. It also seems that when feeling was running high there was some talk of attacking the camp. However, it was finally decided to kill Constable KASIK'A when the opportunity offered.

In our latest radio contact Mr. Henderson reports some tension in the vicinity of the Base-Camp. Evidently threats have been issued that any single police or carriers found wandering about at large from the Base-Camp will be "done over". It has also been suggested that some PARE people may be interested in a fight. Even though I regard this latter possibility as remote, I think it should be reported that this undercurrent does exist. Since the murder, a few PARES have been down to the camp, ostensibly to offer food for sale, but it could well be that they are reconnoitering the camp.

Under the circumstances I have instructed Mr. Henderson not to split his patrol, to ensure that personnel stay in the vicinity of the camp, and that a guard is set. When Mr. Fitzer flies in to conduct the Colonial Inquiry, I suggest that he remain for a few days in charge of the Base-Camp during the period of Mr. Henderson's absence at KUDA while that officer takes his deferred A.S.O.P.A. examinations. I intend returning to the Base-Camp as soon as my own examinations are finished, to attend to this matter. I think that our plans for the EAST STRICKLAND patrol post and airfield will have to be set aside until this business is settled.

Looking back, it seems that we have assumed a higher level of sophistication in this area than does in fact exist. That the PARES have resorted to their own methods of justice in an affair of this nature plainly indicates that their thinking is still very primitive. Considering the geographical isolation of the PARE, this is perhaps not so surprising. But the experiences of earlier patrols have given little indication that the PARES are capable of violent reaction when sufficiently provoked. Perhaps their patrol personnel were better behaved than ours. I don't think I need to emphasize the fact that

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all the police were instructed at the beginning of the patrol to respect native property and custom, because this was an area in which their reaction to such interference could go beyond anything they had previously experienced. I am quite sure that KASIKI didn't realize that he was likely to precipitate on his head. Naturally, once out of sight of an officer, one can only trust that the individual character of each patrol member will cause him to behave in a suitable manner. I am afraid that in this case KASIKI'S folly has brought about his own destruction and an uneasy situation for the rest of us.

I can only say, in conclusion, that the violence of native reaction in an area supposedly free of this sort of thing, has taken me by surprise. Obviously some re-assessment is necessary. It seems we will have to accept the situation for what it is, and not for what we think it should be.

M. Long
(M. Long)
Assistant District Officer

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TERRITORY OF PAPUA AND NEW GUINEA

Administration
Press Advice
No. 143



Port Moresby
November 7, 1961

15

POLICE CONSTABLE KILLED NEAR PATROL CAMP ON STRICKLAND RIVER

(Statement by the Director of Native Affairs, Mr. J. K. McCarthy)

A brief radio report from Daru received in Port Moresby today advises that a Native constable was killed on November 7th near the base camp of a Native Affairs patrol on the Strickland River. No details are known in Port Moresby apart from the fact that there was no attack on the patrol in which the constable was attached.

The patrol, led by Acting Assistant District Officer N. Lang, and accompanied by Patrol Officer R. W. Henderson, is working out from a base camp on the Strickland River, investigating possible sites for an airstrip and new patrol post in the ~~area~~ River area. This is to administer a population of around 10,000, comprising the Tere, Hicui, Tera, and Supo and Benavi tribes. The site of the proposed patrol post is approximately 200 miles north of Daru, and around 70 miles east of Kiruna Station on the Fly River.

The District Commissioner of the Western District, Mr. ~~W. A. Henderson~~ ^{Bensford}, in reporting the killing of the constable, said that the matter ^{was} is being investigated by Patrol Officer Henderson, and an officer ^{was} is being sent from Daru to hold a Coroner's enquiry.

The area where the killing occurred has been visited by previous patrols.

The Moresby M. News AD continued article to be held at a ...

*Stakey
The people are reasonably co-operative at this early stage of contact. It is notable that they are enthusiastic of this and have made plans to ...
of all areas before the first establishment of posts in a ...*

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RECEIVED BY THE AIR-POSTAL
6 NOV 1961

512 DARU 61 6 1255

ASADM KONEGOSU

240 STRICKLAND PATROL NOW AT BASE CAMP REPORT CONSTABLE MURDERED
3RD NEAR BASE CAMP ON STRICKLAND STOP PATROL OFFICER HENDERSON
WITH 10 POLICE CONSIDER MATTER IN HAND AND OF OPINION MURDER
COMMITTED BY LOCAL PARTS AND NOT BIAMIS FROM EAST OF STRICKLAND
STOP DISTROFF PROPOSES SEND FITZER AS CORONER EARLIEST STOP INCIDENT
NOT REPEAT NOT ATTACK ON PATROL ... DISCON

(PATROL)

12/16

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Phone 4 p.m. 6.11.1961

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TERRITORIES
CANADA

A.454	REPORT	FROM	STRICKLAND	PATROL
STATES	THAT	NATIVE	CONCERN	REMARKS
ON	THAT	NEAR	BASE	CAMP
STOP	PATROL	OFFICER	WITH	THE
POLICE	CONSIDER	MATTER	IN	HAND
STOP	INCIDENT	WAS	NOT	REPEAT
NOT	ATTACK	ON	PATROL	STOP
CORONER	IS	PROCEEDING	TO	STRICKLAND
STOP	PROGS	WILL	BE	QUALIFIED
OF	MURDER	TOMORROW		
		STOP		

J. Kim...
8/11/61

RIF

Dept. Administrator
6th Nov 1961

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67/3/2
12

TERRITORY OF PAPUA AND NEW GUINEA



89-2-6.
DISTRICT OFFICE,
DAKU.
WESTERN DISTRICT.

In Reply
Please Quote
No.

6th. November, 1961.

The Director,
Department of Native Affairs,
KORORUA.

STRICKLAND PATROL - PORTABLE RADIO BATTERIES.

Thursday's Catalina. Please despatch urgent, suggest

4 only Y3/YCA0395 D/D BATTERY DRY. R.T./BIAS 90/7 1/2 V. B.R.

4 only Y3/YCA0362 D/D BATTERY DRY. L.T.I. .5V. B.R.

For the use of the Strickland Patrol.

*Batteries sent
by mail on 11
Catalina
by A.O.
J.D. Lane
addressed by
g/h. L.
radio.*

(R.I. MACILWAIN.)
DISTRICT OFFICER.

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67-3-2


3rd July, 1962.

The District Officer,
Western District,
P.A.R.U.

STRICKLAND PATROL, 4TH INTERIM REPORT:

Receipt of the abovementioned report is acknowledged with thanks.

2. I am gratified to note that friendly contacts have been made with the SUPKI, DABA, ILIBU, and GEBUNI groups and that confidence vis-a-vis with the Administration is continuing.
3. The attitude of the MIAMI is perhaps attributable to the fact that the Administration has established itself on land formerly belonging to their enemies. In view of the caution of the older men and the attitude of the younger groups there is a difficult situation to face and officers should at all times be alert in case of an attack. Weak patrols should not operate in the MIAMI area until the situation has crystallised.
4. There has obviously been good progress in the establishment of the station.
5. We shall have to be prepared to face a situation where we will have to supply those engaged on airstrip construction with hard rations.
6. I am gratified that the attitude and morale of the constabulary living at NOMAD have remained satisfactory. I agree that it is a good idea to change the personnel at intervals.
7. Let me have your comment on the extension of camping allowance putting up a case from the District Officer which I can use as a basis for my recommendation.
8. Requisition for copra sacks and they will be provided.
9. I am extremely pleased with the work being done by all concerned with the establishment of the NOMAD Patrol Post.


(W.E. Dishon)
Acting Director.



TERRITORY OF PAPUA AND NEW GUINEA

67/3/2 ✓
1/13/7 (34)

In Reply
Please Quote

No. 1-6-9



DISTRICT OFFICE,
DARU,
WESTERN DISTRICT.

27th June, 1962.

The Director,
Department of Native Affairs,
KONEDOBU.

STRICKLAND PATROL - FOURTH INTERIM REPORT

Attached is a copy of the above-mentioned report.
The following comments are offered.

(a) Native Situation.

It appears that unless there is a change of heart on the part of the BIAMI people, great tact and care will be needed when patrolling seriously commences in their area.

(b) Airdrops and Drop Site.

Mr. Lang has gone to considerable pains to discuss the best means of packing for the drop. We simply cannot obtain sufficient quantities of copra sacks and highland experience has proved that packing very tightly in a rice bag then as loosely as possible in a copra sack is quite successful. Loading per bag should not exceed 50 lbs. The Assistant District Officer Balimo, has already been instructed in the matter.

(c) Airstrip.

Action is in hand to obtain the spades and mattocks requested.

(d) Staff Changes.

Arrangements will be made here for replacements.

(e) Camping Allowance.

Your confirmation of the action requested by Mr. Galloway would be appreciated, please.

I agree entirely that in the case of NOMAD the statutory 3 months period should be increased until such time as a first landing is possible.

Perhaps you would care to advise Broadway

Action on file 1-3-7

[Signature]
(E. FLOWER)
DISTRICT OFFICER.

c.c. Assistant District Officer,
Nomad.

TERRITORY OF PAPUA AND NEW GUINEA.

53



NOMAD Base-Camp,
K I U N G A Sub-District,
Western District,
23rd May, 1962.

The District Officer,
D A R U .

STRICKLAND PATROL - FOURTH INTERIM REPORT.

This report covers activities since the 9th January, 1962. There have been some staff changes since this period. Mr. Henderson left on the 11th January, and his replacement, Mr. Stott, arrived on the 21st of April. Also during this period the camp has been visited by other officers: Mr. Antcliff of D.C.A. and his assistant, accompanied by Mr. McLellan, conducted a survey of the NOMAD strip site between the 5th and 10th of March, and yourself and Mr. Galloway between the 7th and 10th of April. Patrol activities during this period have concentrated on the establishment of a permanent camp-site, and the building program, for the time-being at least, is complete. We have also been at considerable pains to establish good relations with the local people, and I think we have made good progress in this direction. Increasingly large numbers of people are now regularly visiting the camp.

NATIVE SITUATION.

As mentioned above, increasing progress has been made in the establishment of good relations with the local population. Firm and friendly contacts have been made with SUPBI, DABA, ILIBU, and GEBUSI groups, and the confidence of these people vis-a-vis the Administration is increasing daily. The native situation would leave little to be desired then, if it were not for the continued aloofness of the BIAMI group which from all accounts is the most populous group of people with which we will have to deal in the future. The camp was visited by a small party of about a dozen BIAMIS, all warrior types, on the 17th of January, but this has been our only contact with them. The sole intention of this party seems to have been to reconnoitre the camp. We were unable to communicate with them, having no interpretation, but they made no obvious attempt to be friendly, on the contrary, they seemed surly and suspicious. They explored the camp thoroughly and as I had a considerable distrust of their motives, decided upon a firearms demonstration. They observed it with reasonable indifference and as soon as it became dark, disappeared into the bush. Four days later some GEBUSI men came into the camp at eight o'clock at night and told us in some agitation that the BIAMIS were coming down to attack us. However although we kept a careful watch for a week, nothing happened. We have heard from local sources that the whole time Mr. McBride was patrolling in the BIAMI, the young men wanted to attack the patrol to gain possession of the axes and knives, but that the older men urged caution because of the rifles. This balance of forces resulted in only a sporadic attack on the patrol. I had hoped that this BIAMI business would have resolved itself, that

(32)

friendly contacts would have been made from the camp here, but in five months there has been only this one brief, unsatisfactory contact with them. We may well have some trouble with them during our consolidation work. The fact that they have made no attempt to establish trading relations with us may be ominous. As indicated, other native groups are not so inhibited as the BIANI, not only are they selling food to the station, but at the moment we have a mixed group of 40 odd SUPSI, BABA, and GHEUSI men working on the airstrip. This is the first such group to remain for long periods on the station, and is a sure indication that these people are gaining confidence in their dealings with us.

STATION BUILDINGS.

Eight native-materials buildings have now been completed at NOMAD. These are: officers' bungalow, store, aid-post, police barracks, servants' quarters, interpreters' quarters, and two labour barracks. All station personnel are now reasonably well housed and no further building is contemplated for the time being. When the airstrip is completed the intention is to develop an area on the NAMAM side of the strip for European habitation, and the present encampment, including the officers' bungalow, handed over to the police and their families. As you are aware, there are no police families on the station at the moment, nor will there be until the airstrip has been completed. Before dependents move in it will be necessary to provide additional housing.

FOOD SITUATION.

Although local people are visiting the station more frequently than ever before, food supplies are still not sufficient to feed our numbers which have grown to about 130, with another 50 to come. Bananas rather than sago seem to be the principal diet on this side of the STRICKLAND, and there is never a great supply of these. Considering the labour which must be involved in clearing the rain forest with stone tools, I doubt whether these people produce much more than is necessary to satisfy their minimum needs. Average daily purchase of food at NOMAD would feed only 20-30 people, so it will remain necessary to feed the labour line by airdrop. We have made a start on station gardens but it will be months before any significant quantity is produced. There is also a shortage of planting materials.

AIRDROPS AND DROP SITE.

The new HINGIRIM labour line spent a fortnight grubbing stumps on the drop site and there is now an area 600 feet by 400 feet cleared of all stumps and logs down to the bare earth. The earlier CESSNA and CATALINA drops were very successful, with recovery better than 95%, but the first TAA DC3 drop had a recovery of only 69%. I feel that the poor result of this drop was due to inefficient packing. Of 70 bundles dropped, 22 burst. Of these, 22, 16 were single copra sacks which disintegrated on impact and the contents were lost. All the other bundles were double copra sacks and only six of them burst. However, almost all the bundles sustained some damage, due I think, to the fact that many of them were too heavy, around 60 lbs or more. Dropping rice in a single copra sack is an obvious error which should not happen twice, but generally speaking there could be a good deal of improvement in the packing technique. Experience indicates first of all that rice should be enclosed in double copra sacks at least - rice dropped in single bags invariably bursts. Secondly, the bundles should not

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be too heavy, probably not more than 45 lbs. Thirdly, when stitching the sacks, the inside bag containing the rice can be stitched fairly tightly, but the second sack, the outside one, should be stitched across the mouth so that it enfolds the inside bag loosely, not tightly. Now if the inside sack should burst when it hits the ground, the outer one, not being taut, usually does not, and the contents of the broken sack are retained. I would suggest that the contents of one bundle should not exceed 36 lbs of rice and 12 tins of meat. I have noticed that both the Catalina and the DC3 drop from a fair height, 300 feet or so, and unless the packing is good, a lot of the stuff will not survive the impact. On these figures, 200 copra sacks will be necessary for each drop of 4,500 lbs. It is a lot of sacks but it is difficult to see any cheaper method of getting the stuff on the ground intact. In addition, our fortnightly requirements of rice and meat will shortly be 3,000 lbs, so that it is imperative if we are to build up a reserve stock of rations, that the aircraft is loaded to its maximum capacity for each drop. Please draw the attention of those officers responsible for the packing of airdrops to these comments.

AIRSTRIPE.

Mr. Antoliffe, the D.C.A. inspector, has confirmed a restricted category "A" DC3 strip at NOMAD. I have received from him a check plan for the initial provision of a 2,000 by 200 foot commercial GESSA strip. Clearing began on the 21st of this month with 100 labourers. Mr. Russell is recruiting another 50 at KIUNGA to bring our final strength up to 150 (the maximum number we can feed). In addition it is hoped to recruit locally an extra 50 so that we will be able to put a work force of 200 on the site. Mr. Antoliffe has advised that the earthworks involved at NOMAD are of about the same order as KIUNGA - 25,000 cubic yards. As regards tools for this project, we have plenty of axes for the clearing, but not enough mattocks and spades for the earthworks. I would suggest therefore that 50 mattocks and 50 spades be purchased for the project by Public Works. (NB. not picks and shovels).

ROYAL PAPUA AND NEW GUINEA CONSTABULARY.

Present detachment strength is ten. I don't think it necessary to increase the size of the detachment until patrolling starts. Attitude and morale are both good. The behaviour of the police since the KASIKA affair has been above reproach. Not only has that unfortunate incident had a sobering effect on the entire detachment, but the undesirable members have been weeded out as their weaknesses became apparent, and sent back to the main stations. Of the original detachment of 17 which left KIUNGA in September last year, only 5 are left. It is my intention to take these 5 back to KIUNGA with me when I return at the end of September. Two of them have wives and families at KIUNGA. They have all earned a break. Two members, Lance Corporal BUNA and Constable AWA, I intend to recommend for promotion.

STAFF CHANGES.

I intend to return to KIUNGA about the beginning of October. I will then have been in this part of the sub-district for more than a year. Mr. Stott's food supplies are also likely to be exhausted about the same time and he has expressed a desire to return then. Mr. Douglas has intimated a willingness to be posted for duty to this part of the sub-district, and could replace Mr. Stott. If a replacement is forthcoming for myself (Mr. Head ?)

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I suggest that we effect the changeover at that time - Mr. Road and Mr. Douglas proceed to NCMAB, and Mr. Stett and I return to KIUNGA.

CAMPING ALLOWANCE NCMAB.

The usual three month period during which claims for camping allowance may be submitted has expired for NCMAB (24th March). However, Mr. Galloway suggested while he was here that in view of the lack of amenities it could reasonably be said that officers posted to NCMAB are still living under camp conditions and that an extension of the usual period might be allowed. Could you please advise if any further action has been taken in this matter?

M. Lang

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(M. Lang)
Assistant District Officer.